



A VISION FOR
LAND OFF THE CAUSEWAY
BASSINGBOURN



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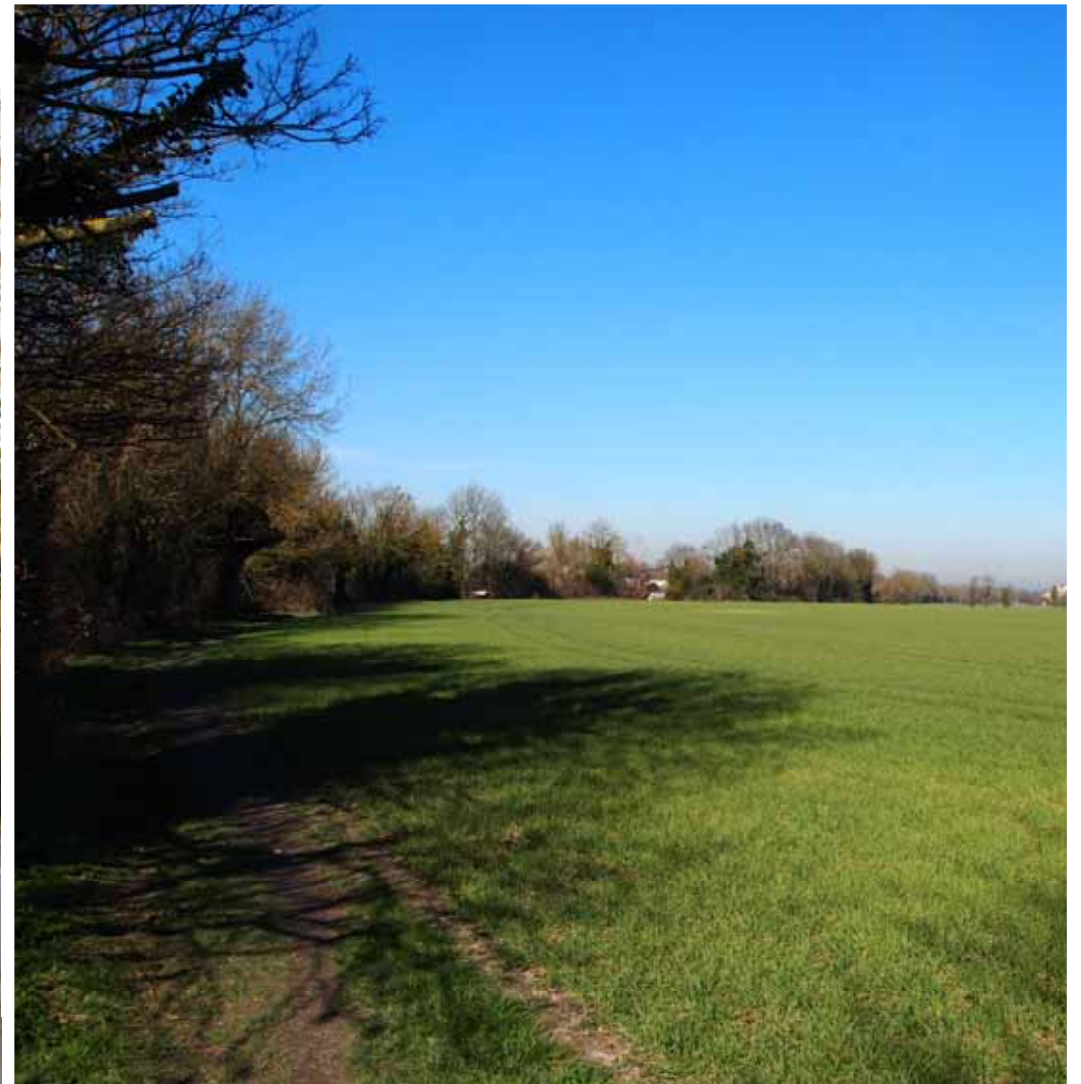
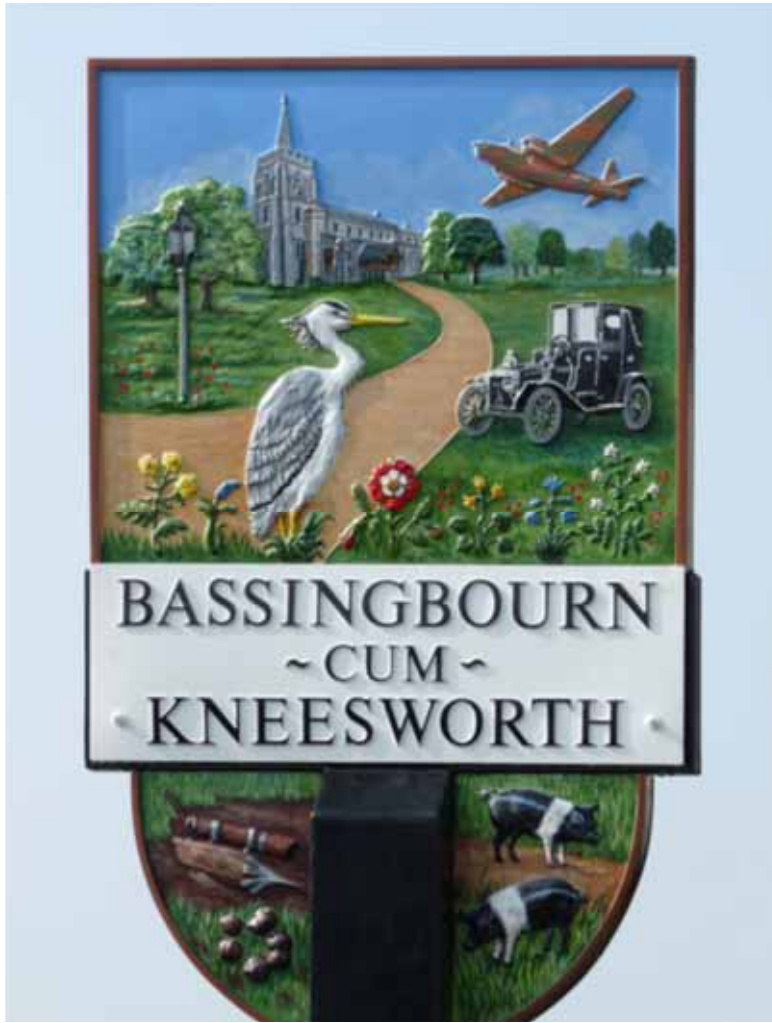


A VISION FOR
LAND TO THE SOUTH OF THE CAUSEWAY

BASSINGBOURN

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3. THE SITE AND CONTEXT

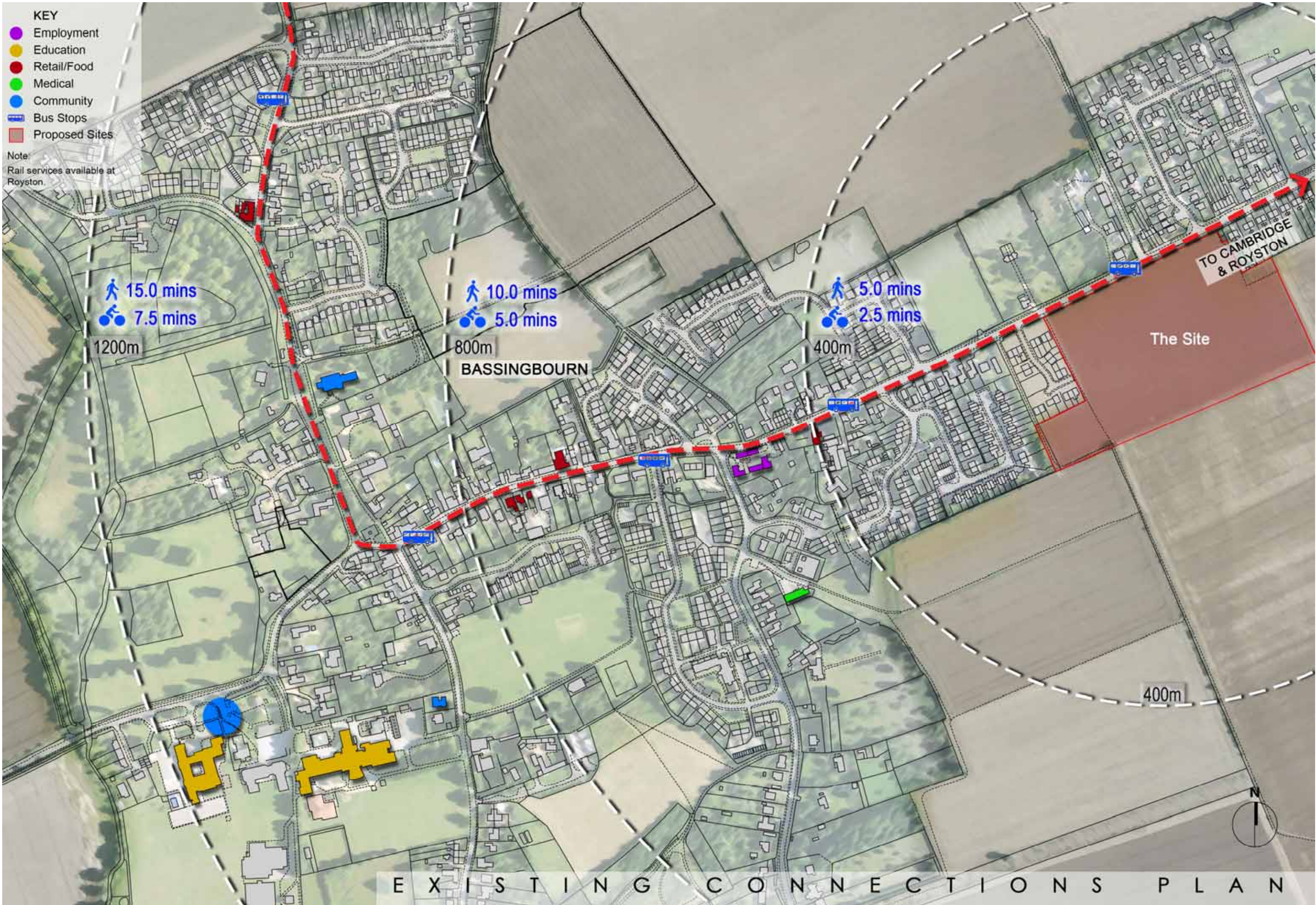
The site is located at the eastern edge of Bassingbourn.

The site is bound to the north by a native hedge, a narrow grass verge and The Causeway. The eastern boundary is partly formed by the gardens of Nos. 144 to 170 The Causeway, and agricultural fields. The land to the south comprises agricultural fields. The western boundary abuts the rear gardens of Windmill Close and Willmott Road. The site covers a total area of 4.25ha.

The site is not within the Green Belt.

Bassingbourn is identified as a Minor Rural Centre in the defined settlement hierarchy for South Cambridgeshire. It contains a good range of services and facilities, including a secondary school (Bassingbourn Village College), primary school (Bassingbourn Primary School), convenience store, post office, doctor's surgery, dentist, pharmacy, public houses, mobile library, sports centre, and outdoor recreation areas. Bassingbourn is on bus routes, with regular services to Royston and a limited service to Cambridge.







KEY:

- Listed building
- Tree protection order
- Protected amenity area
- Development boundary
- Conservation area
- Housing site under construction
- Outline permission for housing
- Road noise
- Veteran ash tree
- Hedgerow
- Tree planting off site
- Views out across countryside

S I T E

O P P O R T U N I T I E S & C O N S T R I A N T S



LANDSCAPE

The Landscape Partnership has provided initial observations concerning potential landscape and visual opportunities and constraints at the site. A Briefing Note (prepared by The Landscape Partnership) is submitted with this response. In summary, the site is located beyond the settlement edge but it is not encompassed by any designations for its particular landscape quality.

The views across open countryside, native boundary hedges, and development set back from the road in well vegetated plots gives the streetscape a green character. Any development at the site would need to respect this character through the safeguarding of the boundary hedge, the retention of long-distance views and appropriate breaks in the street frontage in order to maintain the separate identity of Bassingbourn and Kneesworth. It is considered that development at the site would be seen within the context of existing development within the village and would affect only a small part of the overall view.

There would be a small increase in the extent of development at the village but the overall character of the view would be unaffected. It is considered that planting on the southern boundary of the site, e.g. a native hedge containing hedgerow standard trees, would help provide a vegetated framework to assimilate new development into the landscape.

ECOLOGY

Applied Ecology have provided initial observations in relation to on site ecology.

Site 4 is not covered by any statutory or non-statutory wildlife site designation and does not fall within any Site of Special Scientific Interest impact risk zone described by Natural England. The nearest designated wildlife site is called Bassingbourn Barracks County Wildlife Site. It is a non-statutory designated site of importance for calcareous grassland located 1.9 km to the north of the site, and is isolated by the suburban infrastructure of Bassingbourn village and arable land beyond the village envelope.

Site 4 consists of an intensively managed arable field on the edge of the village located immediately next to a main road and existing residential housing. A species poor intact hedgerow separates the road from the field edge and occurs within the Site boundary.

The bulk of the Site is of low ecological and nature conservation value. The roadside hedgerow is regularly managed, small in stature, lacks trees and is unlikely to possess significant ecological interest given its physical form and location.

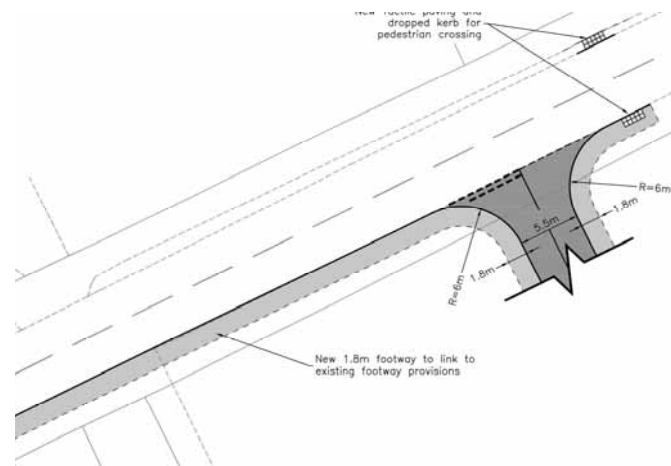


HIGHWAYS

Transport Planning Associates have reviewed the access arrangements required to serve the proposed development. Access to the site is currently provided via an informal access point taken from the southern side of the Causeway, within the vicinity of the bus stop and along the northern site frontage. Evidently, the design of this existing access is not considered suitable to accommodate a residential development of the scale proposed.

A preliminary access strategy drawing has been prepared see extract below. In summary, it is proposed that a simple priority junction, with a carriageway width of 5.5m and 6m corner radii, be implemented to serve the proposals. A change in the Traffic Regulation Order along the Causeway, along the site's frontage is proposed to reduce the current posted speed limit, extending the existing 30 mph zone to the west of the site. A 1.8 m wide footway is proposed on the south western side of the Causeway to link with the existing footway provision to the east and west.

The site is considered to be sufficiently served by public transport given there are several bus services operating, with the closet bus stop located immediately adjacent to the north of the site, as well as the nearest railway station, Royston, located approximately 4.2 km south of the site, accessible within a 15 minute cycle ride or a 14 minute bus journey.



A development of the scale being considered and the associated level of vehicle trips likely to be generated by such a proposal, with less than one additional trip per minute at peak times, then it is reasonable to suggest that any increase in traffic on the local road network, particularly in peak periods, will be limited and not result in any severe impact.

On the basis of this preliminary review of transport and highway matters, it is concluded that development of the site for the scale proposed is a viable proposition.

FLOOD RISK AND SURFACE WATER

MLM have undertaken a preliminary review of flood risk and drainage opportunities for the site.

Ground levels on site appear to be fairly flat with a slight but noticeable fall to the south-west corner. There are no ditches on or in the vicinity of the site which suggests that the sites' geology is likely to be permeable.

The site lies in Flood Zone 1 and is at low risk of flooding from tidal/fluviol sources (see Figure 1). The closest ditch/drain is approximately 200 metres (m) east of the site. The site is not shown to be at risk of flooding from reservoirs. The site is not in a Groundwater Source Protection Zone.



The lack of watercourses on/surrounding the site, coupled with the information from the BGS website, suggests that infiltration drainage is likely to be viable at the site.

UTILITIES

The proposed development will need to provide new utilities infrastructure, but there are services to the neighbouring urban area and so new connections will be possible.



KEY:

- Listed building
- Housing under construction
- Outline planning permission granted
- Vehicular access
- Potential link footpath
- Existing footpath
- Veteran ash tree
- Views out of site to Therfield Heath

new pedestrian crossing point
 new pavement on south side of Causway

housing site under construction

THE CAUSEWAY

new publicly accessible open space
 views out

RESIDENTIAL DEVELOPMENT

RESIDENTIAL DEVELOPMENT

potential link footpath

possible link to adjoining development

outline permission granted for residential development

existing footpath



M A S T E R P L A N C O N C E P T



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