

Highways Statement
On behalf of
Taylor Wimpey / Persimmon Homes (TW/PH)
In respect of
The Stevenage Borough Council Local Plan 2011-31
Date 16 February 2017

Matter 20, Question 4. Are the preferred vehicular access points to strategic development set out in Policy IT1 justified?

Yes, ever since the Stevenage West proposal was first mooted it was a requirement that all highway access should be undertaken from under the A1 (M). The vehicular access points using Bessemer Drive and Meadway, in combination, provide the appropriate level of traffic capacity, directness of access and connection to Gunnels Wood Road and the wider highway network.

For the Phase 1 development it will be necessary to provide a new underpass of the A1 (M) in conjunction with the existing Meadway underpass for pedestrians, cyclists and emergency vehicles.

Public Transport

The principle of serving the site by a convenient and frequent public transport service has long been established. The intention is that a circular service using both highway accesses will connect the site to Stevenage Railway and Bus Stations, the Town Centre, Gunnels Wood Road and other important destinations. In the shorter term, the intention of the Phase 1 development is that buses would enter the site by the Meadway approach and travel to the site of the proposed school, returning via Meadway to the Town Centre and other destinations. Please see the drawing in Appendix 1.

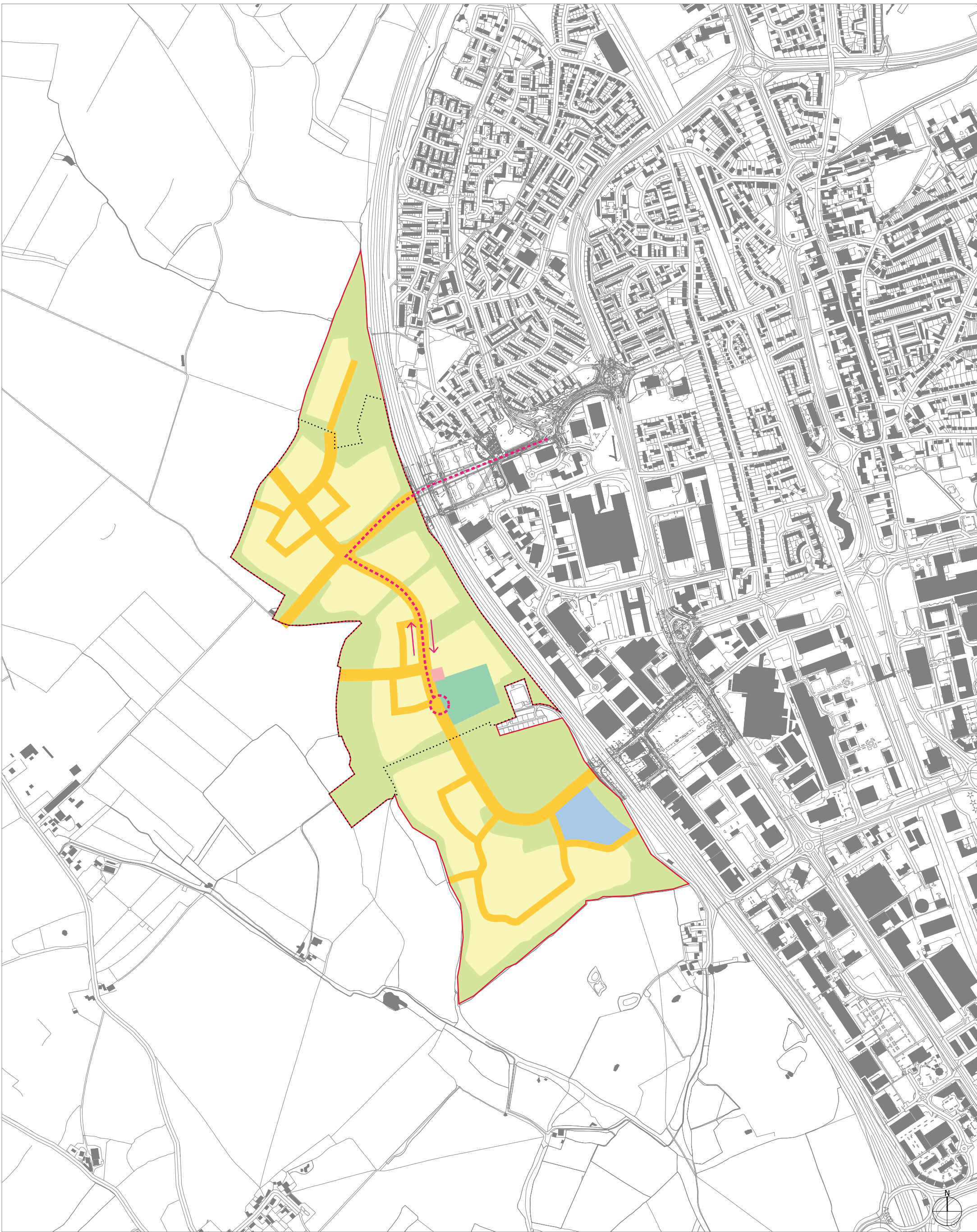
Active Travel

It is fully recognised by TW/PH that the site should be well connected to the existing walk and cycle infrastructure to reduce private car movements.

A continuous cycle / footway will be provided through the Bessemer Drive underpass and along the northern side of Bessemer Drive to Gunnels Wood. Similarly, a new combined cycle / footway underpass will be provided under the A1 (M) to the north of the existing underpass to connect to the realigned Meadway.

The West Stevenage proposal will thus place a high priority on Active Travel and the Developers fully support the SBC Active Travel Strategy.

Appendix 1: Phase 1 Proposed Bus Route



- LEGEND
- Redline Boundary
 - All Open Space
 - Residential
 - Retail
 - Employment
 - Primary School
 - Main Road and Access Roads

- Phase 1 Boundary
- Phase 1 Bus Route

Project
WEST STEVENAGE

Drawing Title
**SBC LP EIP Policy HO2 West
Stevenage Masterplan**

Date 17.02.17	Scale 1:5,000@A1	Drawn by KA	Check by KA
Project No 20973	Drawing No 018	Revision B	

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