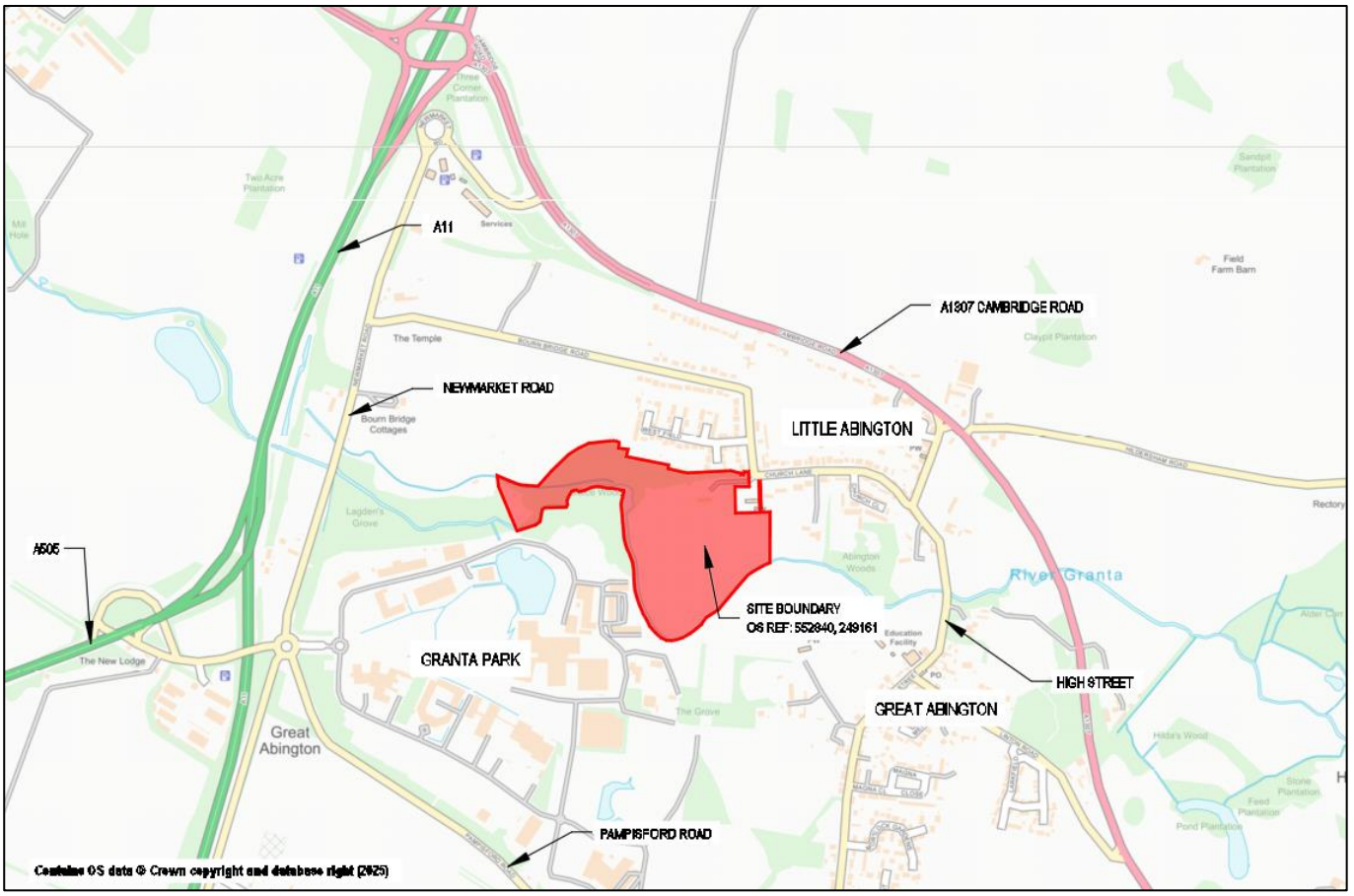
Supporting Technical Note - Bancroft, Little Abington

1.0 Introduction & Background

1.1 This Technical Note has been produced by Glanville Consultants, on behalf of BioMed Realty, to support the promotion of a potential residential site off Church Lane in Little Abington, for allocation within the South Cambridgeshire Local Plan update. The site is around 12.2ha in size and it is currently considered that it could be allocated for up to 100 dwellings due to the proposals to only develop the part of the site located within Flood Zone 1 (see paragraph 3.2).

1.2 The site is located in the south eastern corner of Little Abington, adjacent to St Mary's Church. The location of the site is shown within Image 1.

Image 1: Proposed Site Location



1.3 The majority of the site is currently a grass field / scrubland, although the northwestern corner is formed by Sluice Wood. The northern boundary of the site is formed by the back gardens of the residential dwellings on West Field and an adjacent arable field. In the north eastern corner, St Mary's Church and it's graveyard provides the north eastern boundary, whilst the southern and western boundary of the site is formed by the River Granta. The eastern boundary is formed by the rear garden of 41 Church Lane.

1.4 This Technical Note reviews the site in terms of highway access and flooding & drainage.

2.0 Highways

2.1 This chapter sets out the highway related aspects associated with the potential site and how vehicular and pedestrian / cycle access would be achieved. It also shows that the site is located within a sustainable location.

Vehicular Access

2.2 The site has an existing gated access onto the southern side of Church Lane. This gated driveway serves 43 Church Lane and is sited around 80m south of the junction with West Field and 225m west of Church Close (see Image 2). It is proposed that vehicular access to the proposed site is achieved via this existing gated driveway.

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

2.3 The attached Figure 1 shows an indicative potential site access arrangement in accordance with the Cambridgeshire Highways Design Guide. The 5.5m wide road plus 2m footways is sufficient to serve up to 100 dwellings without a separate emergency access.

2.4 A separate pedestrian / cycle access can be provided to the east of St Mary's Church which would connect to the site along the eastern boundary.

2.5 Figure 1 shows that pedestrian and vehicle access to the church and graveyard would be retained, with the proposal allowing scope for improvements to the church access.

2.6 Church Lane currently has a posted speed limit of 30mph, however the existing ninety degree bend at the site access would reduce traffic speeds to 20mph or less. Figure 1 shows that 30mph (2.4m x 43m) visibility splays are achievable.

Local Highway Capacity

2.7 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 residential development on the A1307 and Newmarket 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.

Sustainable Accessibility

Existing Accessibility

2.8 The site is located on the south western corner of the existing Little Abington settlement to the north west of Great Abington and therefore benefits from a level of functional connectivity. The proposed site access is located a 900m (11.25 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 a 800m (10 minute) walking distance, it is within an acceptable walking distance of the site and within a 4.5 minute cycle journey.

2.9 The proposed site is located in a sustainable location and has good accessibility to alternative modes of travel other than a car. In the vicinity of the site access, there is currently a footway on the inside of the ninety degree bend on Church Lane. This footway continues to the east of the site on the northern side of Church Lane to Great Abington village centre. Around 10m to the north of the site access junction, the eastern footway terminates but there is a footway on the western side of Church Lane which commences around 10m of the site access junction. This footway continues on the western side of Church Lane and on the southern side of Bourne Bridge Road to the settlement edge of Little Abington.

2.10 Whilst there is no dedicated cycle infrastructure in the vicinity of the site, the presence of the A1307 and Newmarket Road ensures that Little Abington is lightly trafficked allowing for safe on-road cycling. The new shared use footway / cycleway on Newmarket Road is accessible from the western end of Bourne Bridge Road to provide an off-road route to Granta Park and the proposed Cambridge South East Transport (CSET) Travel Hub to the west of Newmarket Road. The Linton Greenway is accessible form a shared use footway / cycleway on the southern side of the A1307 which is accessible from Linton Road, a 1.6km (8 minute) cycle ride south east of the site access.

2.11 The closest bus stops to the proposed site are on the High Street within Little Abington and on the A1307 to the north of Little Abington. The bus stops on the High Street are a 500m walk east from the potential site access along the Church Lane footway. The A1307 bus stops are a 440m walk or a 535m walk to the north of the site and are accessible via Public Footpaths 4/6 and 4/4 respectively. Public Footpath 4/6 is accessible from Bourne Bridge Road, 300m north of the site access whilst footpath 4/4 is accessible 150m east of the site access.

2.12 The bus stops on both the High Street and the A1307 serve bus route 13/13A/X13. These bus services have a half hourly frequency.

Proposed Accessibility

2.13 The site is located a 2km walk (25 minute) east of the proposed CSET (Cambridge South East Transport) Travel Hub, located between the A11 and Babraham, via Bourn Bridge Road and the existing Public Footpath 12/4. 2km is generally considered an acceptable walking distance and so the Travel Hub is within walking and cycling distance. 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 along the A1307.

2.14 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.

2.15 Consequently the provision of the proposed Travel hub and the Linton Greenway provision will significantly improve sustainable accessibility between the proposed site and Granta Park, Cambridge, Babraham, Linton, Haverhill and the existing Sawston Greenway to the west of Babraham.

3.0 Flood Risk

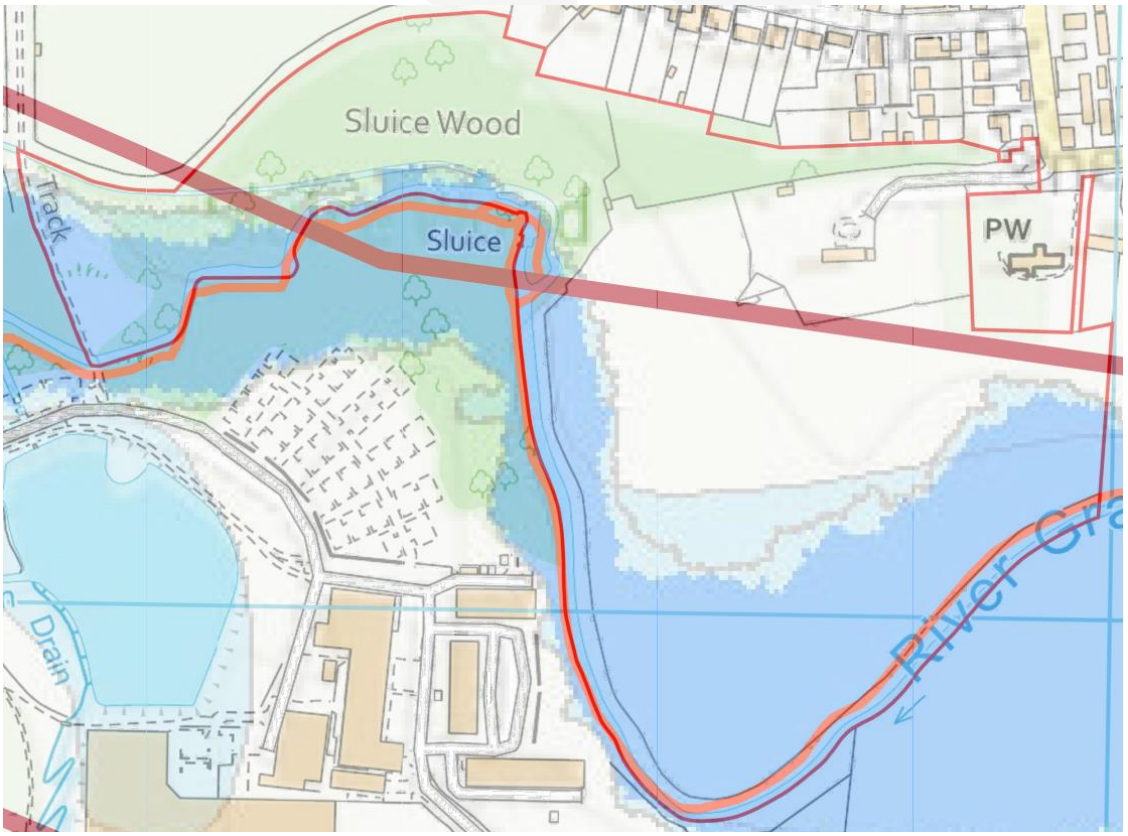
3.1 The Environment Agency (EA) provided flood model data for the River Granta along with historical flooding records in May 2024. The EA data has been overlaid onto the site boundary plan in Images 2 and 3. Image 2 shows the extent of flooding record in 2001. Image 3 shows the EA Flood Map for Planning, including Flood Zones 2 and 3. Comparing images 2 and 3, it can be seen that the historic flood event in 2001 does not extend beyond the Zone 2 extent and is closer to the river banks in some areas than the Zone 2 extent.

3.2 It is likely that any development would be promoted for the Zone 1 area of the site only, which is estimated to be approximately 3.6 hectares, excluding the woodland. Zone 1 is the lowest flood risk category, with an annual exceedance probability of 0.1 % (or 1:1000 years). When considering National Flood Risk Policy all forms of development are suitable within Zone 1. Therefore an application for this area within Zone 1 only, would not require a Sequential Test or any flood mitigation measures in respect of fluvial flooding.

3.3 By only developing the Zone 1 area, the river corridor will be preserved for wildlife, creating and wide buffer between the development and the watercourse, helping to preserve its natural quality.

Image 2: EA Historic Flood Map (2001)

Image 3: Flood Map for Planning - Flood Zones 1(white) 2 (light blue) & 3(blue)



4.0 Drainage

4.1 Any development of this site would need to follow Planning Policy in respect of drainage, which means application of Sustainable Drainage Principles (SuDS), including the four pillars; water quality, water quantity, biodiversity and amenity.

4.2 The site is currently classified as 'greenfield' and British Geological Survey Mapping indicates the geology as River Terrace Deposits (sand and gravel) over Holywell; Nodular Chalk. These deposits are permeable and would allow the development to utilise infiltration within its SuDS Strategy, replicating existing drainage conditions and ensuring rainwater is permitted to recharge both the local water table and the River Granta.

4.3 The SuDS strategy will utilise open features such as swales and basins, together with Bio-retention features to: improve the quality of water running off the site, to slow run-off to greenfield runoff rates, to create bio-diverse environments and to create amenity value by mixing walking, cycling, seating and exercise areas within the development's green spaces.

5.0 Summary and Conclusion

5.1 This Technical Note provides a Transport, Flood Risk & Drainage supporting study into a potential new residential site on land off Church Lane within Little Abington. The land is considered to be suitable for up to 100 dwellings with the boundaries of the site being formed by existing development, Sluice Wood and the River Granta.

5.2 A suitable vehicle access serving up to 100 dwellings is achievable off Church Lane with a segregated pedestrian / cycle access.

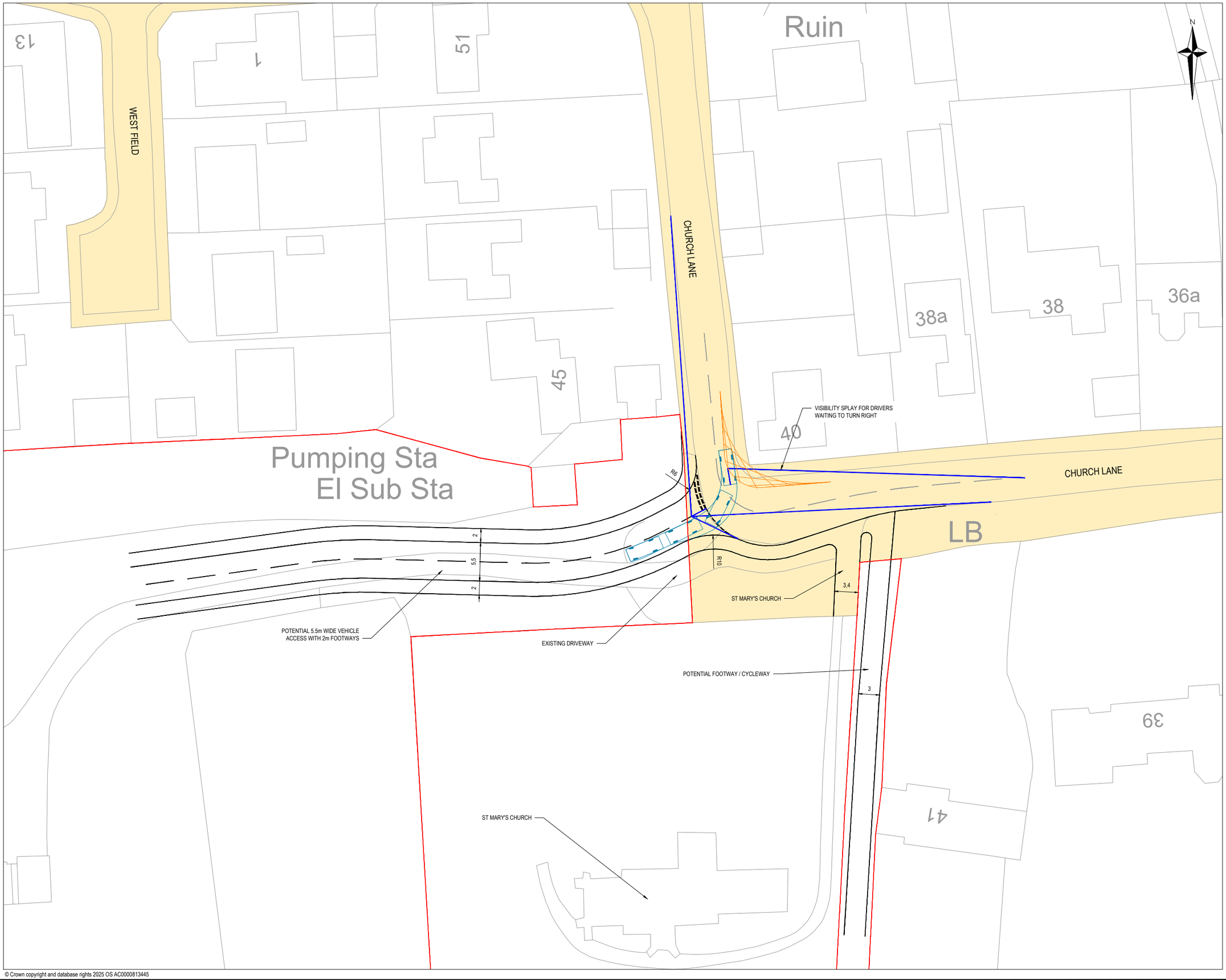
5.3 The site is within an acceptable walking and cycling distance of Great Abington village centre and is within walking and cycling distance of the proposed CSET Travel Hub and the Linton Greenway.

5.4 The site can provide approximately 3.6Ha of land suitable for development within Flood Zone 1, which is the lowest flood risk category for fluvial flooding.

5.5 The site is suitable for infiltration and ideally placed for the creation of integrated Sustainable Urban Drainage complying with all four pillars of SuDS.

5.6 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

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KEY

- SITE BOUNDARY
- OS BASE
- INDICATIVE JUNCTION ARRANGEMENT
- 2.4m x 43m (30mph) JUNCTION VISIBILITY
- 10mph (11m) FORWARD VISIBILITY AROUND BEND
- ADOPTED HIGHWAY

FOR INFORMATION ONLY

FIGURE 1

Rev.	Description	Date	By	Chkd
I2	ADOPTED HIGHWAY ADDED	04/03/2025	DK	HG
I1	FIRST ISSUE	03/03/2025	DK	HG

Glanville
Survey > Plan > Engineer
Civil Engineering · Highways Engineering · Structural Engineering · Building Surveying · Transport Planning · Geomatics
Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client : BIOMED REALTY

Project : BANCROFT, LITTLE ABINGTON

Title : POTENTIAL SITE ACCESS ARRANGEMENT

Engineer : DK | Date : MARCH 2025

Director : HG | Scale : 1:500 @ A3

Status : INFORMATION

Drawing No. 4240568-SK006 | Rev I2