Technical Note

Project Name	South Trumpington
Subject	Local Plan access note
Reference	23111/N02v2
Date	September 2026

1 LAND SOUTH OF TRUMPINGTON, LOCAL PLAN ACCESS NOTE

1.1 Overview

1.1.1 This note has been prepared by KMC Transport Planning on behalf of British Land PLC. The note provides further information in response to the draft Greater Cambridge Local Plan (GCLP) which is currently out for consultation. The submission follows earlier representations made to date in particular the Sites Submission Update in March 2025 and Regulation 18 Response in January 2026.

1.1.2 The purpose of this note is to respond to the latest consideration of the Site through the Regulation 19 Local Plan.

1.2 The South Trumpington site

1.2.1 British Land are the sole owner of Land at South Trumpington (the Site) and are promoting the Site through the emerging Greater Cambridge Local Plan.

1.2.2 The Site occupies a highly sustainable edge-of-Cambridge location adjacent to existing homes at Trumpington Meadows, is close to key employment destinations including the Cambridge Biomedical Campus and will be immediately adjacent to the South-West Travel Hub and associated Busway infrastructure that is currently under the early stages of construction.

1.2.3 In a wider sense, the Site benefits from existing and emerging transport infrastructure, including proximity to Cambridge South Railway Station, the Trumpington Guided Busway, Trumpington Park and Ride and a network of active travel routes.

1.2.4 Future development at South Trumpington would provide the opportunity to deliver housing and employment in close proximity to one another, and help reduce transport-related carbon emissions, enhance quality of life, and create more resilient communities.

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1.3 Housing and Economic Land Availability Assessment (HELAA)

1.3.1 The Site has been assessed as through the Greater Cambridge Housing and Economic Land Availability Assessment (HELAA).

1.3.2 Following the Regulation 18 consultation of the Local Plan, a HELAA response was published by Greater Cambridge. Site Access was considered to score 'red' within the 2026 HELAA.

1.3.3 Prior to the 2026 review, previous HELAAs had been undertaken.

2021 and 2023 HELAA

1.3.4 The 2021 HELAA scored Site Access as 'Amber' concluding *'The proposed site is acceptable in principle subject to detailed design'*.

1.3.5 The 2023 HELAA retained the Site Access score as 'Amber'. The accompanying comments stated *'Based on the new information provided, the site access assessment remains unchanged. The proposed site is acceptable in principle subject to detailed design'*.

2025 HELAA

1.3.6 The score was amended to 'Red' in the 2025 HELAA. The commentary added the reasoning for this change as *'The site does not link to the adopted public highway and is therefore inaccessible to highway users'*.

1.3.7 The issue related to a point in time consideration where Osprey Drive is not yet adopted as highway maintainable at the publics expense. The process of working towards adoption is underway and Osprey Drive will become 'highway'. Osprey Drive links to Hauxton Road which already forms part of the highway network.

1.3.8 Once Osprey Drive forms part of the highway network, the proposed access to the Site will ensure a connection to the highway network. The Site Access can be provided and connect to the highway network within land that is available to the Site promoter.

1.3.9 Accordingly, the issue raised in the HELAA regarding connections to the highway has been addressed.

2026 HELAA

1.3.10 Despite the original HELAA assessments concluding that the principle of the Site was acceptable subject to detailed design, and the conformation over highway connections, the 2026 HELAA continues to score the Site Access as 'Red'.

1.3.11 The commentary in the HELAA states: *'The access arrangements proposed would not be suitable for the development, with due regard to the existing development to the north. A minimum of two points of vehicular access would be required for a development of this scale'*.

1.3.12 The following sections consider the comments with regards to the Site access as presented and the need for two points of vehicle access.

Primary Site access

1.3.13 Hauxton Road currently provides access to Osprey Drive by way of the western arm to a four-arm traffic signal controlled junction. Osprey Drive serves the wider Trumpington Meadows area. Additional vehicle access for the Trumpington Meadows area is provided to Hauxton Road from Consort Avenue.

1.3.14 Trumpington Meadows is a largely residential area and has successful embedded sustainable travel patterns leading to lower than average car use. Movements through the Hauxton Road junction to and from are low.

1.3.15 The vision-led transport strategy for South Trumpington builds on the location of the Site and the sustainable transport infrastructure that will enhance movements across this area.

1.3.16 The location of the South Trumpington Site is key to the opportunity being presented. The proximity to existing homes and major employment at locations such as Cambridge Biomedical Campus will support a rich mix of development. It can help address Greater Cambridge's need to locate homes and jobs in accessible proximity.

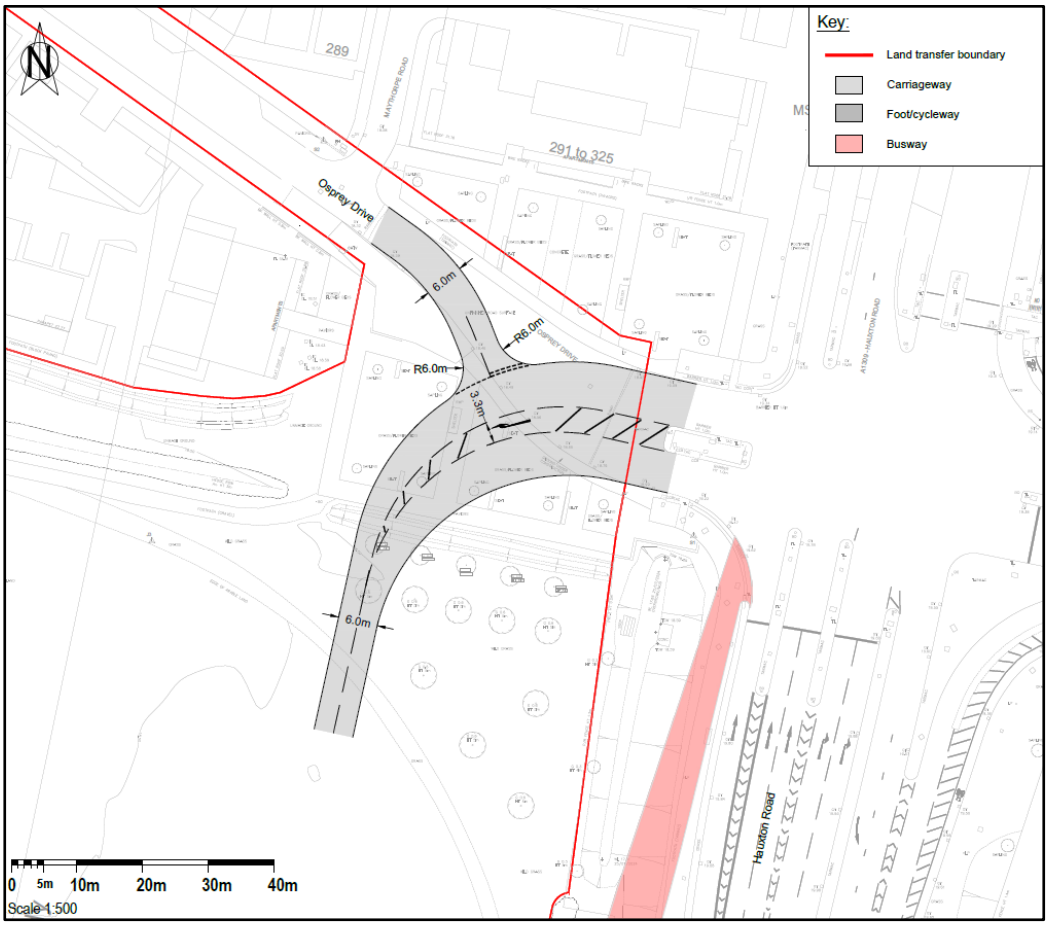
1.3.17 The location is further enhanced through the existing and emerging sustainable travel opportunities. Walking and cycle routes are already extensive. Public transport comprises Cambridge South Railway Station, and almost uniquely, two Travel Hubs will be connected to the Site with a new Busway directly on the Site boundary.

1.3.18 Prioritising people is key to achieving the vision for the site, reducing reliance on car use. Car use will be limited through low car parking provision and protected streets. Access to vehicles will still be possible where there is opportunity to provide a network of car club vehicles stationed at Mobility Hubs.

1.3.19 This means vehicle movements that might need to be accommodated will be low where trips are largely made by other modes.

1.3.20 The preliminary design of the site access junction is presented in Figure 1.

Figure 1: Preliminary site access option from Osprey Drive and Hauxton Road



1.3.21 The preliminary layout provides access to the Site whilst maintaining access to Trumpington Meadows via Osprey Drive.

1.3.22 The design of the access is consistent with the Cambridgeshire Highways Development Management General Principles for Development (2023) document. That document also directs towards the design details contained in Manual for Streets and the Design Manual for Roads and Bridges where appropriate. The preliminary design adheres to this guidance.

1.3.23 The HELAA approach for Site Access suggests that at this stage of the plan making process, Sites need to ensure they have the potential to provide suitable access. The approach further recognises that there may be potential access constraints, but Sites can be considered acceptable at this stage where these could be overcome through further design work and assessments.

1.3.24 The submissions represent an appropriate level of information for this stage of the process and sufficient information to meet the HELAA requirements to ensure a suitable access solution is possible.

Further access points

1.3.25 The 2026 HELAA commentary states: *'A minimum of two points of vehicular access would be required for a development of this scale'*.

1.3.26 The wider HELAA scoring criteria commentary for Site Access sets out *'Sites promoting 100+ dwellings cannot be considered suitable for development if they cannot provide a suitable safe second access point from the adopted highway network. This secondary access can also be a pedestrian/ cycle access point, provided it conforms with highways requirements'*.

1.3.27 The *Cambridgeshire Highways Development Management General Principles for Development* (2023) document set out requirements to applicants, developers, their agents and local authority officers in relation to new highway, access and adoptable infrastructure across Cambridgeshire. In section 2.7 Generic Adoptable Street Standards it is stated in part vi that *'2 x points of access, one comprising an emergency link will be sought for over 100 dwellings; over 200 dwellings, two full points of access should be provided. In circumstances where 2 x points of access cannot be achieved, the views of the emergency services should be sought'*.

1.3.28 It is clear from the HELAA requirements and ultimately the highway authority's guidance document that secondary points of access are required and these need not be for vehicle access but should be for pedestrian and cycle access and provide emergency access. The Site can achieve this.

1.3.29 Wider secondary routes are possible through connections to streets which abut the Site to the north and lead to Osprey Drive.

1.3.30 The access options illustrated in Figure 2 show how the illustrative masterplan has responded to the multiple access opportunities to the north with are in addition to the primary Site access from Osprey Drive. These access points need not fully accommodate vehicles, but can provide pedestrian and cycle routes for day to day movements and opportunity for emergency access should the need arise.

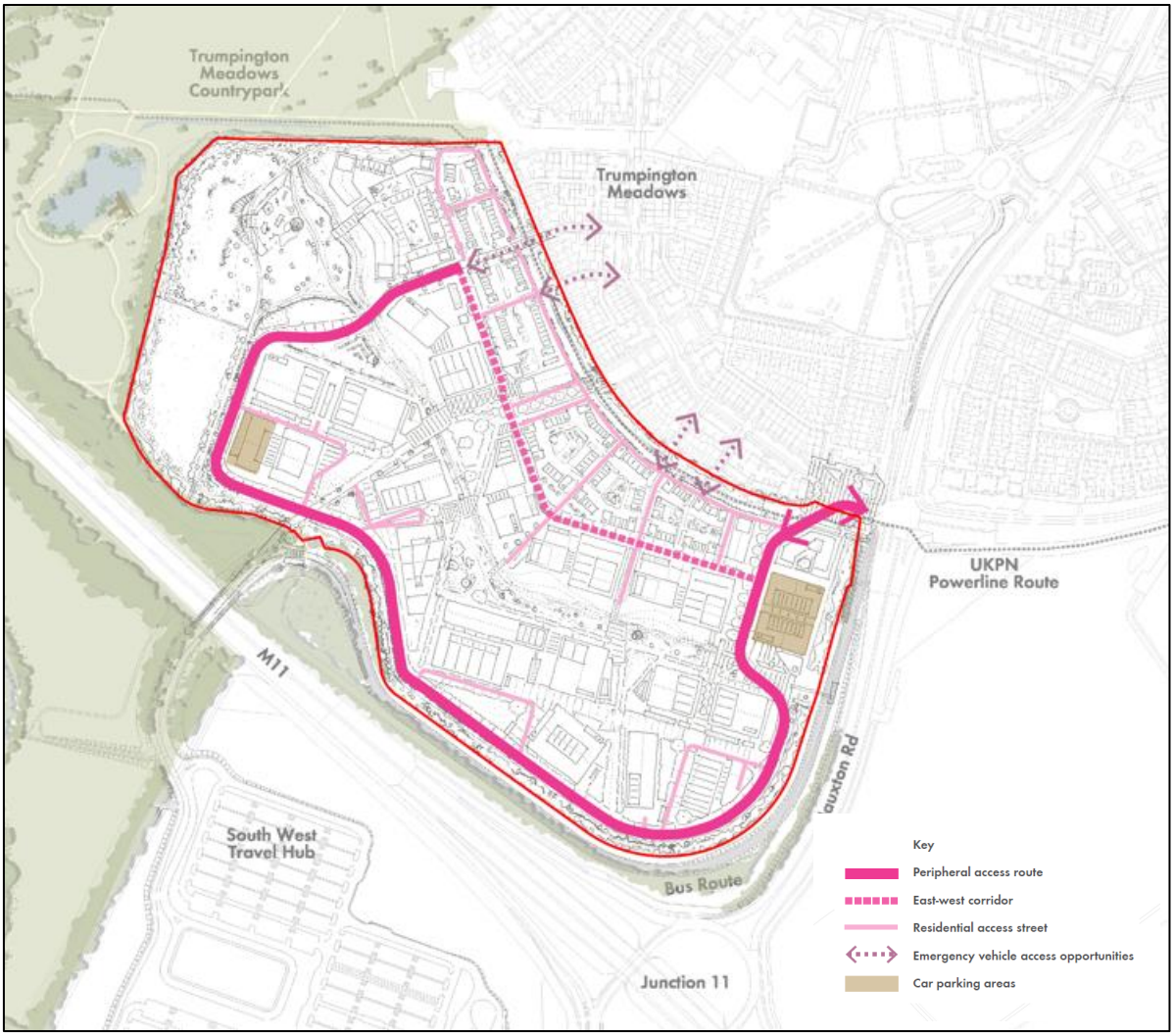
1.3.31 The access points linking the Site to Osprey Drive comprise:

- Street access via Jupiter Way (east)
- Street access via Jupiter Way (west)
- Active trave path opposite Deacon Drive;
- Street Access via Forester Road;
- Street access via Hornet Road
- Active Travel path via Britannia Walk.

1.3.32 All connection will be through Forester Drive and will provide opportunity for permanent active travel links. Street link will provide opportunity for emergency access. These routes, considered through the Illustrative Masterplan will provide ample opportunity to provide a secondary access and ensure two points of access as a minimum are provided. Precise arrangements would be determined through the masterplanning and planning application process.

1.3.33 Further active travel links are provided via the Melbourn Green way route across the M11 to the south. In addition, the proposal to provide a further access from Hauxton Road can be considered.

Figure 2: Vehicle Access/Permeability Strategy



HELAA score

1.3.34 Given the information represented and set out in this note and with reference to the HELAA scoring criteria for Site Access as set out on page 33 of the Greater Cambridge HELAA 2026 and Amber score is considered appropriate.

1.3.35 The 'Amber' score is consistent with the assessment criteria which states 'There are potential access constraints, but these could be overcome through development'.

Summary

- Previous HELAAs considered Site Access to be acceptable in principle.
- Matters associated with the ability to link to the highway have been addressed. The Site promoter controls land that can link to the highway suitable to deliver the access
- A preliminary access design has been prepared which is deliverable in highway or Site promoter controlled land.
- There are multiple opportunities to deliver access to the wider area. There is no need for additional day to day vehicle access points but these connections provide opportunity to provide access for pedestrians, cyclists and emergency vehicles.
- With regard to the assessment criteria set out in the HELAA, the score for Site Access should be 'Amber'. This recognises the point in the design and plan process where any potential access constraints could be overcome through development and where ultimately, access by all means is possible.