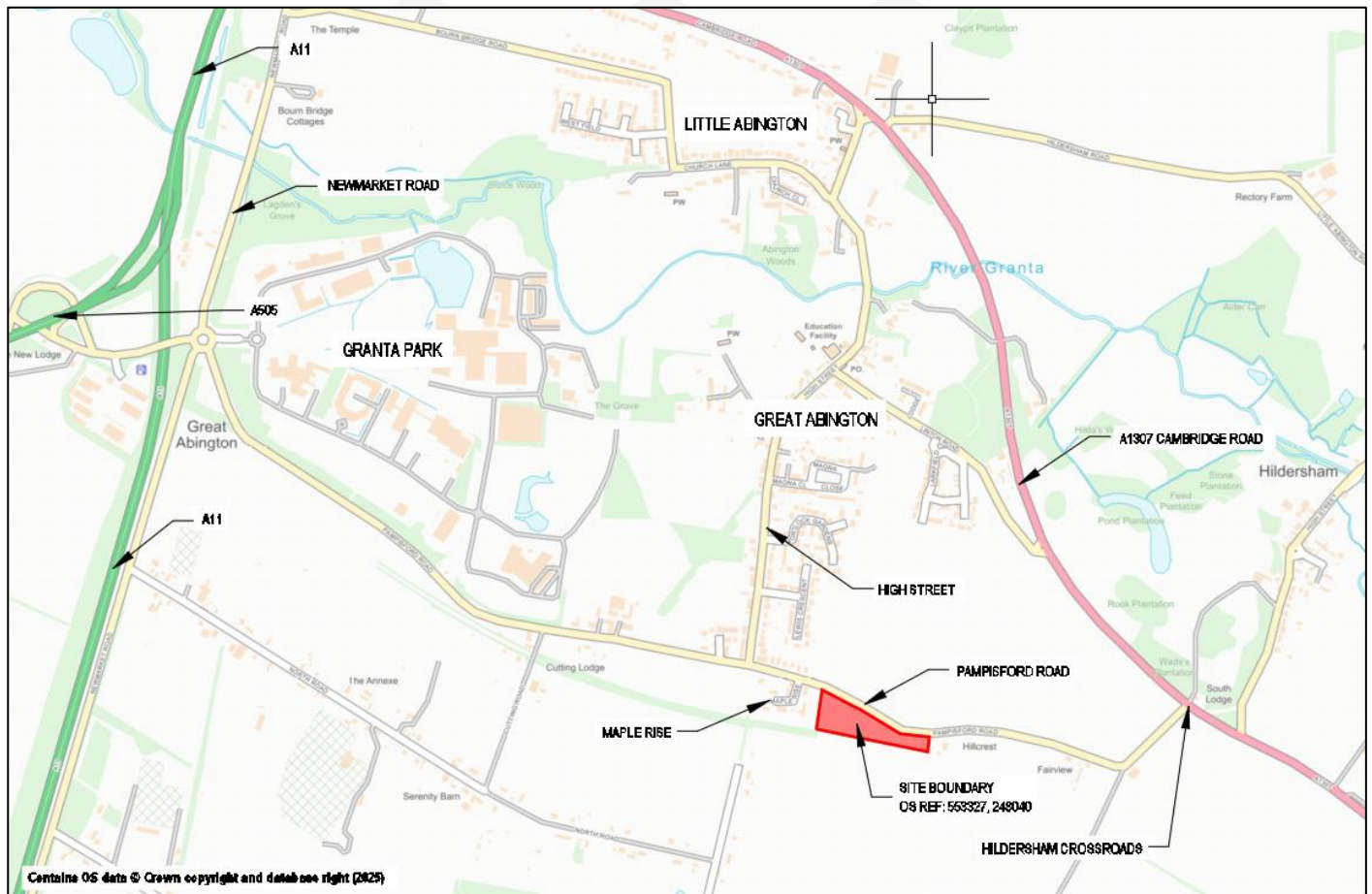


Supporting Transport Technical Note Land South of Pampisford Road, Great Abington

1.0 Introduction & Background

- 1.1 This Technical Note has been produced by Glanville Consultants, on behalf of Calenick Creek Limited, to support the promotion of a potential residential site to the south of Pampisford Road, Great Abington, for allocation within the South Cambridgeshire Local Plan update. The site is around 1.7ha in size and it is currently considered that it could be allocated for up to 14 dwellings.
- 1.2 The site is located to the south Pampisford Road, to the south east of Great Abington and immediately to the east of Maple Rise. The location of the site is shown within Image 1, whilst an indicative layout for 14 dwellings is shown within Appendix A.

Image 1: Proposed Site Location



- 1.3 The site is currently a grass field with scrubland vegetation. The northern boundary of the site is formed by Pampisford Road and the southern boundary by the former route of the Cambridge to Haverhill railway line. The western boundary is formed by the recently completed residential development at Maple Rise whilst the eastern boundary is formed by Hillcrest, an existing detached dwelling.

2.0 Vehicular Access

- 2.1 The site has an existing gated access onto the southern side of Pampisford Road. This gated field access is sited around 160m east of the Maple Rise / Pampisford Road junction (see Image 2). It is proposed that vehicular access to the proposed site is achieved via this existing gated access.

Image 2: Existing Gated Access to Site (source: Google Earth)



- 2.2 The attached Figure 1 shows an indicative potential site access arrangement. This plan shows that a suitable junction arrangement in accordance with the Cambridgeshire Highways Design Guide, is feasible. The 5.5m wide road is sufficient to serve up to 300 dwellings, although any development in excess of 100 dwellings would need to provide an emergency access. As the site proposals indicate that the proposed site could provide up to 14 dwellings, it is considered that this junction arrangement is sufficient to provide a safe access arrangement.
- 2.3 It is considered that the land to the south of the former railway land could potentially come forward at a later date for further residential development. Therefore, the 5.5m wide carriageway will be sufficient to accommodate this future potential development. The dashed lines within Figure 1 show a potential access route to the this future developable land via an existing gated access across the former railway line.
- 2.4 Figure 1 shows the visibility splays that could be provided. As shown within Image 2, the gated access is currently located where the 50mph posted speed limit to the east of the site changes to a 30mph speed limit. The site access arrangement therefore shows that 37mph (59m) splays are achievable to the left of the junction although they would require the removal of some of the existing hedgerow. To the right of the site access, 120m (40mph) splays could be provided without crossing third party land. Consequently, the existing vehicular speeds will need to be surveyed on Pampisford Road to determine if 40 mph splays are appropriate. If not, then the posted speed limit may need to be reduced to the east of the site access from 50mph to 40mph to accord with the achievable visibility splays.

- 2.5 There are existing traffic calming measures on Pampisford Road comprising speed cushions and buildouts with priority movements. Therefore, if required, this traffic calming can potentially be extended along Pampisford Road to encompass the site access to ensure that suitable visibility splays are provided.

Local Highway Capacity

- 2.6 Glanville has undertaken a significant amount of highway related work over the past 20 years for Granta Park and so has a good understanding and knowledge of the local highway network and the operation of the nearby junctions. Any future planning application will consider the impact of the proposed development on the operation of the local junctions in detail as part of a future Transport Assessment and will identify any required mitigation. The impact of a small residential development on Pampisford Road, however, is unlikely to be considered a severe impact on the highway network particularly as residential peak hour traffic flows would be travelling in a different direction to the Granta Park peak hour traffic.

3.0 Sustainable Accessibility

Existing Accessibility

- 3.1 The site is located on the south eastern edge of the existing Great Abington settlement and therefore benefits from a level of functional connectivity. The proposed site access is located a 1km (a 12.5 minute) walk from the existing Great Abington Post Office, SPAR convenience store and Great Abington Primary School on the High Street. Whilst this is just outside of 800m (10 minute) walking distance it is within an acceptable walking distance of the site and within a 5 minute cycle journey.
- 3.2 In the vicinity of the site, there is currently no footway on Pampisford Road. However, a 1.8m footway was provided on the southern side of the carriageway between the Maple Rise / Pampisford Road junction and the junction with the High Street. It is therefore considered that a new footway could be provided along the southern side of Pampisford Road between the proposed site and this new footway. This could either be provided along the carriageway, within the proposed site or via Maple Rise utilising the retained access route on the eastern boundary of Maple Rise. This latter option would be subject to agreement with the adjacent land owner.
- 3.3 There are no pedestrian destinations to the east and so it is not considered that a footway to the east of the site access junction would be required, but there is the potential for a footway to be provided within the site to Hillcrest if required by CCC Highways.
- 3.4 The closest bus stops to the site are located at the Pampisford Road / High Street junction, around a 240m (3 minute) walk from the proposed site access junction. These stops serve bus route 13/13A which provides a half hourly service between Haverhill and Cambridge.

Proposed Accessibility

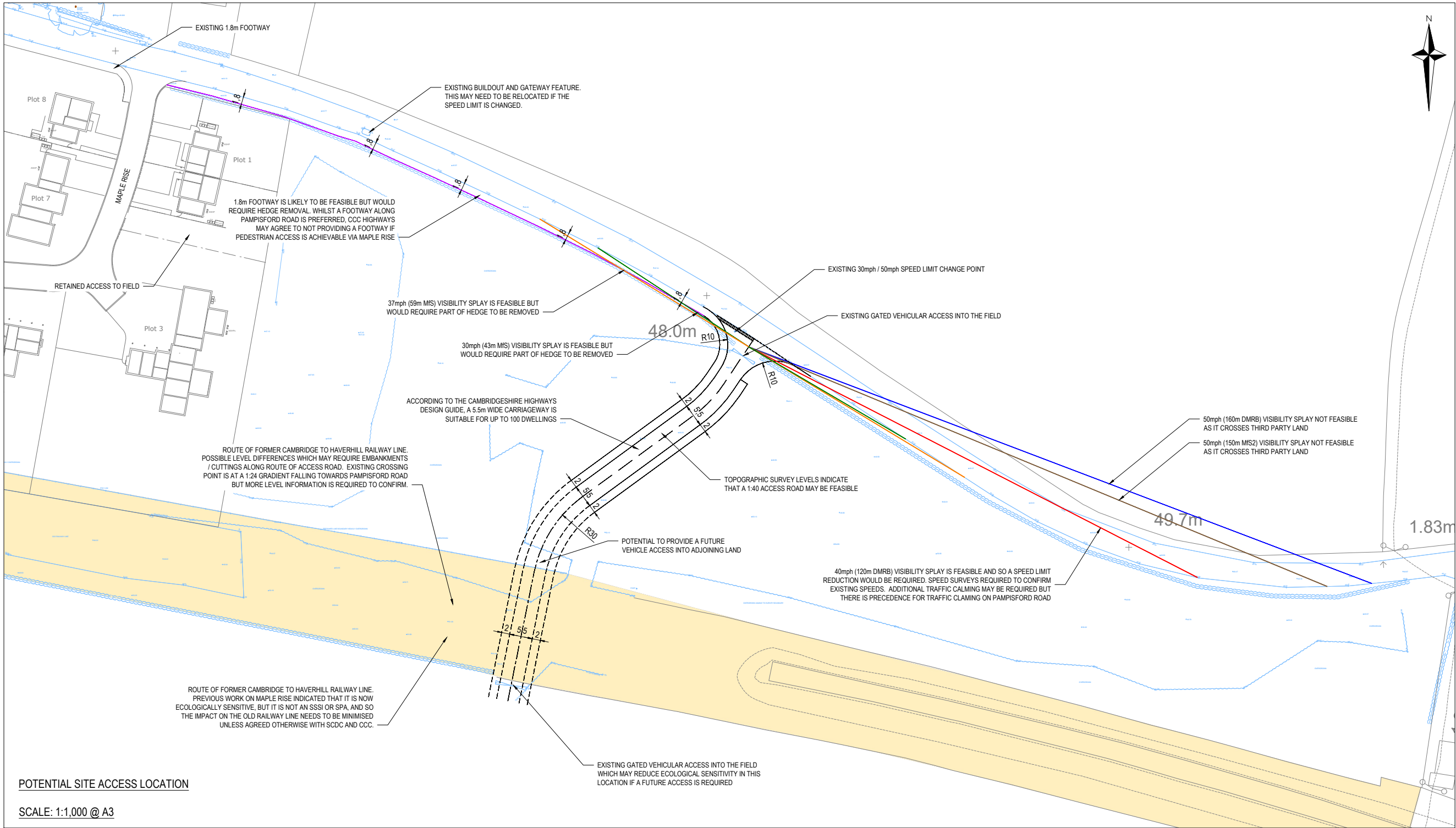
- 3.5 The site is located 800m west of the Hildersham Crossroads and therefore the proposed site is located a 4 minute cycle from the current western end of the Linton Greenway which provides a cycle route between Great Abington and Linton. During discussions with CCC Highways on recent applications at Granta Park, it is understood that CCC Highways are planning to extend the Linton Greenway along Pampisford Road to Granta Park, to connect to the new cycle route on Newmarket Road. The extension of this route will directly pass the site and will provide an off-road cycle route between the site, Linton, Granta Park, the existing cycle routes from Babraham and the proposed CSET (Cambridge South East Transport) Travel Hub. Consequently, this potential site is well located to future planned cycle routes within the local area.
- 3.6 The future CSET Travel Hub will be located between the A11 and Babraham and will be accessed from the A1307. It will provide a new 'park and ride' facility with improved bus connections to both Cambridge and the wider area including a 5 mile long segregated bus route from Babraham to the Cambridge Biomedical Campus and Cambridge South railway station. The bus route would also have an adjacent pedestrian / cycle path. As part of the proposals, there would be improved bus corridors with increased bus services and frequencies connecting the travel hub with the surrounding area including Linton, Haverhill, Great Shelford and Sawston.
- 3.7 Consequently the provision of the proposed Travel hub, along with the extension of the Linton Greenway will significantly improve sustainable accessibility between the proposed site and Granta Park, Cambridge, Babraham, Linton, Haverhill and the existing Sawston Greenway.

4.0 Summary and Conclusion

- 4.1 This Technical Note provides a Transport Supporting Study into a potential new residential site on land to the south of Pampisford Road in Great Abington. The land is considered to be suitable for 14 dwellings but there is the potential to incorporate an access route to serve land to the south of the former Cambridge to Haverhill railway line for potential future development.
- 4.2 A suitable vehicle access serving up to 100 dwellings is achievable off Pampisford Road, although a reduction in the speed limit and potential additional traffic calming may be required to provide suitable visibility splays. There is the potential to provide a new footway, either along the carriageway or within the site between the site access and the existing 1.8m footway at the Pampisford Road / Maple Rise junction.
- 4.3 The site is within an acceptable walking and cycling distance of Great Abington village centre. It is also sited along the proposed extension route of the Linton Greenway which will provide pedestrian and cycle connections to the proposed CSET Travel Hub, Granta Park, Babraham, Linton and Haverhill.
- 4.4 It is therefore concluded that the proposed site would be suitable for residential development and is therefore being promoted as a site for allocation for residential development in the updated South Cambridgeshire Local Plan.

Figures



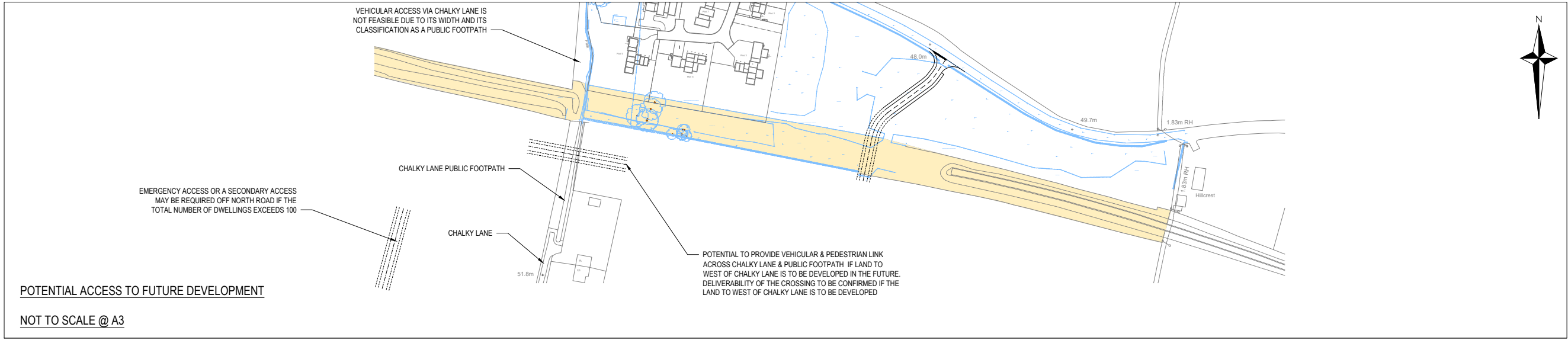


- NOTES
1. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.
 2. POTENTIAL IMPROVEMENTS ARE SUBJECT TO A SWEEPED PATH ASSESSMENT, CONFIRMATION AS TO THE EXTENT OF ADOPTED HIGHWAY AND A TOPOGRAPHICAL SURVEY..

- KEY
- EXISTING TOPOGRAPHICAL SURVEY
 - MAPLE RISE DEVELOPMENT
 - FORMER RAILWAY LINE AND CURRENT ECOLOGICALLY SENSITIVE AREA
 - POTENTIAL ACCESS ARRANGEMENTS
 - POTENTIAL 1.8m FOOTWAY
 - 2.4m x 160m (50mph) DMRB VISIBILITY SPLAY
 - 2.4m x 150m (50mph) MS2 VISIBILITY SPLAY
 - 2.4m x 120m (40mph) DMRB VISIBILITY SPLAY OR ONE STEP BELOW MINIMUM 50mph VISIBILITY SPLAY
 - 2.4m x 43m (30mph) MIS VISIBILITY SPLAY
 - 2.4m x 59m (37mph) MIS VISIBILITY SPLAY

FOR INFORMATION ONLY

I2	SITE ACCESS AND LABELS UPDATED	26/02/2025	DK	HG
I1	FIRST ISSUE	10/06/2024	DK	HG
Rev.	Description	Date	By	Chkd



Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client :	CALENICK CREEK LTD		
Project :	LAND SOUTH OF PAMPISFORD ROAD		
Title :	POTENTIAL VEHICLE ACCESS		
Engineer : DK	Date : JUNE 2024		
Director : HG	Scale : AS SHOWN @ A3		
Status :	INFORMATION		
Drawing No.	4240356-SK001		Rev I2

Appendices



Appendix A

Indicative Site Layout





REV	DATE	DESCRIPTION
01	01/01/2018	Initial Release

CLIENT
CALENICK CREEK LIMITED

PROJECT
LAND SOUTH OF PAMPISFORD ROAD,
GREAT ABINGTON, CAMBRIDGE

TITLE

INDICATIVE BLOCK PLAN

14 UNIT OPTION

DRAWING STATUS

PLANNING – CALL FOR SITES

DRAWN	NP	CHECKED
SCALE	1:1000 @A2	DATE MAR 2025

THE GALLERY
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w: www.nporchitects.co.uk
e: info@nparchitects.co.uk

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