



Greater Cambridge Local Plan
Infrastructure Delivery Plan
Interim Report

For **Greater Cambridge Shared Planning**



September 2021

Stantec UK Limited

Registered Office: Buckingham Court, Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11

1JU

Document control sheet

Project reference: 48280

	Name	Position	Signature	Date
Prepared by:	A Lynch	Associate	AL	9 th Sept '21
Reviewed by:	C Howick	Director	CH	9 th Sept '21
Approved by:	C Howick	Director	CH	9 th Sept '21

For and on behalf of Stantec UK Limited

Revision	Date	Description	Prepared	Reviewed	Approved
1	12 th Sept 21		AL	CH	CH
2	14 th Sept 21		AL	CH	CH

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report

This document is formatted for double-sided printing.

Contents

1	Introduction	1
	Purpose of this interim report	2
2	Policy context	3
	National	3
	Local Plan.....	3
	Conclusion.....	4
3	The growth areas to test	5
	Areas and scale of potential growth	5
	Area context	7
4	Approach	8
	Type of infrastructure	8
	Establishing what infrastructure is required.....	9
	Prioritisation	9
	Infrastructure categories	10
	Infrastructure costs	11
	Phasing.....	11
5	Findings	12
	Overview.....	12
	North East Cambridge	13
	North West Cambridge	15
	Cambridge East (Airport)	16
	Cambourne.....	17
	The major employment areas – Cambridge Biomedical Campus, Babraham Research Park and Swavesey	18
6	Conclusions	20

Tables

Table 5.1	Broad order of infrastructure costs for the major growth areas.....	12
Table 5.2	North East Cambridge broad order of infrastructure requirements and cost.....	14
Table 5.3	North West Cambridge broad order of infrastructure requirements and cost.....	15
Table 5.4	Cambridge East broad order of infrastructure requirements and cost	16
Table 5.5	Cambourne broad order of infrastructure requirements and cost	17
Table 5.6	Employment areas - broad order of infrastructure requirements and cost.....	18

Appendices

Appendix A PROJECT SCHEDULE

1 Introduction

- 1.1 To ensure growth area opportunities in plans can be realised and delivered a fundamental requirement is to ensure that the infrastructure required to unlock those opportunities are identified, costed and funded.
- 1.2 Infrastructure provision needs to be planned for, so that the right infrastructure is provided in the right location at the right time to deliver growth.
- 1.3 National guidance requires plan-makers to identify and plan for the infrastructure needed to deliver strategic plans. Infrastructure Delivery Plans (IDP) are therefore a key part of the evidence base supporting Local Plans, and critical to ensuring plan soundness.
- 1.4 Preparing the IDP mirrors the preparatory stages of the Local Plan, with detail and clarity increasing with each plan stage. The Greater Cambridge Local Plan is currently at the First Proposals (Preferred Options) stage, which is an early stage, prior to the draft Plan and as such its level of detail on the development areas is necessarily limited. This early stage interim IDP is therefore very much a 'work in progress' document.
- 1.5 As the draft Plan is prepared in 2022 the IDP will be able to review the infrastructure requirements of the development areas in detail, including more detailed liaison with landowners, developers and service providers. The IDP will identify current provision, capacity/constraint issues, explore future infrastructure need based on proposed development trajectories, identify costs and funding opportunities. The product will be a costed Infrastructure Schedule and Funding Statement considering phasing, prioritisation, cost, funding and agents of delivery.
- 1.6 The IDP will remain a 'live' document that can be reviewed and updated as required to take account of refinement to the spatial strategy; changes to funding; the phasing of schemes; new service delivery plans; and to monitor delivery. The IDP in turn feeds into viability assessment work (prepared by another consultancy) that considers deliverability of the plan's policies and proposals, including the ability of development to contribute towards infrastructure needs. There is a three-way iterative process as the plan progresses between the type and scale of development proposed in the Plan, the infrastructure required to deliver this and the impact on viability.
- 1.7 At this First Proposals (Preferred Options) stage, the IDP takes the form of an Interim Report that considers the major site proposals and some of the key elements of infrastructure that would be required that would enable these sites to come forward for development.
- 1.8 To achieve this, we worked with the infrastructure providers to scope out what will be needed and at what broad order of cost to deliver the levels of growth identified. This built on the dialogue which was opened with the providers and other stakeholders in the earlier work to assess the Spatial Options in mid-2020. The work also considers and aligns with evidence in other reports on issues such as health and wellbeing.

Purpose of this interim report

- 1.9 This interim report provides an initial broad overview of the infrastructure requirements associated with the major site proposals set out in the Local Plan First Proposals (Preferred Options) stage, and it will be for later plan-making stages to prepare the detailed IDP.
- 1.10 The report firstly provides the policy context setting out what evidence is required, then identifies the proposed areas of growth and the scale of development envisaged. Next it sets out the approach/method employed in assessing the infrastructure requirements – with a key step being defining the infrastructure types, and whether the individual infrastructure schemes are strategic plan-wide, or specific to a particular area/major site.
- 1.11 Given the early stage of the Local Plan, the focus is on the potential areas of growth and the ‘big ticket’ infrastructure items that we know will be needed to deliver these areas, either in a strategic or local sense. The next section identifies these areas and the scale of development currently envisaged.
- 1.12 In terms of identifying the infrastructure requirements in these areas, our starting point is November 2020’s Strategic Spatial Options Assessment report, which considered the infrastructure needs of potential areas of growth included within a number of spatial scenarios. The Infrastructure Delivery Plan Greater Cambridge Local Plan Strategic Spatial Options Assessment Supplement (August 2021) provided a high level overview of the infrastructure implications of additional strategic spatial options, including consideration of the Preferred Option which has informed the First Proposals. This interim report builds on that document, providing a further exploration of the major sites proposed for consultation.

2 Policy context

- 2.1 This section sets out the Government's plan-making requirements for how the provision of infrastructure should be identified alongside planned areas of growth.

National

- 2.2 The National Planning Policy Framework (NPPF) 2021 requires strategic policies to set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for all forms of infrastructure and community facilities (para 20) that are key to delivering the economic, social and environmental objectives of sustainable development (para 8).
- 2.3 The Planning Practice Guidance (PPG)¹ emphasises the need for plans to identify the infrastructure needed to deliver the positive vision for the area.
- 2.4 In terms of engagement the NPPF (para 16) and the PPG suggest early discussion with infrastructure and services providers to help understand their investment plans and critical dependencies. Evidence of infrastructure requirements should be used to prepare an Infrastructure Funding Statement.
- 2.5 The NPPF advises (para 26) that joint working between strategic policy-making authorities is integral to determine infrastructure requirements and to ensure plans are positively prepared.
- 2.6 The PPG² also makes clear that engagement with the providers of infrastructure is also key in ensuring there is reasonable prospect that the infrastructure that is required can be delivered within the plan period.
- 2.7 The levels and types of infrastructure required, and the expected developer contributions should be set out in the Plan, tested to ensure they do not undermine plan deliverability (para 34). The NPPF states that understanding the potential for improvement in the availability and capacity of infrastructure is a key component of achieving efficient use of land (para 124).
- 2.8 The IDP will be a critical part of the evidence base identifying the infrastructure needed to support development in the area, costs, sources of funding, likely funding gap and means of delivery. It will also link to the annual Infrastructure Funding Statement that reports on funding secured, received and spent.

Local Plan

- 2.9 Cambridge City and South Cambridgeshire District Council are working together to create a joint Greater Cambridge Local Plan. The Plan is at an early stage, but its objectives are clear - to create a place where climate impacts reduce and quality of everyday life improves for all our communities. New development must reduce

¹ PPG 61-059

² PPG 61-060

carbon emissions and reliance on the private car; create thriving neighbourhoods with the variety of jobs and homes we need; increase nature, wildlife and green spaces. The First Proposals (Preferred Options) consultation document identifies potential areas where significant levels of growth could be delivered, but at this stage of the Plan full policy details have yet to be developed, reflecting the early stage in the plan's preparation.

Conclusion

- 2.10 In line with Government policy this Interim Report considers the type and scale of infrastructure that will be necessary to deliver the growth envisaged, noting that later stages of the Plan will include greater levels of detail, allowing for refinement of the infrastructure needed, its costs, funding and delivery.
- 2.11 At this Interim stage and as recommended by the Guidance, we have engaged with a number of stakeholders and infrastructure providers, but there is more to do. In advance of the Draft Local Plan stage next year, we will continue to work-up the detail in the IDP, addressing infrastructure phasing issues that are critical to the delivery of sustainable growth.

3 The growth areas to test

- 3.1 As mentioned above, the Spatial Strategy (as well as the IDP) is work in progress and will not be fully identified until the Plan is submitted.
- 3.2 At this First Proposals (Preferred Options) stage, the Council has identified the areas of growth and for each the broad order of growth that could potentially be delivered. For this interim report we have considered only potential dwellings and jobs once development is fully built out, which for the larger developments is expected to be beyond the end of the plan period at 2041. At later stages of the Plan we will also assess infrastructure demands and costs for the plan period. This report focuses on these areas identifying the infrastructure required to deliver the level of growth anticipated.

Areas and scale of potential growth

- 3.3 The Councils provided the development figures below for their preferred approach (option 9), including identifying associated population figures derived from published evidence of comparable locations within Greater Cambridge for the major sites.

Cambridge urban area

- North East Cambridge:
 - delivery by 2041 assumption: 3,900 homes/1,300 jobs;
 - full build out assumption: 8,350 homes (approx. 18,000 new inhabitants) /15,000 jobs
- North West Cambridge (densification of existing planned built up area)
 - delivery by 2041 assumption: 1,000 additional homes to those already committed
 - full build out assumption: 1,500 additional homes to those already committed (approx. 3,800 new inhabitants)
- Small sites within Cambridge urban area –
 - limited amount of development relating to actual capacity: 200 homes

Edge of Cambridge non-Green Belt

- Cambridge Airport (initial phase post 2030, outside Green Belt):
 - delivery by 2041 assumption: 2,900 homes/100 net jobs
 - full build out assumption: 7,000 homes (approx. 17,900 new inhabitants) /9,000 net jobs

Edge of Cambridge Green Belt

- Cambridge Biomedical Campus:
 - Full build out assumption: 8,300 net jobs (completion of remaining campus areas and additional green belt release)

Western Cluster (focus on transport node) •

- Expanded Cambourne:
 - Delivery by 2041 assumption: 2,900 homes/300 jobs
 - Full build out assumption (as a proxy for a strategic scale development for the purposes of testing at this point): 10,000 homes (approx. 28,800 new inhabitants) /10,000 jobs

Southern Cluster (integrating jobs and homes)

- Limited development distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access:
 - Approx. 600 homes

Dispersal to villages

- Limited development distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access:
 - Approx. 900 homes

Rural area

- Limited employment at Babraham and on the A14 corridor
 - Full build out assumption: 1,400 jobs

3.4 Cambourne is identified as a Broad Location in the First Proposals, and a specific site is not identified. The proposed housing trajectory allows for 1,950 new dwellings by 2041, with the full build out level of development yet to be identified. This will need to be considered at later stages of plan-making to consider what infrastructure may be required. For transport planning the extension of Cambourne used 10,000 dwellings as a proxy for a full build out for the purposes of testing at this stage in order to fully explore potential impacts.

3.5 In this additional interim report we particularly focus on:

- The principal areas of growth – North East Cambridge, Cambridge East (the Airport), Cambourne and North West Cambridge - which are mixed-use developments
- The employment areas – Cambridge Biomedical Campus, Babraham Research Campus and on the A14 at Swavesey.

3.6 It should be noted that a separate IDP is being prepared to accompany proposed submission version of the North East Cambridge Area Action Plan.

- 3.7 The full IDP will explore the overall infrastructure needs of Greater Cambridge, including the smaller village proposals which have now been identified more specifically in the First Proposals. These will generate infrastructure requirements requiring planning obligations. These will be refined in liaison with service providers, and stakeholders such as relevant parish councils.
- 3.8 The phasing of the build-out (also known as the trajectory) dictates when the infrastructure will be needed, and impacts on cost. So, the growth trajectory is critical to identify what is required and when and at what cost. Here at the First Proposals (Preferred Options) stage, we can only provide an overall broad order of cost for each element of infrastructure, and ‘signpost’ that in future stages we will review phasing and costs in response to more detail at as the draft plan and its more detailed policies are prepared.

Area context

- 3.9 A consideration is an area’s ‘infrastructure context’ – a very different approach is warranted in areas where the existing use is predominantly a use that will be replaced – such as a waste-water works or low intensity land associated with an airport, compared with expansion of existing communities, such as at villages.
- 3.10 North East Cambridge, Cambridge East (Airport) and Cambourne are large areas where the existing uses will be replaced, and there is little or no existing infrastructure available to support new residential or commercial development. In these cases therefore we have assumed that the growth will require all new infrastructure. This is different to the growth in the existing communities in the southern cluster and the villages, where there is existing infrastructure that may have capacity to serve the new development, albeit this may be limited. North West Cambridge is already being developed, and the proposal is to achieve additional development within the site.

4 Approach

4.1 In this section we explain our approach to the type of infrastructure that needs to be included, how we have established the broad type and scale of infrastructure requirements at this early stage of plan-making, and how each element has been initially prioritised. We also identify our approach to infrastructure categorisation and to identifying order of cost and phasing.

Type of infrastructure

4.2 In this study we distinguish between primary and secondary infrastructure as follows:

- Primary infrastructure is strategic infrastructure, which serves large areas as opposed to individual development sites or plots. Such infrastructure is required to allow the new households and jobs to function within the wider community. It may be paid for in a variety of ways, such as S106 contributions, Community Infrastructure Levy or public funds. Examples include schools, health facilities, parks and community centres. In the present context this infrastructure will be largely used by the community living and working in the relevant Growth Area, but other users will not be excluded.
- Secondary infrastructure is site-specific infrastructure. It is required to create accessible, serviced and developable sites or plots. It is normally paid for by the developer of each individual site or plot, and routinely factored into development appraisals. Typically, secondary infrastructure includes 'plot externals' such as internal access roads, drainage, SUDS, sewers, gas, electricity, and telecoms. It also includes some open space and play spaces, plot landscaping, footpaths and cycleways within the site. There may also be 'site abnormalities', which comprise costs above what is normally expected, for example to remediate contaminated land.

4.3 The study focuses on primary infrastructure, because this is the most likely to require funding from developer contributions or the public sector.

4.4 The study assesses the cost of infrastructure regardless of how it will be paid for – whether from public funds or developer contributions. There are a small number of exceptions to this, relating to sub-regionally important projects that are discussed at paragraph 5.6 **Error! Reference source not found.** below. It will be the for the next phase of the IDP to look at funding opportunities.

4.5 The funding of primary infrastructure for the growth area will include developer contributions, but also contributions from other sources, including the government - through mainstream programmes and special initiatives such as the Greater Cambridge City Deal. In relation to developer funding, those schemes that also serve other development sites – in particular transport projects – will also benefit from developer contributions relating to those other sites. With regard to City Deal funding, the Councils advise that, while the funding does aim to accelerate the growth agenda through supporting delivery of the key infrastructure needed for the Local Plans, it is not intended to replace the requirement for developers to contribute to the cost of

infrastructure at appropriate levels. The Councils expect that developers will make significant but reasonable contributions towards schemes to mitigate the impact of development on the transport network and that, together with other sources of funding; this will help to deliver the infrastructure identified as necessary to support the delivery of the development strategy.

Establishing what infrastructure is required

- 4.6 To understand infrastructure requirements arising from growth we re-engaged and consulted with the key service providers. As mentioned above (para 1.8) we had begun discussing the needs with the providers during our work to prepare the Spatial Options report published towards the end of 2020. These initial discussions made clear that at this early stage it is very difficult for infrastructure providers to provide specific responses, and dialogue will be continued.
- 4.7 Our discussions with service providers have also identified where there is existing provision/ capacity that needs to be taken into account. This is important as it has the effect of reducing infrastructure demands, and so their costs and funding requirements.
- 4.8 For some types of infrastructure, where at this stage there is insufficient information to warrant engaging with the providers, we have applied benchmark industry standards to estimate requirements, e.g. community facilities.
- 4.9 The Findings section that follows sets out the schedule of infrastructure requirements arising from the potential areas of growth, explaining the nature of how the elements of infrastructure were identified – either by asking providers or applying standard benchmarks.

Prioritisation

- 4.10 The infrastructure projects need to be prioritised, to determine which projects are most important in allowing planned growth in each area to take place in a sustainable and well planned way. We have applied our judgement to determine the prioritisation for each element of infrastructure.
- 4.11 We have categorised different infrastructure spending into the following levels of priority.
- Critical enabling. This category includes all infrastructure that is critical to facilitate a development. Without these works, development cannot proceed.
 - Essential mitigation. This category includes all infrastructure that we believe is necessary to mitigate the impacts arising from the development. The usual examples of essential mitigation are projects which mitigate impacts from trips or population associated with a development, including school places, health requirements and public transport (service) projects.

- Place-making. This defines all projects that are deemed to be of benefit but would not prevent, on balance, the development from occurring or from being acceptable if they were not taken forward.
- 4.12 For the major transport and utility infrastructure elements the scale of development at each growth area location makes little difference to whether the particular piece of infrastructure is needed (or not). These elements are likely to be critical enabling infrastructure, although the phasing relative to this infrastructure also needs to be considered.
- 4.13 Community infrastructure – schools and health facilities and green / blue networks – are directly linked to the scale of development proposed and the capacity of existing provision to absorb. Most will be essential to mitigate the impact of the new population on the area, but some are within the place-making category. At this stage we lack the allocation-specific detail that we will get at a later stage as the policies develop and we engage further with stakeholders, and this is an example of where we apply standard benchmark multipliers to identify the scale of infrastructure need.

Infrastructure categories

- 4.14 There are four broad infrastructure groups – community facilities and the green and blue network, transport and utilities,
- 4.15 The types of infrastructure within each group that will be tested in the IDP are:
- Community facilities
 - Education: early years provision, primary and secondary education, special education needs and adult, further and higher education;
 - Healthcare facilities, community services & centres, libraries, workspaces, cemeteries, community safety and emergency services
 - Green & blue networks
 - Public open space (includes play provision)
 - Biodiversity and habitat
 - Sport and leisure
 - Transport
 - Public transport, walking and cycling, highways and bridges
 - Utilities
 - Energy – electricity, gas, decentralised energy
 - Water supply, waste water treatment and drainage
 - Waste disposal, inc. recycling
 - Data/digital (broadband) and telecommunications
 - recycling and waste.
- 4.16 In relation to blue and green networks, our assessment is limited to sports and leisure. For other provision, including open space, we do not have enough

information to assess infrastructure requirements and costs, because planning is still at an early stage.

- 4.17 In the case of utilities there is generally insufficient data available at this stage to identify needs and costs, with the only exceptions being known power upgrade requirements at North East Cambridge and Cambridge East (Airport). This grouping will require exploration, including through the next Plan-making stages, and in particular through the Integrated Water Management Strategy, and work being undertaken by the greater Cambridge partnership exploring the requirements to improve the electricity grid. As we refer to below, ultimately the service providers meet the costs associated with utilities provision, but developers will be required to contribute to capacity upgrades.

Infrastructure costs

- 4.18 We have identified broad order of cost for each element of infrastructure. As referred to elsewhere more detailed cost estimates will come at the next stage of plan-making.
- 4.19 At this stage we have used service providers' and our team's estimates of infrastructure capital costs, based on the overall growth proposed at each site. For instance, many of the transport project costs are provided by County Highways, and the sport and leisure costs (within the green and blue network grouping) use the Sport England calculator.
- 4.20 Utility costs are generally met by the providers, but contributions to electricity grid upgrades for example will be required of developers.. For water - network capacity is the responsibility of the water companies (Cambridge Water and Anglian Water), and it is therefore assumed that developers will be responsible for onsite supply/sewer costs within their development boundaries. For broadband it is expected that Openreach and other telecommunications providers will offer to extend their existing networks at no cost to the developer. For power there is a general lack of capacity within the existing UKPN grid, and all areas are likely to require reinforcement. At the present time we are aware of assessments relating to two primary substation upgrades that affect North East Cambridge and Cambridge East (Airport), but this is an area that will need more detailed assessment at the next Plan stage. Related to this, the Greater Cambridge Partnership are undertaking a study of the power network and future requirements, and this will inform the next stages of the IDP.
- 4.21 At this point the costs are given in current prices ,because as yet we do not have data on when the infrastructure will be built-out.

Phasing

- 4.22 In this interim report we do not consider the phasing of infrastructure provision. This will be assessed at later stages of plan-making.

5 Findings

- 5.1 We present our interim findings below, starting with an overview of the plan-wide initial estimate of costs by infrastructure group, and then the area based locally specific infrastructure. The full data set that identifies the infrastructure projects included in the calculation of the cost estimate is provided at Appendix A.
- 5.2 As noted in the Introduction above, in this interim report our findings are partial and provisional. More detailed work will follow to fill gaps, resolve uncertainties and provide additional detail.

Overview

- 5.3 Table 5.1 below shows that at this interim Plan preparation stage the broad order of cost for the infrastructure to support the Local Plan growth areas is £472 million.
- 5.4 As noted earlier, in relation to green and blue networks the assessment only covers sports and leisure. Other elements of green and blue networks, comprising public open space and biodiversity / habitat, are not covered at this stage, because of insufficient information. These elements are shown at the schedule of projects in the Appendix A, but not included in our costings. Much of the open space required is likely to be delivered within the boundaries of each growth area, but the larger projects – such as the linear park proposed for North East Cambridge – will not be within the boundaries of individual development sites or plots. With reference to the definitions at para 4.2, such large open space projects will constitute primary infrastructure, to be funded by developers collectively and / or the public sector.

Table 5.1 Broad order of infrastructure costs for the major growth areas

	Community facilities	Sport and leisure	Transport	Utilities	Total
	£M	£M	£M	£M	£M
North East Cambridge	50.4	12.5	162.7	2.5	228.1
North West Cambridge	12.7	2.6	23.0	-	38.3
Cambridge East (Airport)	37.5	13.2	50.0	3.0	103.6
Cambourne	25.5	23.4	0.0	-	49.0
Major employment areas	0.0	0.0	53.5	0.0	53.5
Total	126.1	51.7	289.2	5.5	472.4

Source: Stantec and LUC in discussion with providers.

In the green and blue networks category, the figures only cover sport and leisure. Public open space, biodiversity /habitat are excluded at this stage.

- 5.5 The bulk of the additional infrastructure costs are to support the additional growth at North East Cambridge, with the identified infrastructure needs of the other growth areas much less at this interim stage. Transport related projects make up the major infrastructure grouping.
- 5.6 As discussed in the previous section (paragraph 4.3) our costings cover all infrastructure regardless of how it may be funded, except we have excluded some

infrastructure items. These excluded items include a number of regionally significant transport schemes, as follows:

- Cambridge South Station
- Cambridge South West Travel Hub
- Cambourne to Cambridge Better public transport
- East West Rail
- Waterbeach to Cambridge public transport corridor enhancements
- A10 Dualling Ely to Cambridge
- A428 Black Cat to Caxton Gibbet dual carriageway upgrade
- M11 upgrade

- 5.7 These transport schemes are largely identified for public sector funding already, and they will benefit large areas, of which the growth areas discussed here are only a fraction. Nevertheless contributions may be sought towards the schemes from the growth areas, in proportion to the extent to which the schemes benefit the growth areas.
- 5.8 We have also excluded the relocation of the Anglian Water Cowley Road Waste Water Treatment Plant (WWTP), which has Housing and Infrastructure Funding.
- 5.9 The reason for excluding the above schemes is that they benefit much wider areas, not just the growth areas that are the subject of the IDP, and they are either already funded or likely to be funded by central government. The schemes are shown in the schedule at Appendix A, but are not included in the infrastructure costings.
- 5.10 There are a number of projects identified in Appendix A that are yet to receive a cost estimate. These are generally some of the more modest projects, but will collectively add to the overall cost.
- 5.11 It will be for the next round of Plan preparation to provide more information on these projects so that refined cost estimates can be provided, and the timing and phasing of delivery will be explored.
- 5.12 We next move on to consider each of the potential growth areas individually, identifying the project categories within the three infrastructure groupings.
- 5.13 For each area the individual projects that contribute to the data in the summary tables below are identified in the schedule at Appendix A.

North East Cambridge

- 5.14 The table below summarises the infrastructure categories, costs and priority for projects that are identified at this stage of Plan preparation.
- 5.15 The overall cost of the infrastructure within the priority categories is £228M, with transport projects accounting for the majority of this. As mentioned earlier, the cost of relocating the waste water treatment works is not factored into the utility cost because it is covered by the HIF.

Table 5.2 North East Cambridge broad order of infrastructure requirements and cost

	Critical Enabling £M	Essential Mitigation £M	Place- making £M	Total £M
Community facilities				
Community and Cultural Facilities	-	-	2.4	2.4
Education	-	45.7	-	45.7
Healthcare	-	2.3	-	2.3
Community facilities Total	-	48.0	2.4	50.4
Green and blue networks				
Sport and Leisure	-	12.5	-	12.5
Green and blue networks Total	-	12.5	-	12.5
Transport				
Ped/cycle	-	27.2	1.6	28.8
Public transport	-	53.7	63.0	116.7
Travel management	-	0.3	17.0	17.3
Transport Total	-	81.1	81.6	162.7
Utilities				
Power	2.5	-	-	2.5
Utilities Total	2.5	-	-	2.5
Total	2.5	141.6	83.9	228.1

Source: Stantec and LUC in discussion with providers.

In the green and blue networks category, the figures only cover sport and leisure. Public open space, biodiversity and habitat are excluded at this stage.

- 5.16 The main 'big ticket' items that are required to deliver North East Cambridge following the relocation of the are as follows:
- The main public transport corridor enhancement is the Waterbeach to Cambridge Better Public Transport and Active Travel project. Other elements of the essential public transport costs are the strategic cycle network (Chisholm Trail, Waterbeach Greenway, and a segregated link from Milton Road P&R); additional bus and rail services; and new connections (bridges and underpasses) across Milton Road, the Guided Busway, the railway and A14.
 - The other walking and cycling route planned improvement that will serve the Biomedical Campus is the Chisholm Trail, a new 3.5km route costed at £21 million, which will provide a traffic-free route between Cambridge Station and the new Cambridge North Station.
 - The education requirement sums to two and possibly three primaries and either a new or expanded secondary.
- 5.17 Not a requirement for delivery of North East Cambridge, but a scheme that will benefit residents and workers at this location, is the Cambridge Eastern Access project, Phase 1 of which is improvements to Newmarket Road, and the relocation of the Park & Ride.
- 5.18 A further piece of infrastructure planned for North East Cambridge is a district-scale, multi-functional linear park, to be delivered within the boundaries of the growth area.

This is not included in our costings above, because, like other elements of public open space, at the present stage we do not have enough information about it.

North West Cambridge

- 5.19 The table below summarises the categories, costs and priority for infrastructure projects identified to date to deliver North West Cambridge, with an overall cost estimate at this interim stage of £38M. This may change as the detail of the area develops as the Plan progresses.

Table 5.3 North West Cambridge broad order of infrastructure requirements and cost

	Critical Enabling £M	Essential Mitigation £M	Place- making £M	Total £M
Community facilities				
Community and Cultural Facilities	-	-	0.7	0.7
Education	-	11.7	-	11.7
Healthcare	-	0.3	-	0.3
Community facilities Total	-	12.0	0.7	12.7
Green and blue networks				
Sport and Leisure	-	2.6	-	2.6
Green and blue networks Total	-	2.6	-	2.6
Transport				
Ped/cycle	-	8.0	9.0	17.0
Public transport	-	6.0	-	6.0
Travel management	-	-	-	-
Transport Total	-	14.0	9.0	23.0
Utilities				
	-	-	-	-
Total	-	28.6	9.7	38.3

Source: Stantec and LUC in discussion with the various providers

In the green and blue networks category, the figures only cover sport and leisure. Public open space, biodiversity and habitat are excluded at this stage.

- 5.20 North West Cambridge is already identified for development in the adopted Local Plans. The current proposal is to add further dwellings, by altering the design and dwelling mix of planned areas. This will generate additional infrastructure demands from those established from the original development, including investment in education, healthcare and community facilities. The above costings cover this additional infrastructure. They exclude the infrastructure requirements arising from the adopted Local Plan.
- 5.21 The development is already connected to the highway, public transport and walking network, but additional dwellings will require further investment in transport. At the moment the transport schemes are relatively modest in number and cost, but this may change as the proposals develop. Community facilities are also modest in number and scale, and at this point there is no data on utility requirements and costs.

- 5.22 The development already includes substantial open space, but further contributions are likely to be required, These ese projects and costs are not covered in this report and will be identified in the next iteration of the IDP.

Cambridge East (Airport)

- 5.23 The table below summarises the categories, costs and priority for infrastructure projects identified to date to deliver Cambridge East, with an overall infrastructure cost of £104M.

Table 5.4 Cambridge East broad order of infrastructure requirements and cost

	Critical Enabling £M	Essential Mitigation £M	Place- making £M	Total £M
Community facilities				
Community and Cultural Facilities	-	-	2.1	2.1
Education	-	33.4	-	33.4
Healthcare	-	2.0	-	2.0
Community facilities Total	-	35.4	2.1	37.5
Green and blue networks				
Sport and Leisure	-	13.2	-	13.2
Green and blue networks Total	-	13.2	-	13.2
Transport				
Ped/cycle	-	-	-	-
Public transport	-	50.0	-	50.0
Travel management	-	-	-	-
Transport Total	-	50.0	-	50.0
Utilities				
Power	3.0	-	-	3.0
Utilities Total	3.0	-	-	3.0
Total	3.0	98.6	2.1	103.6

Source: Stantec and LUC in discussion with the various providers

In the green and blue networks category, the figures only cover sport and leisure. Public open space, biodiversity and habitat are excluded at this stage.

- 5.24 The public transport infrastructure provision that is the largest overall cost is the Cambridge Eastern Access project, Phase 1 of which is improvements to Newmarket Road, and the relocation of the Park & Ride (phase 2). This scheme will also benefit and support growth at North East Cambridge.
- 5.25 The bulk of the community facilities is education related, and the identified utility requirement is to address power capacity issues.
- 5.26 There is significant recreational pressure on existing nearby 'destination' green spaces, and hence a need for additional sports/leisure facilities.

Cambourne

- 5.27 The table below summarises the categories, costs and priority for infrastructure projects identified to date to deliver Cambourne.
- 5.28 Cambourne is identified as a Broad Location in the First Proposals, and a specific site is not identified. The proposed housing trajectory allows for 1,950 new dwellings by 2041, with the full build out level of development yet to be identified. This will need to be considered at later stages of plan making to consider what infrastructure may be required. For transport planning the extension of Cambourne used 10,000 dwellings as a proxy for a full build out for the purposes of testing at this stage in order to fully explore potential impacts.
- 5.29 The full build out assumption for Cambourne (used as a proxy for a strategic scale development for the purposes of testing at this point) is 10,000 homes and 10,000 jobs.
- 5.30 At this early Plan stage there is little data on the likely infrastructure needs of this potential growth area and based on current data the overall cost is in the order of £50M.

Table 5.5 Cambourne broad order of infrastructure requirements and cost

	Critical Enabling £M	Essential Mitigation £M	Place- making £M	Total £M
Community facilities				
Community and Cultural Facilities	-	-	1.5	1.5
Education	-	22.8	-	22.8
Healthcare	-	1.2	-	1.2
Community facilities Total	-	24.0	1.5	25.5
Green and blue networks				
Sport and Leisure	-	23.4	-	23.4
Green and blue networks Total	-	23.4	-	23.4
Transport	-	-	-	-
Utilities	-	-	-	-
Total	-	47.4	1.5	49.0

Source: Stantec and LUC in discussion with the various providers

In the green and blue networks category, the figures only cover sport and leisure. Public open space, biodiversity and habitat are excluded at this stage.

- 5.31 The education and sports/leisure facilities generate the main costs, and these are more substantial at Cambourne than in other locations because of the scale of population associated with the potential full build-out. Development will require new school provision, and further work to consider the relationship with existing schools.
- 5.32 At this time there are no specific transport proposals identified that are not already being progressed by the Greater Cambridge Partnership. The main scheme in that respect is a new route between Cambourne and Cambridge, and in particular the A1303/Madingley Road, which is very congested. The new route will allow buses to

bypass other road traffic, and will provide a public transport alternative to avoid congestion and make quicker journeys. This scheme is being brought forward by the Greater Cambridge Partnership, with contributions secured from developments in the corridor and City Deal funding.

- 5.33 Power and water supply are known constraints in the area, and both are the subject of on-going work to establish requirements and costs. This will be reported on in the next iteration of the IDP.

The major employment areas – Cambridge Biomedical Campus, Babraham Research Park and Swavesey

- 5.34 The First Proposals identifies additional development including potential release of land from the Green Belt at the Cambridge Biomedical Campus, and removal of land from the Green Belt at the Babraham campus which would enable further development. Potential employment development does not directly generate community facility needs or sports provision, but transport improvements, green infrastructure investment and utility upgrades will be required.
- 5.35 There is no information at this time to determine green infrastructure, power and other utility requirements. Thus, for this Interim Report the assessment is restricted to transport infrastructure.

Table 5.6 Employment areas - broad order of infrastructure requirements and cost

	Critical Enabling £M	Essential Mitigation £M	Place-making £M	Total £M
Transport				
Ped/cycle	-	53.5	-	53.5
Public transport	-	-	-	-
Travel management	-	-	-	-
Transport Total	-	53.5	-	53.5

Source: Stantec and LUC in discussion with the various providers

- 5.36 The Cambridge Biomedical Campus and Babraham will be served by the new Cambridge South Station and the Cambridge South West Travel Hub, both of which have central government funding secured and are therefore not included in the table above, but are referenced in the earlier list of sub-regional schemes (paragraph 5.6) that will have wide ranging benefits. Clearly the additional potential development proposed in the First Proposals on the Biomedical Campus is not the sole purpose of these schemes, but a contribution towards public transport improvements would be required.
- 5.37 The main additional project to support the employment areas is the Cambridge South East Transport Scheme, which will improve pedestrian and cycle links between major employment sites, including the Babraham Research Campus and the Cambridge

Biomedical Campus, and also introduce bus priority measures along the A1307 between Haverhill and Cambridge. This accounts for £46 million of the costs identified in the table above.

- 5.38 The First Proposals also includes a proposed employment area at the A14 Swavesey junction for B2/B8 uses. It does not benefit from the major public transport schemes planned in the area, but the St Ives Greenway (£7.5 million) will improve sustainable travel options for Swavesey.

6 Conclusions

- 6.1 The infrastructure schedule and costings in this report are only broad initial estimates, giving an idea of the scale of infrastructure required to deliver the growth area proposals and the broad order of cost. As Local Plan preparation progresses, further work will provide more reliable and more detailed results.
- 6.2 The overall 'ballpark' order of cost to deliver the main growth areas identified in the emerging Local Plan is in the region of £472 million on the basis of the information available now. The projects that sum to this total are identified on the schedule at Appendix A. That schedule also includes projects and requirements that are known, but not detailed or costed, and these projects will need to be considered in more detail for the next iteration of the IDP. Also on the schedule for completeness are a number of major sub-regional transport projects that will deliver very wide ranging benefits, well beyond these growth areas.
- 6.3 Much the largest share of the infrastructure costs relate to transport improvements essential to mitigate the impact of the proposed development. The bulk of the community facilities costs relate to educational requirements, and like the sports and leisure requirements they are based on a per person multiplier that may change in future iterations of the IDP. The utilities projects and costs at the present time only relate to known power requirements in two of the growth areas at the present time, and work to consider future requirements across the growth areas is on-going. That work will support the next round of plan-making and the next version of the IDP.
- 6.4 The same is the case for the green and blue network projects, which need to be further worked up before there is sufficient detail to identify costs. Open space standards and cost multipliers are also currently being reviewed, and will be utilised in the next IDP round.
- 6.5 The next stage of the Local Plan, and the IDP that will sit alongside, will provide more detail. This will include looking at the phasing of infrastructure delivery, which will need to respond to the trajectory for the delivery of housing and jobs, funding sources and as well as revisiting the schemes in this schedule, the cost calculations and their prioritisation.

Appendix A PROJECT SCHEDULE

GCLP IDP Interim Report - infrastructure schedule

Area	Project	Infrastructure grouping	Infrastructure category	Description	Why is it required?	Priority	Project cost	Cost to area	Cost source/assumptions
Babraham	Cambridge South East Transport Study Phase 1	Transport	Ped/cycle	PHASE 1 - looks at road safety, walking, cycling and bus priority measures along the A1307 between Haverhill and Cambridge. Some of these elements are low cost and do not require extra land, as they are within the highway, or planning consent. These can be completed quickly.	Links between major employment sites (Granta Park, Babraham Research Campus and Cambridge Biomedical Campus).	Essential Mitigation		£46,000,000	costs provided by County Highways
Biomed	Cambridge South West Travel Hub	Transport	Public transport	A new Travel Hub site at Junction 11	There is significant housing and employment growth around the M11 area including the Cambridge Biomedical Campus, Trumpington Meadows and West Cambridge. There are currently 16 peak time P&R buses per hour from Trumpington to the City Centre, with predictions showing the site will soon reach capacity. Intensification of the Trumpington site to provide extra spaces is being considered.	Essential Mitigation	£30,000,000		To be confirmed
Biomed	Cambridge South Station	Transport	Public transport	The new station would connect the Cambridge Biomedical Campus with potential destinations such as central London, London Stansted Airport, Ely, Birmingham and Europe.	The Cambridge Local Plan 2018 identifies the Cambridge Biomedical Campus and the Cambridge Southern Fringe as an area of major change in Cambridge. It is envisaged that by 2031 new housing developments across the Cambridge Southern Fringe comprising an estimated 4000 new homes will have been built.	Essential Mitigation	£162,000,000		To be confirmed
Biomed	Cambridge South East Transport Phase 2	Transport	Public transport	PHASE 2 - involves a new public transport route from the A11 via Sawston and Shelford to the Cambridge Biomedical Campus. Alongside this new public transport route will be a new path for walkers, cyclists and horse riders, similar to the one along the existing guided busways. The proposals also include a new travel hub near the A11/A1307 junction. This travel hub would be in addition to the existing Babraham Road Park & Ride.	Provides enhanced public transport services to Biomed and Babraham	Place-making	£132,300,000		To be confirmed
Cam East (Airport)	Community Centre	Community facilities	Community and Cultural Facilities	Potential for 807 sq m of community floorspace required	<ul style="list-style-type: none"> In the absence of more specific guidance on requirements, we have based need on the benchmark used for community hall provision (also used in the NEC AAP Cultural Placemaking Strategy). This is 111sq m of new space per every new 1000 residents (South Cambs District Council, 'Community Facilities Assessment, A Final Report' September 2009) The type of facility and models of delivery for community assets varies significantly across developments. Requirements are determined based on a detailed qualitative and quantitative analysis of local need, taking into account the population profile, distance to users, existing capacity, and other identified needs. This will need to be undertaken later in the planning process. Delivery is often combined with other community infrastructure, such as libraries or clinics, which has implications for the scale of provision, type, and costs. 	Place-making		£2,061,000	<ul style="list-style-type: none"> *Sq m cost assumptions have been sourced from the Cultural Infrastructure Strategy prepared for NEC AAP by LDA and Faithful+Gould. Actual cost estimates will need to be sourced later in the planning process when more detailed requirements are known. *Costs of delivery are assumed to be to shell and core standard only
Cam East (Airport)	Education - Primary	Community facilities	Education	<ul style="list-style-type: none"> *Estimated child yield of 1140 at primary level in North West Cambridge between 2020/2021 and 2040/2041 *Equivalent to 5.4 FE at primary level - potentially deliverable as 2-3 primary schools 	To meet the requirements of Childcare Act 2006, and Education Act 1996	Essential Mitigation		£22,028,000	<ul style="list-style-type: none"> *Costs estimates based on an average floor area per pupil and the average gross cost of school delivery per sq m. *These data have been taken from 'National School Delivery Cost Benchmarking Primary, Secondary & SEN Schools' (Version 6, 2019) by Hampshire County Council in conjunction with East Riding of Yorkshire Council and the Department for Education.
Cam East (Airport)	Education - Secondary	Community facilities	Education	<ul style="list-style-type: none"> *Estimated child yield of 713 children at secondary level in North West Cambridge between 2020/2021 and 2040/2041 *Equivalent to 4.8 FE at secondary level 	To meet the requirements of Childcare Act 2006, and Education Act 1996	Essential Mitigation		£11,348,000	<ul style="list-style-type: none"> *Costs estimates based on an average floor area per pupil and the average gross cost of school delivery per sq m. *These data have been taken from 'National School Delivery Cost Benchmarking Primary, Secondary & SEN Schools' (Version 6, 2019) by Hampshire County Council in conjunction with East Riding of Yorkshire Council and the Department for Education.
Cam East (Airport)	Health Facility	Community facilities	Healthcare	Likely to be hub model based around GP surgery and potentially other health services yet to be determined. May form part of a combined facility or hub either on or offsite. GP floorspace requirements are assessed to be 808 sqm over the plan period.		Essential Mitigation		£2,019,000	Assumptions for primary healthcare provision have been made using a commonly applied FTE GP to patient ratio (1:1800), to which we have applied a floorspace per GP assumption and costs based on this. This high level cost, approx. £2500 per sq m has been taken from Primary Care Surveyors Ltd (and is not a Cambridgeshire-specific estimate).
Cam East (Airport)	Expansion of tree canopy cover	Green and blue networks	Biodiversity /habitat	Increasing canopy cover within the NWC area, with a target of 30% cover as a minimum.	The Woodland Trust recommends a commitment to minimum 30% canopy cover targets on new development land. Canopy cover expansion is promoted through the Cambridge Canopy Project (CCC) as well as by the draft amendments to the NPPF (2021), which requires all new streets to be tree-lined	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Green corridor through the Eastern fenland area linking Colkham's Common to the Cambridge Fens.	Green and blue networks	Biodiversity /habitat	To provide ecological connectivity to the north of the A14 and to the east toward the Wilbrahams, connecting to the Cambridge Nature Network and Wicken Fen Vision area. To align with the GI mapping project Strategic Initiative 4 (Enhancement of the eastern fens). It should integrate fully with wider plans for the active travel network/planned greenways to the east of Cambridge. In partnership with the National Trust, this would act as a 'gateway' from the city into the fen proper. Using the Sto-cum-Quy Fen as a nucleus, the aim is to restore high quality wetland and grassland habitat along the hydrological route of the old Quy Water to create a large corridor of core area linking ultimately to the expanded Wicken Fen.	In line with the priorities set out in the Greater Cambridge GI mapping project, the restoration and greater connectivity of habitats in the Eastern Fens is vital for the integrity of the wider GBI network. There is also the potential to fulfil some of the identified informal open space need (off-site portions) as per open space standards.	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Expansion/buffering of Little Wilbraham Fen SSSI.	Green and blue networks	Biodiversity /habitat	Little Wilbraham SSSI is a very sensitive site already identified by Natural England as under pressure and likely to be further impacted by new development. Expansion and buffering of the site, and active visitor management measures, will be required to reduce this impact. Population growth will require enhancement to protect valuable habitats while also functioning as a recreational corridor - there is potential to expand through a mixture of wetland and grassland habitat creation to between 150-200 Ha in size.	Cambridge Nature Network: A Nature Recovery Network for Cambridge - Stage 2 draft report (Wildlife Trust, 2020), and GI opportunities https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Restoration of Little Wilbraham River (chalk stream)	Green and blue networks	Biodiversity /habitat	The Greater Cambridge Chalk Streams project has highlighted that the Little Wilbraham River has been severely affected by repeated low flows and poor physical habitat. Due to current drainage uses, there is currently no opportunity to change through habitat enhancement. However if reliable flows were reinstated, the river would have multiple project opportunities.	As per description and may form an element of the BNG requirements and GI opportunities https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Buffering/expansion of Fouburn Fen SSSI	Green and blue networks	Biodiversity /habitat	Further opportunities to buffer and expand core area and connect with Fleam Dyke.	Cambridge Nature Network: A Nature Recovery Network for Cambridge - Stage 2 draft report (Wildlife Trust, 2020), and GI opportunities https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Buffering/expansion of Great Wilbraham Common SSSI	Green and blue networks	Biodiversity /habitat	Potential to buffer and extend the common to create a core habitat species-rich grassland of at least 40 Ha (currently 23 Ha).	Cambridge Nature Network: A Nature Recovery Network for Cambridge - Stage 2 draft report (Wildlife Trust, 2020) and GI opportunities https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Buffering and extension of Cherry Hinton Chalk Pits core area/Cherry Hinton East Pit LNR (part of Cambridge Nature Network)	Green and blue networks	Biodiversity /habitat	To create a viable area of species-rich chalk grassland will require the buffering and extension of the core area, with the aim of increasing to at least 40Ha in size over the short-medium term, and ideally 100 Ha in the long term.	Cambridge Nature Network: A Nature Recovery Network for Cambridge - Stage 2 draft report (Wildlife Trust, 2020) and GI opportunities https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Extension/enhancement of Colkham's Common LNR	Green and blue networks	Biodiversity /habitat	Enhancement of habitats and, where appropriate, extension in order to improve functionality and help to withstand development pressures.	Doubling Nature' Vision (Natural Cambridgeshire, 2019)	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Access improvements along the Cherry Hinton Brook/Coldham's Brook chalk stream corridor	Green and blue networks	Biodiversity /habitat	As part of the proposed East Cambridge urban country park. Required in order to relieve recreational pressures on the corridor and conflicts between users, and enhancements required to improve the health and flow of the chalk stream for habitat recovery and to help address the lack of water in recent year. This will strengthen the urban country park as a 'green and blue corridor' of open spaces. Also dealt with as part of Corridor C8 (Cambridge East Links), in the Cambridge Nature Conservation Strategy (2006)	Report by Wild Trout Trust (2017) on Advisory Visit to Cherry Hinton Brook: https://www.wildtrout.org/assets/reports/Cherry%20Hinton%20Brook_final.pdf/ Cambridge City Nature Conservation Strategy (2006)	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Urban greening features	Green and blue networks	Biodiversity /habitat	Urban greening features and 'depaving' initiative to be integrated into sites and surroundings - in line with GI Mapping Strategic Initiative 12. Assets can include green roofs, SuDS and pocket parks, in order to provide both biodiversity enhancements, flood resilience and amenity value.	May form part of the BNG requirement	Essential Mitigation		Not yet costed	To be confirmed

GCLP IDP Interim Report - infrastructure schedule

Area	Project	Infrastructure grouping	Infrastructure category	Description	Why is it required?	Priority	Project cost	Cost to area	Cost source/assumptions
Cam East (Airport)	Informal open space	Green and blue networks	Public Open Space	39 ha of informal open space required. Given significant recreational pressure on existing nearby 'destination' green spaces (Anglesey Abbey, Wicken Fen, Milton Country Park, Wandebury Country Park), provision should help to deliver a wildlife-rich 'country park' which meets the recreational needs of new residents close to where they live and avoids harm to existing sites. There are significant opportunities for expansion of species-rich grassland within and around this growth area as part of nature-rich open space provision, as per natural capital mapping outputs.	CCC requires provision of 2.2 ha of informal open space per 1000 persons.	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Play space provision (children and teenagers).	Green and blue networks	Public Open Space	5.4 ha of provision required. On-site, a range of spaces should be provided to cater for all ages including teenagers, these should be provided throughout the development form.	CCC standards require 0.3 ha per 1000 people.	Essential Mitigation		Not yet costed	To be confirmed
Cam East (Airport)	Indoor sports halls	Green and blue networks	Sport and Leisure	1.26 sports halls required, equating to 5 courts - may take the form of the expansion of existing halls.	As per Sport England guidance/calculator for new development.	Essential Mitigation		£3,250,000	Costings arrived at using Sport England's Facility calculator based on the 'all time' population of Cambridge East.
Cam East (Airport)	Swimming pool provision	Green and blue networks	Sport and Leisure	0.86 pools required, equating to 3.4 lanes (likely to take the form of the expansion of existing facility).	As per Sport England guidance/calculator for new development.	Essential Mitigation		£3,400,000	Costings arrived at using Sport England's Facility calculator based on the 'all time' population of Cambridge East.
Cam East (Airport)	Outdoor sport facilities provision	Green and blue networks	Sport and Leisure	In accordance with CCC standards approx 21.4 Ha of outdoor sports pitches would be required. Including football, rugby, cricket, tennis and hockey.	CCC standards require 1.2 ha per 1,000 people	Essential Mitigation		£4,250,000	Costings based on CCC cost of £238 per person (Planning obligations SPD 2010).
Cam East (Airport)	Artificial grass pitch provision	Green and blue networks	Sport and Leisure	0.63 artificial grass pitches (either 3G or sand - with relevant cost implications), to suit a wide range of sports and physical activities.	As per Sport England guidance/calculator for new development.	Essential Mitigation		£650,000	Cost assumes provision is 3G. Costings arrived at using Sport England's Facility calculator based on the 'all time' population of Cambridge East. Cost implications lower if sand rather than 3G.
Cam East (Airport)	Indoor bowls provision	Green and blue networks	Sport and Leisure	1.11 rinks (equating to 0.19 indoor bowls centres).	As per Sport England guidance/calculator for new development (using an average of figures for CCC and SCDC).	Essential Mitigation		£430,000	Costings arrived at using Sport England's Facility calculator based on the 'all time' population of Cambridge East.
Cam East (Airport)	Allotment provision	Green and blue networks	Sport and Leisure	7.1 ha of provision required. On-site community gardens, communal shed spaces and integrated areas supporting local food production will also be an acceptable format.	CCC standards require 0.4 ha per 1000 people. Local authorities are required to assess the need for and audit their provision of allotments in their area as part of planning law.	Essential Mitigation		£930,000	Costings based on CCC cost of £52 per sqm (Planning obligations SPD 2010).
Cam East (Airport)	BMX facilities	Green and blue networks	Sport and Leisure	Need identified for cycling facilities, including the potential for a club-operated BMX track. Project is at the planning stage and being consulted upon.	The Greater Cambridge Area Playing Pitch Strategy 2015-31 (June 2016)	Essential Mitigation		£250,000	Cost derived from 2015 IDP.
Cam East (Airport)	Coldhams Lane	Transport	Ped/cycle	allows only pedestrians, cyclists, and buses to pass, preventing through traffic of any other type from using Coldhams Lane		Place-making		Not yet costed	To be confirmed
Cam East (Airport)	Cambridge Eastern Access Phase 2	Transport	Public transport	Additional Services: Cambridge City Centre via the Cambridge East site; Cambridge Railway Station via the Cambridge East site; Addenbrooke's via the Cambridge East site; and Addenbrooke's via Cherrv Hinton.	The new dual carriageway will increase capacity, reliability and safety on the road network, encouraging investors and visitors to the area and will make jobs in Milton Keynes and Cambridge more accessible.	Essential Mitigation		covered by Phase 1	costs provided by County Highways. This is for Phase 1 and 2
Cam East (Airport)	Cambridge Eastern Access Phase 1	Transport	Public transport	Phase 1 - Newmarket Road Improvements + Park & Ride Relocation - this could include bus lanes, cycle lanes and improved facilities for pedestrians, equestrians and people using scooters as well as relocating the Newmarket Road Park & Ride site further out of the city		Essential Mitigation		£50,000,000	costs provided by County Highways. This is for Phase 1 and 2
Cam East (Airport)	Telecoms	Utilities	Broadband			Critical Enabling			It is expected that Openreach and other telecommunications developers will offer to extend their existing networks at no cost to the developer
Cam East (Airport)	Foul Water	Utilities	Flood and Drainage			Critical Enabling			Network and treatment capacity is the responsibility of the water company (Anglian Water). It has therefore been assumed that developers will be responsible for onsite sewer costs within their development boundaries
Cam East (Airport)	Electricity	Utilities	Power	New primary substation or extension of existing substation	Lack of capacity within the existing UKPN grid	Critical Enabling		£3,000,000	Cost sourced from UKPN
Cam East (Airport)	Gas	Utilities	Power	Assumed that due to incoming Building Regulation Part L and Future Homes Standards that all developments will be gas free		Critical Enabling			Assumed that due to incoming Building Regulation Part L and Future Homes Standards that all developments will be gas free
Cam East (Airport)	Water Supply	Utilities	Water			Critical Enabling			Network capacity is the responsibility of the water company (Cambridge Water). It has therefore been assumed that developers will be responsible for onsite sewer costs within their development boundaries
Cambourne	Community Centre	Community facilities	Community and Cultural Facilities	Potential for 606 sq m of community floorspace required	<ul style="list-style-type: none"> In the absence of more specific guidance on requirements, we have based need on the benchmark used for community hall provision (also used in the NEC AAP Cultural Placemaking Strategy). This is 111sq m of new space per every new 1000 residents (South Cambs District Council 'Community Facilities Assessment: A Final Report' September 2009) The type of facility and models of delivery for community assets varies significantly across developments. Requirements are determined based on a detailed qualitative and quantitative analysis of local need, taking into account the population profile, distance to users, existing capacity, and other identified needs. This will need to be undertaken later in the planning process. Delivery is often combined with other community infrastructure, such as libraries or clinics, which has implications for the scale of provision, type, and costs. 	Place-making		£1,548,000	<ul style="list-style-type: none"> Sq m cost assumptions have been sourced from the Cultural Infrastructure Strategy prepared for NEC AAP by LDA and Faithful+Gould. Actual cost estimates will need to be sourced later in the planning process when more detailed requirements are known. Costs of delivery are assumed to be to shell and core standard only
Cambourne	Education - primary	Community facilities	Education	<ul style="list-style-type: none"> Estimated child yield of 780 at primary level in North West Cambridge between 2020/2021 and 2040/2041 Equivalent to 3.7 FE at primary level - potentially deliverable as 1-2 primary schools, additional to those already planned at Cambourne 	To meet the requirements of Childcare Act 2006, and Education Act 1996	Essential Mitigation		£15,072,000	<ul style="list-style-type: none"> Costs estimates based on an average floor area per pupil and the average gross cost of school delivery per sq m. These data have been taken from 'National School Delivery Cost Benchmarking Primary, Secondary & SEN Schools' (Version 6, 2019) by Hampshire County Council in conjunction with East Riding of Yorkshire Council and the Department for Education.
Cambourne	Education - secondary	Community facilities	Education	<ul style="list-style-type: none"> Estimated child yield of 488 children at secondary level in North West Cambridge between 2020/2021 and 2040/2041 Equivalent to 3.3 FE at secondary level 	To meet the requirements of Childcare Act 2006, and Education Act 1996	Essential Mitigation		£7,764,000	<ul style="list-style-type: none"> Costs estimates based on an average floor area per pupil and the average gross cost of school delivery per sq m. These data have been taken from 'National School Delivery Cost Benchmarking Primary, Secondary & SEN Schools' (Version 6, 2019) by Hampshire County Council in conjunction with East Riding of Yorkshire Council and the Department for Education.
Cambourne	Health Facility	Community facilities	Healthcare	Likely to be hub model based around GP surgery and potentially other health services yet to be determined. May form part of a combined facility or hub either on or offsite GP floorspace requirements are assessed to be 607 sqm over the plan period.		Essential Mitigation		£1,157,000	Assumptions for primary healthcare provision have been made using a commonly applied FTE GP to patient ratio (1:1800), to which we have applied a floorspace per GP assumption and costs based on this. This high level cost, approx. £2500 per sq m has been taken from Primary Care Surveyors Ltd (and is not a Cambridgeshire-specific estimate).
Cambourne	Expansion of tree canopy cover	Green and blue networks	Biodiversity/habitat	Increasing canopy cover within the NWC area, with a target of 30% cover as a minimum.	The Woodland Trust recommends a commitment to minimum 30% canopy cover targets on new development land. Canopy cover expansion is promoted through the Cambridge Canopy Project (CCC) as well as by the draft amendments to the NPPF (2021), which requires all new streets to be tree-lined	Essential Mitigation		Not yet costed	To be confirmed
Cambourne	Enhancements/woodland expansion within the West Cambridge Hundreds	Green and blue networks	Biodiversity/habitat	Enhancement work to wildlife-rich ancient woodlands in the Cambridgeshire Hundreds (old Anglo-Saxon regional division), with vision of creating a landscape of connected woodlands to provide for species mobility, in accordance with the Green Infrastructure opportunities mapping (project 8) https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Required in order to help Greater Cambridge reach/exceed UK-wide woodland cover targets for carbon storage purposes, among others, and contribute toward net zero goals. Greater Cambridge GI mapping project Strategic Initiatives 8 and 11 both promote expansion and connectivity of woodland cover - with a focus on land to the west of Cambridge City, aligning with the West Cambridge Hundreds project (Wildlife Trust).	Essential Mitigation		Not yet costed	To be confirmed

GCLP IDP Interim Report - infrastructure schedule

Area	Project	Infrastructure grouping	Infrastructure category	Description	Why is it required?	Priority	Project cost	Cost to area	Cost source/assumptions
Cambourne	Expanded grassland/pollinator corridors	Green and blue networks	Biodiversity /habitat	In order to combat the UK-wide decline in pollinators, expansion/enhancement of verges around settlements and along road network - including along the A1198. Delivery in line with the B-line network priorities (see GI Mapping Strategic Initiative 9).	See Greater Cambridge GI Mapping project - Strategic Initiative 9. An identified Buglife 'B-Line' also runs north-south through Cambourne and should be the focus of prioritised delivery.	Essential Mitigation		Not yet costed	To be confirmed
Cambourne	Buffering and expansion of Hardwick Wood SSSI	Green and blue networks	Biodiversity /habitat	Hardwick Wood SSSI has been identified as under significant recreational pressure. Buffering and expansion, along with active visitor management, will help to mitigate both existing pressures and new pressure from population growth.	Site identified by Natural England as under significant recreational pressure prior to population growth - This must be mitigated as part of new development.	Essential Mitigation		Not yet costed	To be confirmed
Cambourne	Restoration/enhancement of Bourn Brook corridor	Green and blue networks	Biodiversity /habitat	Improving water quality and improving habitat (particularly for water voles) in and adjacent to the watercourse, including any measures to address flood risk. The aim is to have a properly functioning wetland ecosystem, an abundance of wildlife and storage of floodwater on flood meadows rather than exporting it downstream. Being a 'wildlife corridor', work on the length of the brook will have a greater impact than the sum of each individual's actions. Most of the brook is within the Wildlife Trust's West Cambridgeshire Hundreds Project area.	Need outline for restoration of blue-green corridors such as Bourn Brook within Strategic Initiative 8 of the Greater Cambridge GI mapping project.	Essential Mitigation		Not yet costed	To be confirmed
Cambourne	Informal open space	Green and blue networks	Public Open Space	11.2 ha of informal open space required. Likely to involve an expansion of the WLT Cambourne Nature Reserve or green space delivered which is integrated and linked to the existing nature reserve - to enhance connectivity. Green corridors should be fully integrated into masterplanning work to create a robust network. Any plans for provision of green spaces should take into account opportunities to link via green corridors to the east with the planned Comberton Greenway (beginning at Hardwick/Comberton village and providing green routes into Cambridge City).	CCC requires provision of 0.4 ha of informal open space per 1000 persons.	Essential Mitigation		Not yet costed	To be confirmed
Cambourne	Play space provision (children and teenagers).	Green and blue networks	Public Open Space	22.4 ha of provision required. On-site, a range of spaces should be provided to cater for all ages including teenagers, these should be provided throughout the development form.	SCDC standards require 0.8 ha per 1000 people.	Essential Mitigation		Not yet costed	To be confirmed
Cambourne	Indoor sports halls	Green and blue networks	Sport and Leisure	1.9 sports halls required, equating to 7.6 courts. This provision might form part of existing plans for community sports hubs forming part of new development e.o. at Bourn Airfield.	As per Sport England guidance/calculator for new development.	Essential Mitigation		£4,800,000	Costings based on Sports England Facilities Calculator over entire period.
Cambourne	Swimming pool provision	Green and blue networks	Sport and Leisure	1.35 pools required, equating to 5.4 lanes. This provision might form part of existing plans for community sports hubs forming part of new development e.o. at Bourn Airfield.	As per Sport England guidance/calculator for new development.	Essential Mitigation		£5,200,000	Costings based on Sports England Facilities Calculator.
Cambourne	Outdoor sport facilities provision	Green and blue networks	Sport and Leisure	In accordance with SCDC standards approx 45 Ha of outdoor sports pitches would be required. Including football, rugby, cricket, tennis and hockey. This provision might form part of existing plans for community sports hubs forming part of new development e.g. at Bourn Airfield.	SCDC standards require 1.6 ha per 1,000 people	Essential Mitigation		£10,420,000	Costings based on SCDC cost of £372 per person (Open space in new developments SPD 2009).
Cambourne	Artificial grass pitch provision	Green and blue networks	Sport and Leisure	0.77 artificial grass pitches (either 3G or sand - with relevant cost implications), to suit a wide range of sports and physical activities. This provision might form part of existing plans for community sports hubs forming part of new development e.g. at Bourn Airfield.	As per Sport England guidance/calculator for new development.	Essential Mitigation		£770,000	Cost if 3G provision. Costings arrived at using Sport England's Facility calculator based on the 'all time' population of Cambourne. Cost implications are lower if sand rather than 3G.
Cambourne	Indoor bowls provision	Green and blue networks	Sport and Leisure	2 rinks (equating to 0.34 indoor bowls centres).	As per Sport England guidance/calculator for new development.	Essential Mitigation		£770,000	Costings arrived at using Sport England's Facility calculator based on the 'all time' population of Cambourne.
Cambourne	Allotment provision	Green and blue networks	Sport and Leisure	11.2 ha of provision required. On-site community gardens, communal shed spaces and integrated areas supporting local food production will also be an acceptable format.	SCDC standards require 0.4 ha per 1000 people. Local authorities are required to assess the need for and audit their provision of allotments in their area as part of planning law.	Essential Mitigation		£1,455,000	Costings based on SCDC cost of £52 per person (Open space in new developments SPD 2009).
Cambourne	Telecoms	Utilities	Broadband			Critical Enabling			It is expected that Openreach and other telecommunications developers will offer to extend their existing networks at no cost to the developer. Network and treatment capacity is the responsibility of the water company (Anglian Water). It has therefore been assumed that developers will be responsible for onsite sewer costs within their development boundaries
Cambourne	Foul Water	Utilities	Flood and Drainage			Critical Enabling			
Cambourne	Electricity	Utilities	Power		Lack of capacity within the existing UKPN grid	Critical Enabling		Not yet costed	To be confirmed
Cambourne	Gas	Utilities	Power	Assumed that due to incoming Building Regulations Part L and Future Homes Standards that all developments will be gas free		Critical Enabling			Assumed that due to incoming Building Regulations Part L and Future Homes Standards that all developments will be gas free
Cambourne	Water Supply	Utilities	Water			Critical Enabling			Network capacity is the responsibility of the water company (Cambridge Water). It has therefore been assumed that developers will be responsible for onsite sewer costs within their development boundaries
NE Cam	Community centre	Community facilities	Community and Cultural Facilities	Potential for 935 sq m of community floorspace required	<ul style="list-style-type: none"> In the absence of more specific guidance on requirements, we have based need on the benchmark used for community hall provision (also used in the NEC AAP Cultural Placemaking Strategy). This is 111sq m of new space per every new 1000 residents (South Cambs District Council, 'Community Facilities Assessment; A Final Report' September 2009) The type of facility and models of delivery for community assets varies significantly across developments. Requirements are determined based on a detailed qualitative and quantitative analysis of local need, taking into account the population profile, distance to users, existing capacity, and other identified needs. This will need to be undertaken later in the planning process. Delivery is often combined with other community infrastructure, such as libraries or clinics, which has implications for the scale of provision, type, and costs. 	Place-making		£2,389,000	<ul style="list-style-type: none"> Sq m cost assumptions have been sourced from the Cultural Infrastructure Strategy prepared for NEC AAP by LDA and Faithful+Gould. Actual cost estimates will need to be sourced later in the planning process when more detailed requirements are known. Costs of delivery are assumed to be to shell and core standard only
NE Cam	Education - Primary	Community facilities	Education	<ul style="list-style-type: none"> *Estimated child yield of 1560 at primary level in North East Cambridge between 2020/2021 and 2040/2041 *Equivalent to 7.4 FE at primary level - 2 -3 primary schools likely to be required 	To meet the requirements of Childcare Act 2006, and Education Act 1996	Essential Mitigation		£30,143,000	<ul style="list-style-type: none"> Costs estimates based on an average floor area per pupil and the average gross cost of school delivery per sq m. *These data have been taken from 'National School Delivery Cost Benchmarking Primary, Secondary & SEN Schools' (Version 6, 2019) by Hampshire County Council in conjunction with East Riding of Yorkshire Council and the Department for Education.
NE Cam	Education - Secondary	Community facilities	Education	<ul style="list-style-type: none"> *Estimated child yield of 975 at secondary level in North East Cambridge between 2020/2021 and 2040/2041 *Equivalent to 6.5 FE at secondary level - to be provided on or offsite 	To meet the requirements of Childcare Act 2006, and Education Act 1996	Essential Mitigation		£15,528,000	<ul style="list-style-type: none"> Costs estimates based on an average floor area per pupil and the average gross cost of school delivery per sq m. *These data have been taken from 'National School Delivery Cost Benchmarking Primary, Secondary & SEN Schools' (Version 6, 2019) by Hampshire County Council in conjunction with East Riding of Yorkshire Council and the Department for Education.
NE Cam	Health Facility	Community facilities	Healthcare	Likely to be hub model based around GP surgery and potentially other health services yet to be determined. May form part of a combined facility or hub either on or offsite. GP floorspace requirements are assessed to be 936 sqm over the plan period.		Essential Mitigation		£2,340,000	Assumptions for primary healthcare provision have been made using a commonly applied TTE GP to patient ratio (1:1400), to which we have applied a floorspace per GP assumption and costs based on this. This high level cost, approx. £2500 per sq m has been taken from Primary Care Surveyors Ltd (and is not a Cambridgeshire-specific estimate).
NE Cam	Enhancement of protected hedgerow east of Cowley Road (City Wildlife Site)	Green and blue networks	Biodiversity /habitat	Enhancement, extension and improves connectivity of the City Wildlife Site.	To contribute to biodiversity targets and resilience of wider GI network and helping to achieve Biodiversity net gain. Required by Policies 5 & 10e.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Enhancement of Bramblefields Local Nature Reserve (LNR)	Green and blue networks	Biodiversity /habitat	Enhancement of this existing open space to increase wayfinding, in order to provide off-site open space improvements as development mitigation. Associated with greater connectivity to busway.	To contribute to biodiversity targets, the resilience of wider GI network and opportunity for public engagement with nature. Referenced as a potential opportunity in Policy 8. May form part of biodiversity net gain requirements.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Improvements to Chesterton Fen	Green and blue networks	Biodiversity /habitat	Part of off-site portion of provision of informal open space. Opportunity to create a new biodiversity 'hotspot' in area of high growth, providing habitats and species, and serving as a 'green gateway' on the edge of the city, connecting to wider schemes such as Wicken Fen and the pedestrian/cycle route along the River Cam corridor. Important to recognise role as functional floodplain.	Opportunity for greater public engagement with nature and health and wellbeing for surrounding communities. Also acts as an important link in the biodiversity corridor along the River Cam. Open Space topic paper states that 'opportunities to use S106 contributions outside the city on large-scale green infrastructure should be considered, for example undertaking negotiations for growth sites could export opportunities to improve existing parts beyond the city (eg. Milton Country Park) in order to avoid over-investment in and over-use of the city's parks'. Referenced as a potential opportunity in Policy 8.	Essential Mitigation		Not yet costed	To be confirmed

GCLP IDP Interim Report - infrastructure schedule

Area	Project	Infrastructure grouping	Infrastructure category	Description	Why is it required?	Priority	Project cost	Cost to area	Cost source/assumptions
NE Cam	Allotment provision	Green and blue networks	Biodiversity /habitat	7.2 ha of provision required. It is unlikely that there will be sufficient space to provide all of this space on-site. Off-site provision should therefore be considered to provide this. On-site community gardens, communal shed spaces and integrated areas supporting local food production will also be an acceptable format.	CCC standards require 0.4 ha per 1000 people. Local authorities are required to assess the need for and audit their provision of allotments in their area as part of planning law.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Expansion of tree canopy cover	Green and blue networks	Biodiversity /habitat	Increasing canopy cover within the NEC area, with a target of 30% cover as a minimum.	The Woodland Trust recommends a commitment to minimum 30% canopy cover targets on new development land. Canopy cover expansion is promoted through the Cambridge Canopy Project (CCC) as well as by the draft amendments to the NPPF (2021), which requires all new streets to be tree-lined. The Open Space topic paper for NEC also requires that summer shade is required for open space and play in order to ensure good accessibility. Tree Cover required in Policy 10e. Likely to contribute to biodiversity net gain requirements.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	District-scale, multi-functional linear park	Green and blue networks	Public open space	District-scale, multi-functional linear park to form part of on-site provision of open space. As shown on AAP masterplan, connecting Nuffield Road and Milton Country Park and incorporating the First Public Drain Green Corridor. Should have a sustainable drainage function.	To contribute to public open space provision required as mitigation and to help deliver biodiversity net gain to mitigate scale of development and to improve connectivity between different areas of the Action Plan area. AAP Policy 8 requires this infrastructure item.	Critical Enabling		Not yet costed	To be confirmed
NE Cam	Cowley Triangle Open Space	Green and blue networks	Public open space	Open Space provided on site to provide access to open space for occupants	To contribute to public open space provision required as mitigation and to help deliver biodiversity net gain to mitigate scale of development and to improve connectivity between different areas of the Action Plan area. AAP Policy 8 requires this infrastructure item.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Science Park Open Space improvements	Green and blue networks	Public open space	Improvement to existing open space to increase accessibility (wayfinding), appeal and capacity	To contribute to public open space provision required as mitigation and to help deliver biodiversity net gain to mitigate scale of development. Required by AAP Policy 8.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Science Park Brook improvements	Green and blue networks	Public open space	Improvement to existing open space to increase accessibility (wayfinding), appeal and capacity	To contribute to public open space provision required as mitigation and to help deliver biodiversity net gain to mitigate scale of development. Required by AAP Policy 8.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Science Park Place	Green and blue networks	Public open space	Improvement to existing open space to increase accessibility (wayfinding), appeal and capacity	To contribute to public open space provision required as mitigation and to help deliver biodiversity net gain to mitigate scale of development. Required by AAP Policy 8.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Station Place	Green and blue networks	Public open space	Improvement to existing open space to increase accessibility (wayfinding), appeal and capacity	To contribute to public open space provision required as mitigation and to help deliver biodiversity net gain to mitigate scale of development. Required by AAP Policy 8.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Green High Street	Green and blue networks	Public open space	Provision of a multifunctional high street design including green infrastructure, open space and play provision.	Part of the provision of on-site open space to provide recreational opportunities for occupants. AAP Policy 8 requires this.	Critical Enabling		Not yet costed	To be confirmed
NE Cam	Enhancement of Orchard Park	Green and blue networks	Public open space	Off-site portion of provision of informal open space.	To contribute toward provision of informal open space in line with CCC standards. May form part of biodiversity net gain requirements.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Play space provision (children and teenagers).	Green and blue networks	Public Open Space	5.4 ha of provision required. On-site, a range of spaces should be provided to cater for all ages including teenagers, these should be provided throughout the development form	CCC standards require 0.3 ha per 1000 people. Due to the larger number of people to be living in taller buildings in NEC, more time is taken to access the ground floor and so open space close to medium-high density dwellings should be no more than 300m away (rather than the norm of 400m).	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Milton Country Park - Biodiversity, accessibility and capacity enhancements	Green and blue networks	Public Open Space	Improvement of existing country park to provide enhanced biodiversity, increased accessibility (wayfinding) and increased capacity.	Required in order to reach biodiversity targets and offset recreational pressure from new development. Referenced as a potential opportunity in Policy 8.	Essential Mitigation		Not yet costed	To be confirmed
NE Cam	Indoor sports halls	Green and blue networks	Sport and Leisure	1.3 sports halls, equating to 5.2 courts (may take the form of expansion of existing hall)	Based on Sport England Facilities Calculator.	Essential Mitigation		£3,500,000	Costings based on Sports England Facilities Calculator
NE Cam	Swimming pool provision	Green and blue networks	Sport and Leisure	0.86 pools, equating to 3.5 lanes (likely to be delivered through provision of new pool in Cambridge City).	Based on Sport England Facilities Calculator, assumes 4 lane pool	Essential Mitigation		£3,500,000	Costings based on Sports England Facilities Calculator
NE Cam	Outdoor sport facilities provision	Green and blue networks	Sport and Leisure	In accordance with CCC standards approx 21.6 Ha of formal sports pitches would be required. Including football, rugby, cricket, tennis and hockey. Particularly given the high-density nature of NEC, trim trails, pedestrian paths and cycle routes can also contribute to formal outdoor space if they are of sufficient size and standard (which is maintained) to allow for sports events (Open Space topic paper). These would be separate to cycling lanes and walking trails.	CCC standards require 1.2 ha per 1,000 people	Essential Mitigation		£4,300,000	Costings based on CCC cost of £238 per person (Planning obligations SPD 2010).
NE Cam	Artificial grass pitch provision	Green and blue networks	Sport and Leisure	0.77 artificial grass pitches (either 3G or sand - with relevant cost implications), to suit a wide range of sports and physical activities.	As per Sport England guidance/calculator for new development.	Essential Mitigation		£800,000	Costings arrived at using Sport England's Facility calculator (800,000 (if 3G) or less if sand).
NE Cam	Indoor bowls provision	Green and blue networks	Sport and Leisure	0.94 rinks (equating to 0.16 indoor bowls centres).	As per Sport England guidance/calculator for new development.	Essential Mitigation		£376,000	Costings arrived at using Sport England's Facility calculator.
NE Cam	Chisholm Trail	Transport	Ped/cycle	The Chisholm Trail is a new walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and the new Cambridge North Station. It will link to Addenbrooke's Hospital and the Biomedical Campus in the south and to the business and science parks in the north. In all the full trail provides a 26 kilometre route from Trumpington and Addenbrookes to St Ives. The central section from Cambridge Central Railway Station to Cambridge North Railway Station, which this project deals with, is a 3.5 kilometre route		Essential Mitigation		£21,000,000	costs provided by County Highways
NE Cam	Segregated crossing point(s) on Milton Road	Transport	Ped/cycle	shared pedestrian/cycle bridge connecting CSP with NEC		Essential Mitigation		£5,300,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Crossing points on the Busway	Transport	Ped/cycle			Essential Mitigation		£580,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Park and Cycle opportunities	Transport	Ped/cycle	Park and Cycle opportunities at P&R locations		Essential Mitigation		£280,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Cycle improvements	Transport	Ped/cycle	Delivery of already planned cycle improvements		Place-making		£500,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Cycle network improvements	Transport	Ped/cycle	Plugging gaps in the wider cycle network to enhance routes to key residential areas		Place-making		£500,000	North East Cambridge Area Action Plan Transport Evidence Base

GCLP IDP Interim Report - infrastructure schedule

Area	Project	Infrastructure grouping	Infrastructure category	Description	Why is it required?	Priority	Project cost	Cost to area	Cost source/assumptions
NE Cam	Ditton Lane & Links to Cambridge East	Transport	Ped/cycle	A new toucan crossing (for both cyclists and pedestrians) north of Fen Ditton Primary School; An upgrade of the puffin crossing near the High Street to a toucan crossing; Extension of the bollards and knee-rail fencing on the approaches to the school; Widening of the footpath on the east side of Ditton Lane, between Fison Road and High Ditch Road, from 1.5m to 2.3m or 2.5m to create a new shared-use foot/cycleway; Pedestrian and cycling improvements to the area around the Fison Road Junction and Ditton Lane crossing; Widening of the shared-use foot/cycleway between Ditton Lane crossing and Ditton Meadows; Widening of the footway on the west side of the green area on Ditton Lane (south of the small car parking area next to 142 Ditton Lane) to create a shared-use foot/cycleway; Daffodils (Narcissus Pseudo Obvallaris) bulbs planted along the embankment slope.		Place-making		£600,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Highway site access improvements	Transport	Public transport			Essential Mitigation		£485,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Intra-site shuttle system	Transport	Public transport	Provision of bus services from Cambridge to Waterbeach		Essential Mitigation		£9,000,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Milton Road P&R to site	Transport	Public transport	New segregated link from Milton Road P&R to site		Essential Mitigation		£13,000,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Additional P&R spaces	Transport	Public transport	Additional P&R spaces at key locations (approx. 1,700 spaces, cost to vary depending on provision)		Essential Mitigation		£16,800,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	P&R shuttle system	Transport	Public transport	P&R shuttle system		Essential Mitigation		£14,400,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Waterbeach to North East Cambridge public transport corridor enhancement	Transport	Public transport	Connections for sustainable modes across and between existing commercial properties and developments as well as to, from and between new developments;	Accommodate the additional housing and employment growth; Support local policy and strategies which identify a clear need to reduce congestion in order to enable the additional sustainable growth to be accommodated within the study area;	Place-making		£55,000,000	GC Pshp City Deal
NE Cam	Waterbeach Greenway	Transport	Public transport	Green active travel into and out of Cambridge for walkers, cyclists and horse riders.	Green active travel into and out of Cambridge for walkers, cyclists and horse riders.	Place-making		£8,000,000	costs provided by County Highways
NE Cam	A shuttle bus service between Cambridge North Station and Cambridge Regional College via NEC	Transport	Public transport	Cambridge North Station and Cambridge Regional College via NEC	Provide additional public transport services to and from NEC	Place-making		Not yet costed	To be confirmed
NE Cam	Improve active mode connections around NEC	Transport	Public transport	TBC		Essential Mitigation		Not yet costed	To be confirmed
NE Cam	NEC parking strategy	Transport	Travel management			Essential Mitigation		£300,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Variable Message Signage	Transport	Travel management	Variable Message Signage (VMS) at key locations to inform drivers of P&R spaces and congestion issues at Milton Rd / Milton interchange		Place-making		£950,000	North East Cambridge Area Action Plan Transport Evidence Base
NE Cam	Milton Road Corridor Improvements	Transport	Travel management	Public transport priority measures that include new sections of outbound bus lane and new floating bus stops. Improved cycle facilities with segregated cycle provision along both sides of Milton Road and priority over side roads. This requires the removal of the existing pavement parking on Milton Road. Improved pedestrian and cycle facilities, including Copenhagen style priority crossings at side roads, segregated features at all main junctions, and the relocation of some crossings. Landscaping to areas where more greenery can be included. The development of a traffic regulation order to ban all parking on verges	Allow faster and more reliable public transport journeys Provide better cycling and walking links Enhance the streetscape with improved and additional landscaping Reduce peak-time congestion and limit growth in traffic. Aid future economic growth. Reduce air pollution, and improve public health.	Place-making		£16,000,000	costs provided by County Highways
NE Cam	Telecoms	Utilities	Broadband			Critical Enabling			It is expected that Openreach and other telecommunications developers will offer to extend their existing networks at no cost to the developer
NE Cam	Foul Water	Utilities	Flood and Drainage			Critical Enabling			Network and treatment capacity is the responsibility of the water company (Anglian Water). It has therefore been assumed that developers will be responsible for onsite sewer costs within their development boundaries
NE Cam	Electricity	Utilities	Power	New primary substation or extension of existing substation	Lack of capacity within the existing UKPN grid	Critical Enabling		£2,500,000	High level cost estimates taken from WSP NEC Site Wide Energy and Infrastructure Study and Energy Masterplan
NE Cam	Gas	Utilities	Power	Assumed that due to incoming Building Regulation Part L and Future Homes Standards that all developments will be gas free		Critical Enabling			Assumed that due to incoming Building Regulation Part L and Future Homes Standards that all developments will be gas free
NE Cam	Water Supply	Utilities	Water			Critical Enabling			Network capacity is the responsibility of the water company (Cambridge Water). It has therefore been assumed that developers will be responsible for onsite sewer costs within their development boundaries
NE Cam	Waste Water Treatment Works Relocation	Utilities	Water	Relocation	Release site for redevelopment and the new WWTW will increase capacity and support new development.	Critical Enabling	£227,000,000		Funding secured from Homes England through Housing Infrastructure Fund
NW Cam	Community Centre	Community facilities	Community and Cultural Facilities	Potential for 283 sq m of community floorspace required	<ul style="list-style-type: none"> In the absence of more specific guidance on requirements, we have based need on the benchmark used for community hall provision (also used in the NEC AAP Cultural Placemaking Strategy). This is 111sq m of new space per every new 1000 residents (South Cambs District Council, 'Community Facilities Assessment; A Final Report' September 2009) The type of facility and models of delivery for community assets varies significantly across developments. Requirements are determined based on a detailed qualitative and quantitative analysis of local need, taking into account the population profile, distance to users, existing capacity, and other identified needs. This will need to be undertaken later in the planning process. Delivery is often combined with other community infrastructure, such as libraries or clinics, which has implications for the scale of provision, type, and costs. 	Place-making		£723,000	<ul style="list-style-type: none"> Sq m cost assumptions have been sourced from the Cultural Infrastructure Strategy prepared for NEC AAP by LDA and Faithful+Gould. Actual cost estimates will need to be sourced later in the planning process when more detailed requirements are known. Costs of delivery are assumed to be to shell and core standard only
NW Cam	Education - Primary	Community facilities	Education	<ul style="list-style-type: none"> Estimated child yield of 400 at primary level in North West Cambridge between 2020/2021 and 2040/2041 Equivalent to 1.9 FE at primary level - potentially deliverable as a single primary school 	To meet the requirements of Childcare Act 2006, and Education Act 1996	Essential Mitigation		£7,729,000	<ul style="list-style-type: none"> Costs estimates based on an average floor area per pupil and the average gross cost of school delivery per sq m. These data have been taken from 'National School Delivery Cost Benchmarking Primary, Secondary & SEN Schools' (Version 6, 2019) by Hampshire County Council in conjunction with East Riding of Yorkshire Council and the Department for Education.
NW Cam	Education - Secondary	Community facilities	Education	<ul style="list-style-type: none"> Estimated child yield of 250 children at secondary level in North West Cambridge between 2020/2021 and 2040/2041 Equivalent to 1.7 FE at secondary level 	To meet the requirements of Childcare Act 2006, and Education Act 1996	Essential Mitigation		£3,982,000	<ul style="list-style-type: none"> Costs estimates based on an average floor area per pupil and the average gross cost of school delivery per sq m. These data have been taken from 'National School Delivery Cost Benchmarking Primary, Secondary & SEN Schools' (Version 6, 2019) by Hampshire County Council in conjunction with East Riding of Yorkshire Council and the Department for Education.
NW Cam	Health Facility	Community facilities	Healthcare	Likely to be hub model based around GP surgery and potentially other health services yet to be determined. May form part of a combined facility or hub. If required, additional floorspace could be delivered as an extension to an existing local facility or may be provided offsite. GP floorspace requirements are assessed to be 283 sqm over the plan period.		Essential Mitigation		£250,000	Assumptions for primary healthcare provision have been made using a commonly applied FTE GP to patient ratio (1:1800), to which we have applied a floorspace per GP assumption and costs based on this. This high level cost, approx. £2500 per sq m has been taken from Primary Care Surveyors Ltd (and is not a Cambridgeshire-specific estimate).

GCLP IDP Interim Report - infrastructure schedule

Area	Project	Infrastructure grouping	Infrastructure category	Description	Why is it required?	Priority	Project cost	Cost to area	Cost source/assumptions
NW Cam	Allotment provision	Green and blue networks	Biodiversity /habitat	1.5 ha of provision required. On-site community gardens, communal shed spaces and integrated areas supporting local food production will also be an acceptable format.	CCC standards require 0.4 ha per 1000 people. Local authorities are required to assess the need for and audit their provision of allotments in their area as part of planning law.	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Expansion of urban tree canopy cover	Green and blue networks	Biodiversity /habitat	Increasing canopy cover within the NWC area, with a target of 30% cover as a minimum.	The Woodland Trust recommends a commitment to minimum 30% canopy cover targets on new development land. Canopy cover expansion is promoted through the Cambridge Canopy Project (CCO) as well as by the draft amendments to the NPPF (2021), which requires all new streets to be tree-lined	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Woodland creation and improved connectivity	Green and blue networks	Biodiversity /habitat	In line with GI Mapping project Strategic Initiative 11 (Woodland expansion and resilience), contributing to the nation-wide goal of 17% woodland cover.	As per description - may form part of the BNG requirement	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Expansion of hedgerow network	Green and blue networks	Biodiversity /habitat	The Committee on Climate Change have advocated a 40% expansion of the UK's hedgerow network. Development in North West Cambridge offers an opportunity to create new and enhance existing hedgerows.	As per description - may form part of the BNG requirement	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Buffering and expansion of Madingley Wood SSSI	Green and blue networks	Biodiversity /habitat	Expansion and buffering of the woodland to the west, in order to mitigate against existing recreational pressure and additional pressure resulting from new development.	As per description - may form part of the BNG requirement	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Creation and expansion of grassland habitats.	Green and blue networks	Biodiversity /habitat	Natural capital mapping of Greater Cambridge highlights significant opportunities for grassland expansion	As per description - may form part of the BNG requirement	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Urban greening features	Green and blue networks	Biodiversity /habitat	Urban greening features and 'depaving' initiative to be integrated into sites and surroundings - in line with GI mapping Strategic Initiative 12. Assets can include green roofs, SuDS and pocket parks, in order to provide both biodiversity enhancements, flood resilience and amenity value.	As per description - may form part of the BNG requirement	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Enhancements to Washpit Brook blue corridor	Green and blue networks	Biodiversity /habitat	To store flood water, manage flood risk and enhance/create habitats	Washpit Brook flows through this growth area and can provide multiple functions as a blue corridor, with recreational/ biodiversity/flood risk value).	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Bin Brook Improvement Project	Green and blue networks	Biodiversity /habitat	Improving water quality in the brook, enhancing biodiversity and reducing flooding through creation of a new wetland within Coton Countryside Reserve - to naturally filter the outflow from Coton Water Reclamation Plant before it enters the brook.	As per description - may form part of the BNG requirement	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Addressing severance to people and wildlife caused by strategic road/rail infrastructure, particularly the A14 and M11.	Green and blue networks	Biodiversity /habitat	Initiatives to address severance (particularly resulting from the A14/M11 corridors), which can pose issues for residents accessing the countryside from the Cambridge fringe. This might include green bridges, access routes to reach open space/recreational assets by walking and cycling - interventions should align with the Greater Cambridge Greenways project, and should seek to address severance, provide active travel routes and include wildlife friendly planting for pollinators.	Severance to ecological networks identified by GI Mapping project as significant threat to the network. For people - residents will need to access surrounding areas including blue and green assets - by active travel modes.	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	West Cambridge GI Buffer	Green and blue networks	Biodiversity /habitat	Contributions towards the West Cambridge GI Buffer project as set out in the Green infrastructure opportunities mapping (project 7) https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	As per description - may form part of the BNG requirement	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Informal open space	Green and blue networks	Public Open Space	8.4 ha of informal open space required.	CCC requires provision of 2.2 ha of informal open space per 1000 persons.	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Play space provision (children and teenagers).	Green and blue networks	Public Open Space	1.1 ha of provision required. On-site, a range of spaces should be provided to cater for all ages including teenagers, these should be provided throughout the development form.	CCC standards require 0.3 ha per 1000 people.	Essential Mitigation		Not yet costed	To be confirmed
NW Cam	Indoor sports halls	Green and blue networks	Sport and Leisure	0.28 sports halls required, equating to 1.1 courts - likely to take the form of the expansion of an existing hall or contributions to a new hall serving the wider Cambridge area.	As per Sport England guidance/calculator for new development.	Essential Mitigation		£750,000	Costings based on Sports England Facilities Calculator
NW Cam	Swimming pool provision	Green and blue networks	Sport and Leisure	0.18 pools required, equating to 0.73 lanes (likely to take the form of the expansion of existing facility).	As per Sport England guidance/calculator for new development.	Essential Mitigation		£700,000	Costings based on Sports England Facilities Calculator
NW Cam	Outdoor sport facilities provision	Green and blue networks	Sport and Leisure	In accordance with CCC standards approx 4.6 Ha of outdoor sports pitches would be required. Including football, rugby, cricket, tennis and hockey.	CCC standards require 1.2 ha per 1,000 people	Essential Mitigation		£910,000	Costings based on CCC cost of £238 per person (Planning obligations SPD 2010).
NW Cam	Artificial grass pitch provision	Green and blue networks	Sport and Leisure	0.16 artificial grass pitches (either 3G or sand - with relevant cost implications), to suit a wide range of sports and physical activities.	As per Sport England guidance/calculator for new development.	Essential Mitigation		£170,000	£170,000 if 3G. Costings arrived at using Sport England's Facility calculator based on the 'all time' population of NWC. Costs are lower if sand rather than 3G.
NW Cam	Indoor bowls provision	Green and blue networks	Sport and Leisure	0.2 rinks (equating to 0.03 indoor bowls centres).	As per Sport England guidance/calculator for new development.	Essential Mitigation		£79,000	Costings arrived at using Sport England's Facility calculator based on the 'all time' population of NWC.
NW Cam	Madingley Road Scheme	Transport	Ped/cycle	Full segregation – in constrained areas where the cycleway is adjacent to the carriageway, it is proposed to use 'kerbed margin separation' (i.e. two kerbs placed back to back to provide a physical barrier between the cycle lane and motor traffic. □ It is proposed that some land is taken at junctions to enable the cycleway to be set back and give cyclists and pedestrian priority. This enables vehicles to wait at a junction without stopping on the cycleway or footway area. □ It is proposed that the ditch adjacent to Churchill College is relocated further back onto Churchill College land to allow for improved facilities to be provided for pedestrians and cyclists. □ The option proposes to realign the road to balance the cross section in most areas, this would likely result in a longer construction period than Option 1. □ Improved junction layouts at JJ Thomson Avenue and Edgington Avenue.	Provides additional cycling and pedestrian facilities	Essential Mitigation		£8,000,000	costs provided by County Highways
NW Cam	Comberton Greenway	Transport	Ped/cycle	active travel route to make it easier for walkers, cyclists and horse riders to travel from Comberton into Cambridge	Provides additional cycling and pedestrian facilities	Place-making		£9,000,000	costs provided by County Highways
NW Cam	Histon Road	Transport	Public transport	• Bus priority measures including a bus lane and new floating bus stops • Improved pedestrian and cycle facilities with cycle lanes segregated from vehicular traffic by height and the use of the Cambridge kerbs where possible • The removal of some on-street parking to allow more road space for buses and cyclists • Landscaping to areas where more greenery can be included	Comprehensive priority for buses in both directions wherever practicable. Safer and more convenient routes for cycling and walking, segregated where practical and possible. Enhance the environment, streetscapes and air quality. Additional capacity for sustainable trips to employment and education sites. Increased bus patronage and new services. Maintain or reduce general traffic levels.	Essential Mitigation		£6,000,000	costs provided by County Highways
NW Cam	Telecoms	Utilities	Broadband			Critical Enabling			It is expected that Openreach and other telecommunications developers will offer to extend their existing networks at no cost to the developer
NW Cam	Foul Water	Utilities	Flood and Drainage			Critical Enabling			Network and treatment capacity is the responsibility of the water company (Anglian Water). It has therefore been assumed that developers will be responsible for onsite sewer costs within their development boundaries
NW Cam	Electricity	Utilities	Power		Lack of capacity within the existing UKPN grid	Critical Enabling		Not yet costed	To be confirmed
NW Cam	Gas	Utilities	Power	Assumed that due to incoming Building Regulation Part L and Future Homes Standards that all developments will be gas free		Critical Enabling			Assumed that due to incoming Building Regulation Part L and Future Homes Standards that all developments will be gas free
NW Cam	Water Supply	Utilities	Water			Critical Enabling			Network capacity is the responsibility of the water company (Cambridge Water). It has therefore been assumed that developers will be responsible for onsite sewer costs within their development boundaries
STRATEGIC	Contributions to strategic-scale North Cambridge green space	Green and blue networks	Biodiversity /habitat	In line with GI Mapping project Strategic Initiative 6 (North Cambridge Green Space), contributions toward a strategic scale green space - connected to the wider GI network by green corridors.	Identified in order to address recognised deficit in accessible GI in the north of Cambridge, to reduce recreational pressure on existing sites and meet future recreational demand from development (see GI Mapping project Strategic Initiative 6) https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Essential Mitigation	not yet costed		To be confirmed. An emerging requirement which has not had significant work undertaken in relation to cost. Overlap with Milton Country Park improvements which could form part of this project.
STRATEGIC	River Cam corridor	Green and blue networks	Biodiversity /habitat	River cam corridor improvements as set out in the Green infrastructure opportunities mapping (project 2) https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Identified in order to address water quality issues and bankside habitats for the River Cam	Essential Mitigation	not yet costed		To be confirmed. An emerging requirement which has not had significant work undertaken in relation to cost. Overlap with Milton Country Park improvements which could form part of this project.
STRATEGIC	Revitalising the chalk streams	Green and blue networks	Biodiversity /habitat	Improvements to the chalk streams including enhanced management practices, improving water levels, better managing flow and reducing abstraction where possible as set out in the Green infrastructure opportunities mapping (project 1) https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Identified in order to address water quality issues and bankside habitats for the chalk streams network	Essential Mitigation	not yet costed		To be confirmed. An emerging requirement which has not had significant work undertaken in relation to cost. Overlap with Milton Country Park improvements which could form part of this project.

GCLP IDP Interim Report - infrastructure schedule

Area	Project	Infrastructure grouping	Infrastructure category	Description	Why is it required?	Priority	Project cost	Cost to area	Cost source/assumptions
STRATEGIC	Enhancing the Great Ouse Fenland Arc	Green and blue networks	Biodiversity /habitat	Improvements to the fens in the area around the Great Ouse as set out in the Green infrastructure opportunities mapping (project 6) https://consultations.greatercambridgeplanning.org/greater-cambridge-local-plan-first-proposals/explore-theme/biodiversity-and-green-spaces/policy-0	Identified in order to address water quality issues and bankside habitats for the chalk streams network	Essential Mitigation	not yet costed		To be confirmed. An emerging requirement which has not had significant work undertaken in relation to cost. Overlap with Milton Country Park improvements which could form part of this project.
STRATEGIC	Cambourne to Cambridge	Transport	Public transport	Public transport alternative on route (in particular the A1303/Madingley Road) including provision for walking and cycling.	Parts of the current Cambourne to Cambridge road network, in particular the A1303/Madingley Road, suffer heavy traffic congestion at peak times. Without action, by 2031 car trips into the city are set to increase by up to 70%, with already lengthy journey times expected to double. A new route, bypassing other road traffic, will provide a public transport alternative to avoid congestion and make quicker journeys, with provision for walking and cycling. The dedicated route will create reliable transport links, running regular, 'turn up and go' services operating to high service standards.	Essential Mitigation	£157,000,000		Greater Cambridge Partnership
STRATEGIC	Public transport network	Transport	Public transport	Delivery of the wider public transport network		Essential Mitigation	£47,905,000		costs provided by County Highways
STRATEGIC	City Access	Transport	Public transport	Six experimental road closure schemes: Expanding the electric bus pilot Consolidation Delivery Pilot to limit the number of delivery vehicles entering the city centre Using traffic signals to help buses and cycles move faster and more easily Increasing availability of cycle parking Developing an integrated parking strategy to manage car parking across Greater Cambridge and support uptake of sustainable transport Support of E-Carac Bike Scheme to provide bikes for businesses and residents to try out	Needed to tackle the increase in traffic, congestion and pollution in and around Cambridge city centre. The Greater Cambridge Partnership City Access project is working to improve public transport. "We want to offer people a better choice for their journeys".	Place-making	Not yet costed		Greater Cambridge Partnership
STRATEGIC	East West Rail	Transport	Rail	re-establish a rail link between Cambridge and Oxford to improve connections between East Anglia and central, southern and western England		Place-making	£5,000,000,000		To be confirmed
STRATEGIC	A10 Dualling Ely to Cambridge	Transport	Road schemes	Dual the A10 between Ely and Cambridge		Place-making	£300,000,000		To be confirmed
STRATEGIC	A428 Black Cat to Caxton Gibbet	Transport	Road schemes	plans are to upgrade the route between the Black Cat roundabout and Caxton Gibbet. A new 10 mile dual carriageway will connect the Black Cat roundabout and Caxton Gibbet roundabout	The new dual carriageway will increase capacity, reliability and safety on the road network, encouraging investors and visitors to the area and will make jobs in Milton Keynes and Cambridge more accessible.	Place-making	£1,400,000,000		To be confirmed
STRATEGIC	M11 Upgrade	Transport	Transport	TBC - No information		Place-making	Not yet costed		To be confirmed
Swavesey	St Ives Greenway	Transport	Ped/cycle	The St Ives Greenway will be an active travel route to make it easier for walkers, cyclists and horse riders to travel from St Ives into Cambridge.	Green active travel into and out of Cambridge for walkers, cyclists and horse riders.	Essential Mitigation		£7,500,000	costs provided by County Highways