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REGULATION 19 TRANSPORT SUBMISSION

Land Adjacent to Cambridge Services

Jaynic Properties Limited

May 2025

Project no: 61033 Rev A

Document Review Sheet: -

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Date: - 06 / 05 / 2026

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Date: - 06 / 05 / 2026

Document Approved by: - *Mark Geddes IEng MICE*
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Date: - 06 / 05 / 2026

Document Status

DRAFT



FINAL



Revision Status

Issue	Date	Description	Prepared	Checked	Approved
A	29.05.26	Greater Cambridge Shared Planning Service Comments for PPG Para 008 (Oct 2014)	DDP	MJG	MJG

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Appendix - Location Plan

1. Introduction

- 1.1. Richard Jackson Ltd have been commissioned by Jaynic Properties Limited to prepare a Regulation 19 Transport Submission in support of a development of approximately 90,000m² GIA of B2/B8 uses on land adjacent to Cambridge Services, plus around an additional 150 HGV parking spaces to relieve existing capacity issues at the services themselves. The location of the site is shown in **Appendix A** and has Ordnance Survey midpoint of 535700, 265200 with a postcode of CB23 4WU.
- 1.2. The site comprises an area of vacant previously developed land (PDL) which was used as a temporary works area for the upgrade of the A14 in the vicinity by National Highways (NH). The remainder of the site is existing greenfield agricultural land. The site has frontage to the C184 (Boxworth Road) on its northwestern boundary which locally connects Boxworth with the A14 at Junction 24/24A. To the northeastern boundary is Cambridge Services and the A14. To the south and east is agricultural land

2. Proposed Local Plan Allocation

- 2.1. The site is provisionally allocated in the joint Local Plan for Greater Cambridge under reference S/RRA/SCS on a 24.58ha site for the level of employment development set out in **Chapter 1**, including a specific requirement for HGV parking facilities). The draft allocation includes various requirements which any future planning application should meet which with regard to transport are:

- *The provision of proportionate and necessary services and facilities to support the provision of lorry parking and the 24-hour nature of this facility;*
- *The active and passive provision of rapid and trickle electric charging for e-HGVs;*
- *Deliver measures to integrate the site with active travel networks;*

3. Key Site Movement Challenges and Opportunities

- 3.1. The table below sets out key identified movement challenges and opportunities relevant to the development.

Table 3.1 Site Movement Challenges and Opportunities

Challenges	Opportunities
Integration into existing pedestrian and cycle network	Provide access to existing facilities at northeast corner of site which will also connect to the proposed bus stops (see below) and the NMU facilities on the A14 corridor, additional footway will be provided on Buckingham Road to link to the bus stops proposed here.
Connections to local amenities	Provide a direct link into Cambridge Services
No existing pedestrian/cycle route to/from Boxworth	Facilitate the potential provision of part of this route to be within the site

Challenges	Opportunities
No existing public transport access	<p>Provide bus stops to access to local bus services that pass within 1.0km of the site boundary. Local bus operators (Whippet Coaches, Stephenson's of Essex and Cambridgeshire & Peterborough Combined Authority) have been consulted on the development proposals and meeting held to assess the options available.</p> <p>New on carriageway bus stop provisions would be provided for Boxworth Road (site frontage) and Buckingham Road to facilitate access to existing services.</p>
Site is within a 7.5t (except for access) area and could result in HGV movement through local villages.	<p>Require all HGV trips to be via the A14 Junction 24/24a. No HGV's to travel to/from Boxworth.</p> <p>Support an amendment to Traffic Regulation Order for the 7.5t (except for access) area boundary to be relocated southwest of the development access to ensure appropriate routing.</p> <p>Design of a simple priority junction access deterring left out HGV movements (towards Boxworth), whilst still allowing local employee trips.</p>

4. Key Site Movement and Access Requirements

- 4.1. The site is well located to provide employment uses that benefit for access to the Strategic Road Network (SRN) and to provide additional HGV parking capacity for and existing roadside amenity consistent with Department for Transport (DfT) Circular 01/2022 Paragraph 80. The location is such that HGV movements would utilise the SRN (A14 via Junction 24/24A) and other principal roads (A1307) and therefore be kept away from for more sensitive residential or town centre type areas.
- 4.2. Boxworth End and Swavesey are within cycling distance at approximately 2.7km and 3.8km from the site respectively to the northeast with cycleway provided between the A14 Junction 24 and Boxworth End where the national speed limit applies; cycling is then on street with a 30mph speed limit thereafter. Crossing points with tactile paving are provided on the A1307/Buckingham Road/Anderson Road roundabout along this route. Part of Bar Hill is also within a 5.0km cycle distance and can be accessed via cycle facilities alongside the A1307 on the northern side of the A14 between Junction 24/24A and Bar Hill itself. Whilst outside of the typical 5.0km cycle distance, a foot/cycle route is also present on the northern side of the A1307 which provides a link to/from Fenstanton.
- 4.3. There are no existing bus stops in the vicinity, however there is a limited bus service by Stephenson's of Essex (formally operated by Dews Coaches) as route 8 between Hilton or Papworth and Cambridge which passes the site. There are 3 services per direction Monday to Saturday passing the site covering varying parts of the overall route. The bus route may be suitable for those working circa 0800-1630 and who live in Boxworth, Conington,

Knapwell, Elsworth and Hilton. A further bus route passes through the north part of the A14 Junction 24 by Whippet Coaches approximately 1.2km distant as route Tiger T1 connecting Huntingdon, Swavesey then via The Busway to Longstanton, Oakington, Histon & Impington and on to Cambridge. Services operate Monday to Saturday typically every approx. 60-70 minutes. The entire route would be of use to anyone starting or ending work between 0800 and 2000. The Cambridgeshire & Peterborough Combined Authority Tiger on Demand service T10 North (South Cambridgeshire) area includes virtual bus stops within Boxworth itself and scoping discussions indicated that there may be some potential for the service, or some alternative, to include the development; this would need to be further explored once future occupiers have been identified which is likely to follow the outline planning application stage.

- 4.4. The site will benefit from connections to the existing pedestrian and cycle network with measures to connect with local bus services being explored including new bus stops on Boxworth Road and Buckingham Road following consultation with the respective route operators.

Trip Generation

- 4.5. The Developer has been working with Cambridgeshire County Council (CCC) as local highway authority on the establishment of agreed trip generation for the development through the pre-planning application highways consultation process. An initial planning application for the site is likely to be in outline, with the end users to be identified at a later date at which time their specific needs would refine the trip generation expectations. At the pre-application stage trips based on another development, Peterborough Gateway (potentially also referred to elsewhere as either A1 West or Peterborough West), for vehicles only were considered to be provisionally acceptable to CCC assuming a similar mix of use classes applies. Further analysis of trips generation would therefore be included in the Transport Assessment at the planning application stage as has been requested by CCC. The scoping identified that a 90,000m² GIA of development may generate vehicle trips shown below. Trips for the additional 150 HGV parking spaces for the adjacent services currently being already being turned away from the site (due to restricted parking capacity) and are not included below, but would be considered in more detail in the planning application stage TA.

Table 4.1 – Vehicular Trip Generation

Vehicular Trip Rates & Trips (90,000m ²)	AM Peak			PM Peak		
	Arr	Dep	Two-Way	Arr	Dep	Two-Way
All Vehicles (rate)	0.129	0.055	0.184	0.044	0.101	0.145
HGV/OGV (rate)	0.024	0.021	0.045	0.021	0.017	0.038
All Vehicles (trips)	116	50	166	40	91	131
HGV/OGV (trips)	22	19	41	19	15	34

- 4.6. The planning application stage TA will be informed by the scoping responses received from CCC and National Highways (NH). The TA will therefore

consider the potential impacts of the development along with potential improvements such that it would not have a severe impact on the local highway network around the site. Where relevant other specific consideration will be given to other identified developments such that cumulative impact can be considered.

- 4.7. In order to minimise the vehicular trips of the proposed development a Travel Plan (TP) would be implemented to promote sustainable travel opportunities. An interim version of the TP would accompany any future planning application.

Table 4.2 Vehicular Trip Budget

Vehicular Trip Budget	Target Mode Share (2041)
The developers of the site will be required to work with the local highway and planning authorities to agree an appropriate vehicle trip budget so that the site does not have a severe residual impact on the highway network around the site.	A vision-led approach is required that sets a 'Mobility Vision' with measurable outcomes including mode share targets and traffic flow impacts on sensitive highway links. This will need to be supported by a robust monitoring and evaluation plan with funding for remedial measures.

Mitigation Requirements

- 4.8. Access and mitigation requirements have been (and will be as the scheme progresses) identified to support safe and suitable access for all users, prioritising sustainable modes in the immediate vicinity (relevant to the employment use of the site). Likely mitigation (which may be end user dependant) will be considered in the developments TA. Potential mitigation is set out in **Table 4.2**.

Table 4.2 Access and Mitigation Requirements

Location	Measure	Status	Delivery Method	Funding
Site	Internal street layout (with foot/cycleway) to provide safe and suitable access for all expected users including from those on foot to HGV's.	Essential	Developer	Developer
Site	Provision of foot/cycle paths within the site boundary, plus a direct connection to Cambridge Services (for access to amenities).	Essential	Developer	Developer
Site	Vehicle parking (both staff and operational including HGV) and cycle parking suitable for the expected users to be provided Local Planning Authority requirements.	Essential	Developer	Developer
Site	Implementation of a TP to promote active and sustainable travel.	Essential	Developer	Developer
Site/Local	Provide appropriate site access(es) for vehicles and pedestrian/cyclists to connect with existing transport network.	Essential	Developer	Developer
Site/Local	Support the potential for a new foot/cycle route to Boxworth where this could pass within the site.	Required	Developer	Developer

Location	Measure	Status	Delivery Method	Funding
Local	Provide access to existing local bus services through the provision of new bus stops.	Required	Developer	Developer via direct delivery or S106 contributions
Local/ Strategic	Off-site highway mitigation to address any potentially required highway capacity improvements (to be identified as part of a TA). Such works could include the A14 Junction 24/24A and be linked to future trip generation targets once future occupiers have been identified.	Required	Developer	Developer via direct delivery or through S106 contributions

5. Conclusion

- 5.1. The development is already included as a draft allocation within the emerging Local Plan process. A TA will ultimately support any future planning application for the site that will review the sustainable and general travel characteristics of the area, relative to the development proposals and consider the access and other mitigation needs such that the delivery of the site would not have a severe impact on the local transport network.

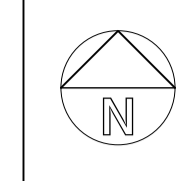
Appendix

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 Scale 1 : 2500

Status
PLANNING



LEGEND:
 Application Boundary

P01 FIRST ISSUE 09/01/26 BMW
 No Revision Date Inits
 Job

SWAVESEY BUSINESS PARK

Drawing
 LOCATION PLAN

Client
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Chesterfield 01246 233 255	Cambridge 01223 838 100	Leeds 0113 512 7510
Scale	Drawn/Checked	
1 : 2500@A1	BMW	
Job No	Date	
20045	09/01/26	
Drawing Number	Rev	
25048-FSA-00-XX-DR-A-0100	P01	



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