

Transport and Highway Infrastructure Review Land at Elbourn Way, Bassingbourn

This letter has been prepared in response to a request for a preliminary review of transport and highway infrastructure matters relating to the potential development, for residential purposes, of the above. It is understood that the site that you are considering a residential scheme of up to 80 dwellings together with supporting services and infrastructure.

Access to the site is currently provided via a dropped kerb footway crossover that leads to a field gate at the south-west end of the site. 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 (1707-69 SK103) and is attached to this letter. In summary an extension of the residential carriageway Elbourn Way is proposed as an internal access road into the site. The road is indicated as being 5.5m wide with 2 metre footways, with localised widening at the bend that is required to avoid the existing attenuation pond for Elbourn Way.

The site is considered to be adequately served by public transport given that there are a number of bus services operating directly south to the site along High Street, with the closest bus stops to the site located approximately 156 metres away, and the nearest railway station, Royston, located approximately 4.8km south, accessible within a 17 minute cycle ride or 20 minute bus journey.

The existing local network of publicly available footpaths helps ensure the sites accessibility credentials.

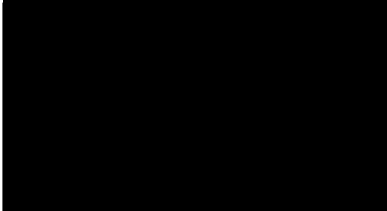
The level of vehicle trips associated with a development of the proposed scale is considered to be limited and is not expected to result in and significant adverse impact.

With reference to the Crashmap website it is understood that there has been only two recorded accidents within the vicinity of the site. Further eastwards to the site, along the main access road in Bassingbourn there have been 2 further recorded accidents. Given a total of 4 accidents over a five year period in the surrounding area, it is not considered that there is a local accident problem.

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On the basis of this preliminary review of transport and highway matters, it is concluded that a development proposal of up to 80 residential dwellings on this site is a viable proposition as it should not result in any adverse impact.

Yours sincerely



enclosure