GREATER CAMBRIDGE LOCAL PLAN - INFRASTRUCTURE DELIVERY PLAN (IDP)

Greater Cambridge Shared Planning Service (GCSPS)

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Notice

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Client signoff

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Acronyms

AAP	Area Action Plan
BNG	Biodiversity Net Gain
CBC	Cambridge Biomedical Campus
City Council	Cambridge City Council
CC	Cambridgeshire Constabulary
CCC	Cambridgeshire County Council
CIL	Community Infrastructure Levy
CPCA	Cambridgeshire and Peterborough Combined Authority
CPPF	Cambridge Past, Present, and Future
CSLT	Cambridge Sports Lake Trust
CWS	City Wildlife Site
CWWTP	Cambridge Waste Water Treatment Plant
DCMS	Department for Culture, Media and Sport
DNO	District Network Operators
EWR	East West Rail
GCGIM	Greater Cambridge Green Infrastructure Mapping Project
GCP	Greater Cambridge Partnership
GCSPS	Greater Cambridge Shared Planning Service
GCSWS	Greater Cambridge Shared Waste Service
GI	Green infrastructure
HELAA	Housing and economic land availability assessment
HIF	Housing Infrastructure Fund
ICB	Cambridgeshire & Peterborough Integrated Care Board
ICP	Cambridgeshire & Peterborough Integrated Care Partnership
ICS	Integrated Care System
LNR	Local Nature Reserve
LPA	Local Planning Authority

MNO	Mobile Network Operators
NAS	National Allotment Society
NE	Natural England
NEC	North East Cambridge
NEGIF	Natural England Green Infrastructure Framework
NHS	National Health Service
NPPF	National Planning Policy Framework
PLSS	Public Library Service Standards
RECAP	Cambridgeshire and Peterborough Waste Partnership

S106	Section 106 obligation
SCDC	South Cambridgeshire District Council
SCLP 2018	South Cambridgeshire Local Plan 2018
SE	Sports England
SEND	Special Educational Needs and Disabilities
SFC	Sports Facility Calculator
SME	Small Medium Enterprise
SPD	Supplementary Planning Document
UKPN	UK Power Networks

1. Introduction

1.1 Local Plan Context

AtkinsRéalis, in collaboration with Land Use Consultants (LUC), has been commissioned by the Greater Cambridge Shared Planning Service (GCSPS) (hereafter referred to as the 'Client') to prepare the Infrastructure Delivery Plan (IDP) in support of the emerging Greater Cambridge Local Plan (GCLP) (hereafter referred to as the 'emerging Local Plan').

Cambridge City Council (the City Council) and South Cambridgeshire District Council (SCDC) (together referred to as 'the Councils') are working together to create a joint Local Plan. The emerging Local Plan will be the statutory development plan that will guide land use and spatial planning across Greater Cambridge up to 2045. The Plan will set out the vision, objectives, strategy and policies to manage growth; identify the scale and distribution of new homes and employment opportunities, and define the infrastructure and services required to support sustainable communities.

Since the adoption of the Cambridge Local Plan (October 2018) and the South Cambridgeshire Local Plan (September 2018) (collectively referred to as the '2018 Local Plans' in this document), the Councils have taken a proactive, evidence-led approach to managing growth across the Greater Cambridge region. These plans identified strategic growth locations, including Northstowe and Waterbeach, which continue to evolve beyond the current plan period. Recognising the scale and complexity of future growth pressures, the Councils initiated preparatory work for a new joint Local Plan in 2019, a shift towards a more integrated and strategic approach to spatial planning. This reflects the functional geography of Greater Cambridge and the need for coordinated responses to shared challenges such as housing affordability, transport management, infrastructure capacity, climate mitigation and resilience and biodiversity loss.

The proposed spatial strategy and scale of growth have developed and evolved through a series of previous consultations, the compilation of detailed evidence and in response to changes to national policy. The 'First Proposals' consultation under Regulation 18 in 2021 outlined an overall approach to growth that focused on intensification of urban Cambridge and consolidation and expansion at a series of key strategic sites. A Development Strategy Update was published in 2023 to reflect further technical work and engagement. The current Regulation 18 Plan confirms this broad approach to growth and sets out an approach for the delivery of 73,300 additional jobs and a minimum of 48,195 new homes; a scale of growth that reflects local need and recognises the strategic importance of the region - nationally and internationally - in delivering sustainable economic growth.

1.2 The role of the Infrastructure Delivery Plan

Delivering sustainable growth at this scale, particularly in a manner consistent with the wider ambitions of the Local Plan, is heavily contingent upon the timely delivery of a range of supporting infrastructure.

This Infrastructure Delivery Plan (IDP) provides a strategic framework to identify, prioritise and coordinate infrastructure delivery in line with the emerging Local Plan. As detailed in **Chapter 1.3,** the IDP addresses a wide range of infrastructure

typologies – from transportation, utilities and digital networks to social, cultural and green infrastructure. It has been developed with the necessary input and guidance from a range of service providers and stakeholders across Greater Cambridge. The IDP will identify the total anticipated cost of the infrastructure required to support growth, committed and available funding sources and mechanisms for delivery, supporting the Council's approach to securing developer contributions and providing the evidence that will help to ensure infrastructure provision is timely, integrated, and responsive to growth aspirations.

The emerging Local Plan is influenced by a range of important strategies that inform the spatial strategy, policy framework and, in some cases, infrastructure delivery. Both CCC[1] and SCDC[2] have declared climate and ecological emergencies and are implementing strategies and action plans to address biodiversity loss and environmental sustainability. CCC's Biodiversity Strategy (2022–2030) and South Cambridgeshire's Zero Carbon and Doubling Nature strategies aim to cut emissions and enhance natural habitats. The Cambridgeshire and Peterborough Health & Wellbeing and Integrated Care Strategy establishes the creation of an environment that gives people the opportunity to be as healthy as they can be as a key priority. This IDP acknowledges these commitments and, where appropriate, makes reference to the implications of these corporate strategies in shaping the scale, type and specification of infrastructure required to underpin growth.

Infrastructure planning is inherently dynamic and draws information from a wide range of services and strategies at different stages of development. As such, this iteration of the IDP presents a proportionate response to the available evidence at this stage of the plan-making process. Details around the identification of projects, their funding and delivery will continue to develop in response to further evidence, stakeholder engagement and policy development as the Local Plan approaches submission for formal Examination.

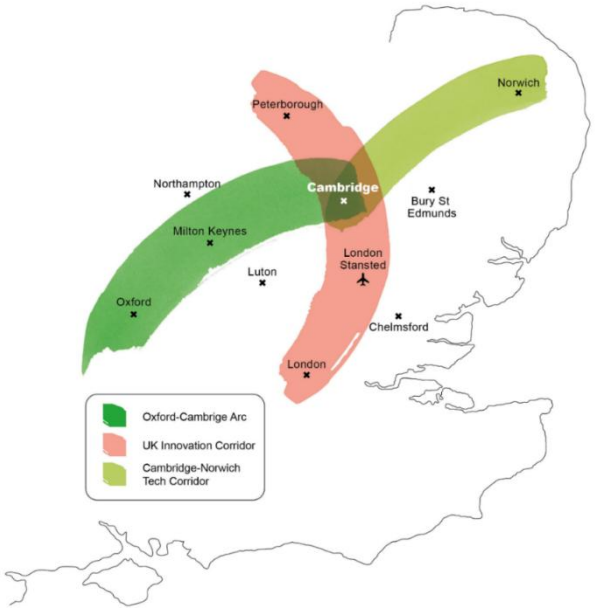

Figure 1-1 - Greater Cambridge Wider Region
Source: Greater Cambridge Shared Planning Services (GCSPS)

[1] Cambridge City Council Biodiversity Strategy 2022–2030. *Cambridge City Council*, adopted 2022. Available at: Biodiversity Strategy 2022-2030 - Cambridge City Council

[2] South Cambridgeshire District Council – Zero Carbon and Doubling Nature Strategies. *South Cambridgeshire District Council* accessed November 2025. Available at: Zero carbon and doubling nature strategies - South Cambs District Council

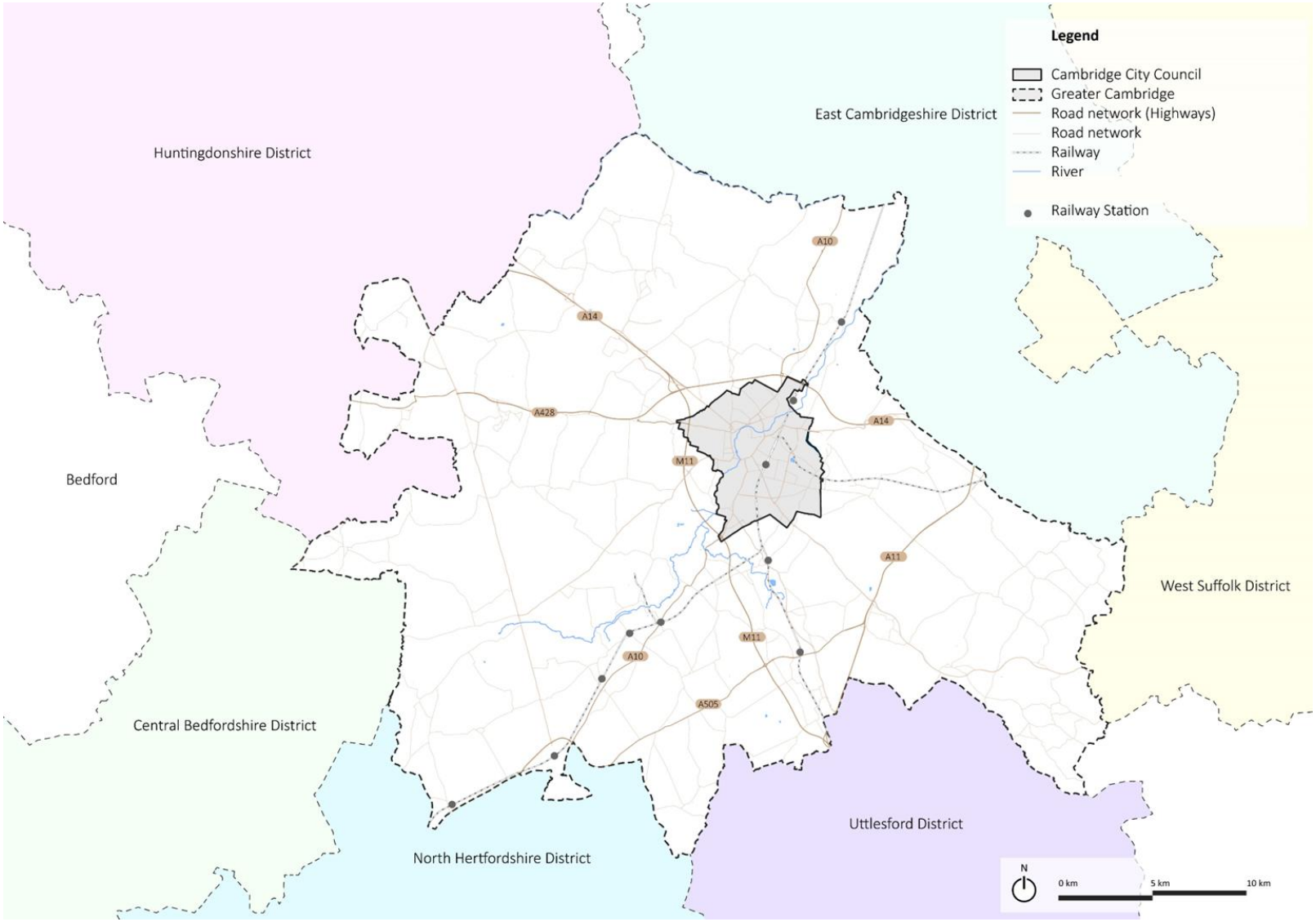

Figure 1-2 - Greater Cambridge Regional Context

Source: AtkinsRéalis (based on Figure 2: Greater Cambridge and its neighbouring local authorities About the plan | Greater Cambridge Shared Planning)

1.3 Scope of this IDP

This IDP establishes a strategic framework for identifying and coordinating the infrastructure necessary to support planned residential and commercial growth up to 2045. It adopts a structured approach to evaluating existing infrastructure provision, forecasting future needs, and outlining delivery mechanisms across a broad spectrum of infrastructure typologies. The infrastructure typologies covered in this IDP include:

- **Transport** including strategic public transport, highways and active travel;
- **Utilities** including power and electricity, waste and recycling, water supply and wastewater, flood management and drainage, digital networks;
- **Social infrastructure** including education, healthcare, community and cultural facilities, indoor sports and leisure, burial space and blue light emergency services;
- **Green infrastructure and open spaces**, including allotments and outdoor sports facilities.

A number of other infrastructure types will make valuable contributions to realising the vision for sustainable change set out in the Local Plan, but are not typically included within IDPs. This includes infrastructure that is predominantly delivered by the market, those that are delivered via user charges imposed and other policy issues that are best understood, addressed and/or negotiated on a site-by-site basis as part of design development or through the development management process.

1.4 IDP Structure

The IDP is structured in clear chapters, each addressing specific aspects of the scope:

Chapter 1 Introduction: Including contextual background and overall scope of the IDP.

Chapter 2 Policy Context: Relevant national and local policy and guidance that informs the preparation of the IDP.

Chapter 3 Methodology: Overview of the key stages in identifying infrastructure needs as a result of growth. It details the assumptions and engagements applied throughout the assessment.

Chapter 4 Growth Trajectory: The scale, distribution, and phasing of housing and employment growth are proposed through the emerging Local Plan.

Chapters 5 to 17 include, Transportation, Power, Water Supply, Wastewater, Drainage and Flood Management, Waste Disposal and Recycling, Digital Network, Education, Healthcare, Community and Culture, Emergency Services, Indoors Sports and Leisure, Outdoor Sports, Open Space and Green Infrastructure: with the existing baseline, future needs, and priority projects for infrastructure typologies, scoped into the IDP.

Chapter 18 Infrastructure Delivery: A comprehensive schedule of the infrastructure projects, costs, funding and delivery schedule to support sustainable growth. Following the main chapters, the IDP is accompanied by a supplementary **Appendix A and B.**

2. Policy Context

The IDP has been prepared in accordance with the National Planning Policy Framework (NPPF)[3], Planning Practice Guidance (PPG) and recognised best practice.

At its core, the NPPF promotes a presumption in favour of **sustainable development** and states that this should guide both plan-making and decision-making. It is emphasised that the planning system should be genuinely plan-led[4], with the onus on local plans to respond to local needs, opportunities and constraints to present a proactive and positive strategy for sustainable growth.

This includes establishing strategic policies that set out the overall strategy for the pattern, scale and design quality of places; making sufficient provision for housing, employment and a range of other land uses, and, crucially, the infrastructure required to support this change[5]. The potential for a lack of infrastructure to act as a barrier and impediment to growth and investment, and to wider ambitions around environment and climate change, should be clearly acknowledged.

The NPPF also highlights the importance of working with neighbouring authorities to develop cross-boundary approaches to infrastructure delivery, where this would be the most pragmatic approach to support local communities and economic growth[6].

Image 1: Housing Scheme, Northstowe

Image Credit: Greater Cambridge Shared Planning Services (GCSPS), Bovis Homes.

[3] National Planning Policy Framework, last updated February 2025. Available at: National Planning Policy Framework - GOV.UK

[4] NPPF (2025) Paragraph 15
[5] NPPF (2025) Paragraph 20
[6] NPPF (2025) Paragraph 26

Preparing, reviewing and examining plans

The NPPF sets out that the preparation of Local Plans and the policies they contain should be clearly evidence-based. Evidence should be proportionate, focused on supporting and justifying the policies concerned, and taking account of relevant market signals. A key aspect of the plan-making process is ensuring that strategies and policies are the most appropriate for their local context, considering factors such as the regulatory framework, available evidence and the views of stakeholders.

These considerations are reflected in the tests of soundness[7], which form the basis for assessing Local Plans at Examination in Public (EiP). Plans will be considered *"sound"* if they are:

- (a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- (b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- (c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- (d) **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies of the NPPF and other statements of national planning policy, where relevant.

Infrastructure contributions and delivery

NPPF Paragraph 35 addresses the need for developer contributions, such as Community Infrastructure Levy (CIL) charges and Section 106 agreements, to fund infrastructure required to support sustainable development.

Developer contributions are a valuable and necessary source of infrastructure funding and play an important role in ensuring that new development does not place undue strain on existing infrastructure to the detriment of local communities and places.

It states that Local Plans should set out the expected financial contributions from development to achieve this aim. Developer contributions may only be sought to fund infrastructure delivery where they meet the statutory tests detailed in the CIL Regulations and NPPF.

National Planning Practice Guidance (PPG): Plan-making[8]

The PPG highlights the importance of creating a Local Plan that not only presents a positive vision for the particular area but is also realistic about what can be achieved within a set timeframe[9]. This involves ensuring an adequate land supply,

[7] NPPF (2025) Paragraph 36
[8] Planning practice guidance (PPG): Plan-making (2024). Available at: Plan-making - GOV.UK

[9] Planning practice guidance (PPG): Delivery of Strategic Matters (2019). Paragraph: 059. Available at: Planning practice guidance - GOV.UK Reference ID: 61-059-20190315

identifying necessary infrastructure, and establishing clear funding and delivery strategies.

The IDP plays a critical role in supporting the soundness of the emerging Local Plan by ensuring that the strategy meets the area's objectively assessed infrastructure needs, backed by proportionate evidence, and supporting the delivery of proposed development.

Legislative and policy reform

The legislative and policy environment within which the infrastructure planning and delivery takes place will be subject to significant change over the plan period. The UK 10-year Infrastructure Strategy was published in June 2025, emphasising the crucial role of infrastructure provision in supporting economic growth and announcing in excess of £700bn funding over the next decade.

The Planning and Infrastructure Bill-related secondary legislation and associated changes to the NPPF and PPG will reshape the procedural and policy landscape in which infrastructure planning takes place. Further Local Government reorganisation will lead to a new dynamic between the different tiers of local government, with shifting responsibilities likely to have an impact on service delivery throughout Cambridgeshire and Peterborough. While these shifts are acknowledged, the IDP has been prepared to reflect the current legislative, policy and funding environment. Future revisions will need to respond to any meaningful changes that influence the infrastructure planning process.

Image 2: Victor Philip Dahdaleh Heart and Lung Research Institute

Image Credit: Greater Cambridge Shared Planning Services (GCSPS), CBC Ltd.

3. Methodology

3.1 Our Approach

AtkinsRéalis applied an evidence-led methodology in preparing this IDP (as depicted in the flow diagram on the right) – ensuring clear alignment with the Local Plan and the production of a robust understanding of infrastructure needs, reflecting sustainable planning principles. This methodology guided the identification of a series of 'priority infrastructure projects' within each typology outlined in the scope of this IDP and informed the Infrastructure Delivery Schedule (refer to **Chapter 18**).

Stakeholder engagement has been integral throughout the development of the IDP. The process involved collaboration with the Councils' internal departments, external partners including Cambridgeshire County Council (CCC), Cambridgeshire and Peterborough Combined Authority (CPCA) and the Greater Cambridge Partnership (GCP), key infrastructure providers, and other consultants working on behalf of the Councils. Noting that infrastructure planning is an iterative process, continued dialogue with all stakeholders will be important to ensure that the IDP is reflective of emerging service plans, strategies, and parallel workstreams related to individual strategic sites and infrastructure types.

Our approach to developing the IDP encompasses the following stages:

Stage 1: Baseline review and evidence base gathering

For each typology, the project team conducted a detailed review of current infrastructure capacity. This included an assessment of relevant policies guiding infrastructure needs, delivery mechanisms, and funding approaches. Strategies from service

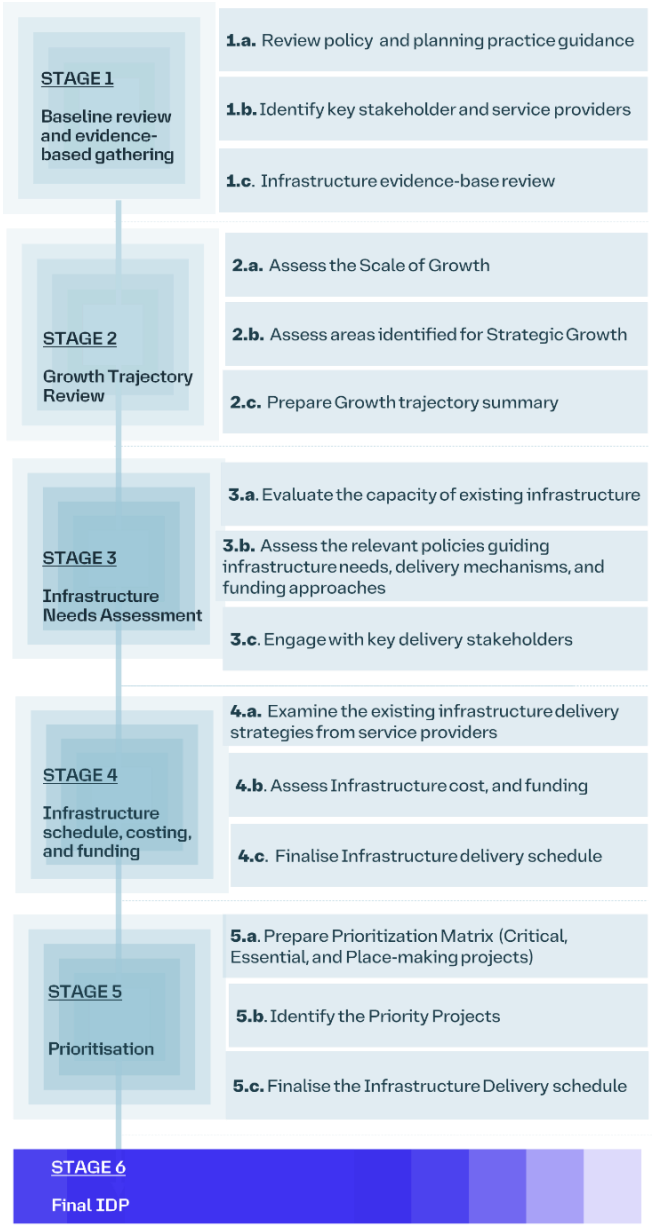

Figure 3-1 – Our Approach and Methodology

providers were examined to understand their priorities and ambitions. The team also reviewed thematic studies and topic papers that inform infrastructure planning and delivery.

Stage 2: Growth trajectory review

This stage involved analysing the projected growth across Greater Cambridge, including strategic development sites and smaller locations identified as part of the housing and employment trajectories. The review provided estimates for housing and employment growth, along with anticipated delivery timelines throughout the plan period and beyond.

Stage 3: Infrastructure needs assessment

The team evaluated the capacity of existing infrastructure to accommodate increased demand resulting from planned housing and commercial development. Using population and employment growth forecasts, infrastructure needs were quantified through metrics and multipliers, translating growth into infrastructure demand. Working with delivery stakeholders, assumptions around baseline conditions and investment plans were validated, and the projected impact of growth was determined to identify priority interventions.

Stage 4: Infrastructure schedule, costing and funding

Building on the previous stages, the infrastructure schedule outlines the projects required to meet the additional demands generated by planned development. Where possible, projects are accompanied by estimated costs, funding sources and delivery mechanisms. Where funding gaps have been identified, the IDP sets out responsible delivery bodies and outlines the most likely funding avenues to bridge those gaps.

The level of detail on infrastructure costs is proportionate to available evidence and certainty around planning and delivery. At this stage in the plan-making process, it has not yet been possible to comprehensively map costs, particularly for the latter phases of the plan. Where costs are derived from established standards, stakeholder input or recent strategic documents, and can be substantiated, these have been incorporated into the IDP.

To enhance reliability, the project team also utilised detailed cost data from the AtkinsRéalis Benchmark+ tool, where comparable projects provided a useful reference point. In cases where a more in-depth cost analysis was undertaken, this has been documented in the relevant chapters of the IDP.

Discussions were held with the council's appointed viability consultants to inform assumptions around infrastructure types that would be best considered as a direct build cost and those that would be likely secured through developer contributions. Project costs are identified on a current-day basis and should not preclude more detailed costs being identified at a later point of delivery. This will need to account for factors including detailed design development, inflation, and other external market pressures that manifest themselves over the plan period.

Stage 5: Prioritisation

To support delivery planning, a prioritisation exercise was conducted. While all scheduled projects meet statutory requirements and are necessary to deliver sustainable growth, this step highlighted their relative importance to the 'deliverability' of development and may guide delivery phasing and gap funding efforts. Projects were grouped into three priority levels.

- **Critical infrastructure** – interventions/projects without which planned development will simply be unable to proceed.

- **Essential infrastructure** – interventions/projects that are essential if development is to take place in a manner that allows the Councils and partners to comply with legislative requirements and/or key policies.

- **Placemaking infrastructure** – interventions/projects that play a vital role in ensuring that development is consistent with the vision and policy framework established by the emerging Local Plan.

Stage 6: Final IDP

The final IDP includes a technical report with thematic commentary on each infrastructure type and a detailed schedule outlining required infrastructure, costs, and delivery timelines. It highlights unfunded items and potential developer contributions to mitigate development impacts. The IDP supports the Local Plan's soundness, guides sustainable investment, and enables effective partnerships for consultation and examination.

As highlighted in the introduction, it is important to note that, by its nature, infrastructure planning is a dynamic process that needs to be **kept under review** as evidence changes, funding patterns and commitments shift, and development is delivered. While the IDP presents a robust assessment of infrastructure need, delivery is complex, and this should be understood as a forecast based on present-day evidence and stakeholder input.

Image 3: Publicly accessible courtyard of the AstraZeneca building

Image Credit: Greater Cambridge Shared Planning Services (GCSPS).

4. Growth Trajectory

This chapter outlines the scale and distribution of planned future growth across Greater Cambridge.

4.1 Scale of Growth

The emerging Local Plan sets out a trajectory for the delivery of housing and jobs/employment floorspace over the plan period up to 2045. The scale of growth is informed by objectively assessed needs, detailed evidence-based studies and a comprehensive understanding of the availability of delivery development sites.

The emerging Local Plan makes provision for approximately 54,447 new dwellings over the plan period, equating to an average of 2,593 homes per annum, to support population growth and address the housing requirement of 48,195 dwellings (2,295 dwellings per year). A number of the strategic sites identified in the emerging Local Plan have extended delivery programmes that mean they won't reach full build-out until the 2060s. This is identified in **Figure 4-2**, below. At full build-out, the total capacity of these sites is anticipated to be in the region of 92,000 homes. In parallel, it anticipates the creation of approximately 73,300 additional jobs to sustain economic vitality and employment opportunities across the area. This planned quantum of growth reflects the strategic ambition of the Councils to accommodate future needs in a sustainable and coordinated manner, aligned with infrastructure capacity and the spatial distribution of development.

Table 4-1 – Population and Job summary[10]

Description	Total (in the plan period)
Homes	54,447
Population	140,623
New jobs	73,300

Source: GCSPS

Table 4-2 – Housing Delivery Schedule[11]

Time period (5-year supply)	2024/25 to 2028/29	2029/30 to 2033/34	2034/35 to 2038/39	2039/40 to 2044/45	Total in the plan period
Total homes per period	11,211	13,103	14,065	16,068	54,447
Average houses per annum	2,242	2,620	2,813	2,678	2,593

Source: GCSPS

[10] Note: the figure of 54,447 new dwellings (2,593 homes per annum) is provided solely for infrastructure testing in relation to the Greater Cambridge development strategy. They do not represent final council decisions, and minor adjustments may be made before the draft plan consultation in Autumn 2025.

[11] Housing data is based on the April 2025 Housing Trajectory, with population estimates derived from typology-based multipliers, except for North East Cambridge, which utilises a bespoke multiplier. These figures support a broad assessment of population change across Greater Cambridge. The Housing summary includes dwelling and dwelling equivalent typologies.

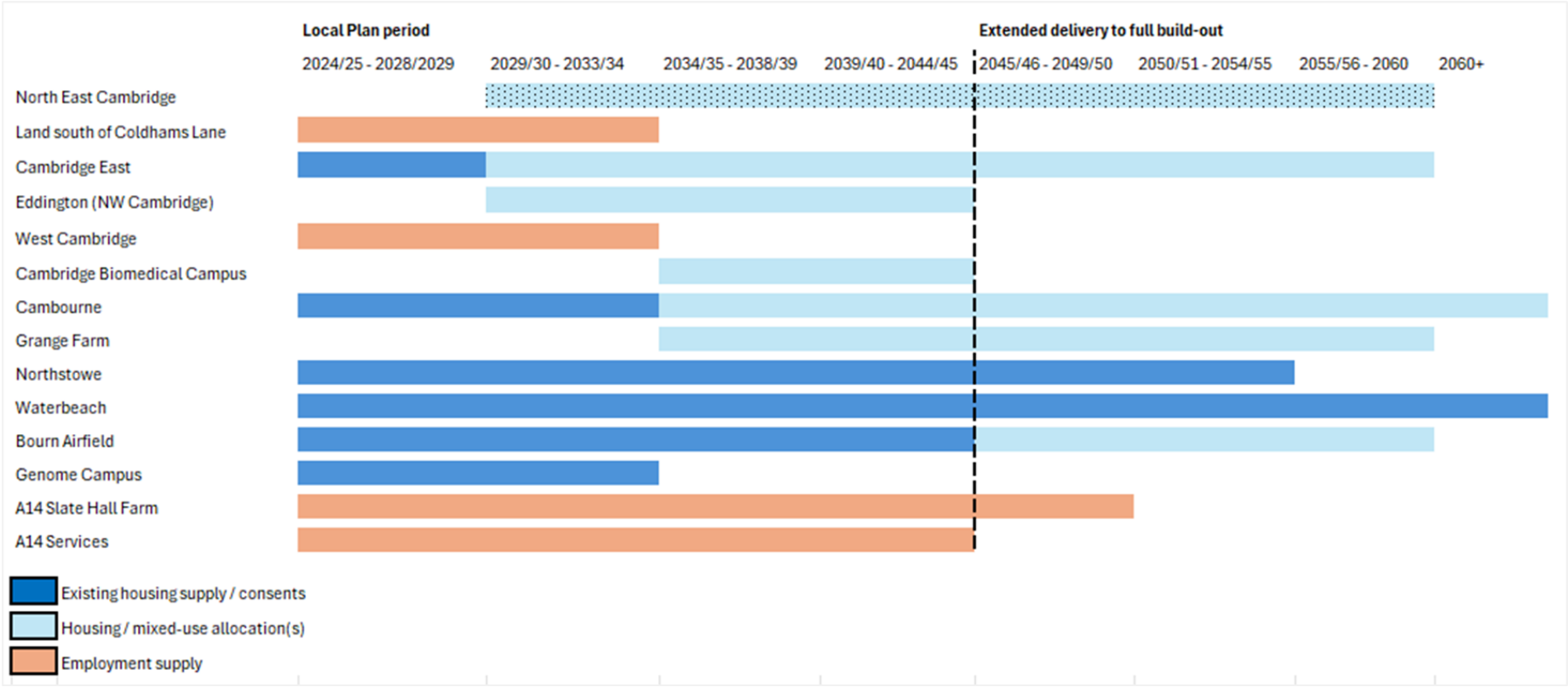

Figure 4-1 - Growth over the Plan Period vs Full Build Out

Source: GCSPS

A significant amount of new housing will be delivered through the plan period as a result of major planning permissions that are underway and being delivered through multiple phases. In addition, the Plan identifies new allocations with capacity for accommodating **16,601 homes over the plan period** and a windfall allowance of **7,103 homes**, based on historic trends of unallocated sites coming forward for development.

Table 4-3 - Summary of Homes by Planning Permission Status

Planning status	Homes
Outline or Full Planning permission granted or pending (i.e. Commitments)	29,002
Extant Local Plan Allocations being carried forward from existing Local Plans	1,741
Proposed new Local Plan Allocation	16,601
Windfall housing	7,103
Grand Total	**54,447**

Source: Greater Cambridge Shared Planning Service (GCSPS)

Note: the figure of 54,447 new dwellings (2,593 homes per annum) is provided solely for infrastructure testing in relation to the Greater Cambridge development strategy. They do not represent final council decisions, and minor adjustments may be made before the draft plan consultation in autumn 2025.

As depicted in Figure 4-1, a number of the Strategic Sites have a longer-term build programme that extends beyond the plan period. This is particularly the case for the largest areas of growth, including Cambridge East and Camborne, and new allocations, such as Grange Farm. As a result, areas identified and allocated for major growth in the Local Plan will deliver significantly more homes than the figures presented in Table 3-3. It is estimated that at **full build-out**, these sites will deliver **92,472 new homes.**

Image 4: Cambridge Biomedical Campus Masterplan

Image Credit: Abell Nepp.

4.2 Spatial Distribution of Growth

Growth over the plan period is predicated on a spatial strategy that prioritises delivery in urban Cambridge and a series of Strategic Sites. This includes areas within and on the edge of Cambridge, including North East Cambridge, Cambridge East, and North West Cambridge, where there is an opportunity to create new urban districts, sustainably located and underpinned by strong design and placemaking principles, and strategic growth locations within South Cambridgeshire like Cambourne and Waterbeach that are the subject of long-term, multi-phase growth.

The Local Plan characterised this development as taking place across four distinct spatial areas: the Cambridge urban area, edge of Cambridge locations, new settlements, and village sites. This distribution strategy seeks to optimise proximity to employment centres, align with existing and planned infrastructure capacity, and respond sensitively to environmental and landscape constraints.

Importantly, a number of the growth locations described below will continue to be built-out in phases that extend beyond the timeframe of the Local Plan. Where this has an impact on the planning and delivery of new infrastructure, this is acknowledged in the relevant chapters of the report.

Cambridge urban area

The urban core is a focus for intensification and strategic redevelopment, capitalising on sustainable transport links and proximity to key employment hubs.

Growth at North East Cambridge (3,950 homes up to 2045, 7,925 in total) is based on the opportunity provided by the relocation of the Cambridge Wastewater Treatment works offsite. This was to be funded by the Government's Housing Infrastructure Fund, however in August 2025 it was announced that funding would not be available from this source. This means that there is uncertainty as to whether the effective delivery of the Councils' vision for North East Cambridge will take place in the time period previously envisaged, including the assumed delivery of housing within the plan period.

For this draft plan consultation, the Councils have made the decision to retain the allocation for North East Cambridge as previously set out in the Area Action Plan, noting the significant benefits that development at this site would bring, on the basis that other funding may be found to enable the relocation of the CWWTP. Ahead of the Proposed Submission stage in 2026, the Councils will continue to engage with relevant partners to confirm a refined position for that later plan-making stage. The scope and phasing of infrastructure required at North East Cambridge will be reviewed at this time.

Edge of Cambridge

Already consented sites like Darwin Green will continue to be built out. The draft Local Plan identifies additional development at Eddington (2,500 homes beyond those already consented to reach a total of 5,500 homes), and residential development at the Cambridge Biomedical Campus (CBC) (1,000 homes).

At Cambridge East, development at the Airport site (3,950 homes to 2045, 8,000 in total) will add to schemes already underway at north of Cherry Hinton, and Newmarket Road, for comprehensive regeneration to transform underutilised land into a well-connected urban quarter.

New settlements

Three existing new settlement sites have planning permission, at Northstowe, Waterbeach and Bourn Airfield and will continue to build out over the plan period.

Cambourne West has planning permission and construction is well underway. The draft Local Plan proposes significant additional development at Cambourne North, reflecting the opportunity provided by the East West Rail scheme to significantly improve public transport in the area. The eventual size of the scheme is 13,000 homes, of which 2,550 are anticipated before 2045.

A new settlement is also proposed in the rural southern cluster. Grange Farm is located close to 3 employment parks and the Cambridge South East Transport Scheme (CSETS), and is planned to deliver 6,000 homes, of which 2,550 are anticipated before 2045.

Village sites

Modest growth is planned in the rural area, supporting existing village communities and employment areas.

Employment-led growth

In accordance with the NPPF, significant weight is placed on the need to support economic growth and productivity, considering both local business needs and wider development opportunities[12]. Of the 73,300 jobs anticipated, around 36,000 are anticipated in sectors using employment land (offices, labs, industry and warehouses)

Additional employment allocations are proposed at a range of strategic sites, adding to the existing employment land supply of committed sites. This reinforces Greater Cambridge's position as a national and international hub for science, technology, and enterprise.

Sites at West Cambridge, Fulbourn Road, Cambridge, and the Wellcome Trust already have planning permission for expansion.

The Local Plan identifies significant expansion of the Cambridge Biomedical Campus, seeking to enable delivery of a world-leading campus facility. The plan also supports additional development at Babraham Research Campus. These sites form part of the region's established life sciences cluster, offering high-value research and development employment. These sites are critical to maintaining Greater Cambridge's international competitiveness in science and technology.

A significant amount of industrial and warehousing space is proposed on the A14 corridor, with the largest site being at J25, Slate Hall Farm. New employment land is also proposed alongside residential developments at the strategic sites on the edge of Cambridge and at new settlements.

This IDP reviews the spatial distribution and infrastructure requirements for the following Strategic Sites. While demand for new infrastructure is primarily driven as a result of new homes

[12] Paragraph 81 of the National Planning Policy Framework (NPPF) sets out a clear expectation for planning policies to proactively support sustainable economic development. Available at: National Planning Policy Framework - GOV.UK

and resident population, new employment-generating floorspace and number of new jobs have been taken into consideration where relevant:

Table 4-4 - Population and Homes Summary

Strategic Site	Homes	Population
Cambridge Biomedical Campus	700	1,260
Grange Farm	2,589	7,362
North East Cambridge	4,375	9,118
Eddington (North West Cambridge)	5,116	9,208
Northstowe	6,229	17,753
Cambourne	4,600	13,112
Cambridge East (Airport, Cherry Hinton, Newmarket)	5,457	14,734
Waterbeach	5,727	16,323
Babraham Research Campus	-	-
A14 Slate Hall Farm	-	-
Total (Strategic Site)	34,793	88,870
Other Sites	19,654	51,753
Grand Total	**54,447**	**140,623**

Source: GCSPS

Image 5: Courtyard and communal space at Mecanoo's housing at North West Cambridge Development.

Image Credit: Mecanoo

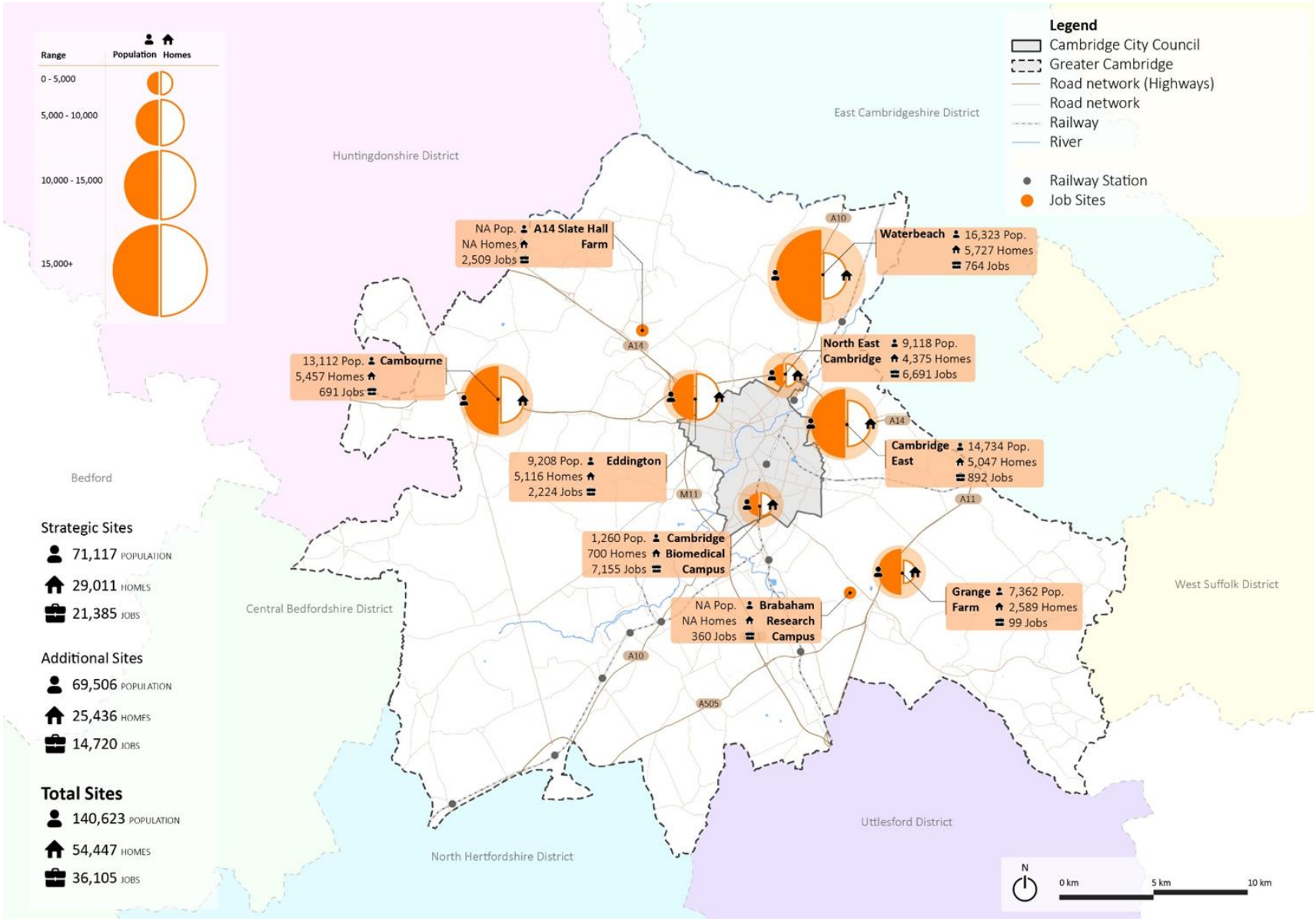

Figure 4-2 - Scale and Spatial Distribution of Growth

Source: AtkinsRéalis (based on the growth trajectory information shared by Greater Cambridge Shared Planning Service)

5. Transportation

This chapter focuses on active travel, roads and streets, and public transport provision. This chapter is based on current evidence, including the Draft Greater Cambridge Local Plan: New Strategic Allocations Assessment – Transport Mitigation Measures 2025, and information gained through stakeholder engagement.

5.1 Existing Situation

Greater Cambridge benefits from good access to the Strategic Road Network (SRN) via the A14, A11, A428 and the M11. Between June 2024 and June 2025, Cambridge averaged around 100,000 vehicles using the SRN daily, which was a -1% difference between 2024 and 2025. This data was extracted from sensors located within the city boundary.

Similarly, South Cambridgeshire averaged just under 200,000 vehicles daily on the SRN, which was a -5% difference between the same period. As a result, both districts have seen minor decreases in vehicles using the SRN within the last year[13]. Despite this, usage in Cambridge has seen an increase of 22% when compared to pre-COVID levels in 2019, showing an increase in demand on the SRN within Cambridge over the last five years. Whilst this is the case on the SRN, the local road network within Greater Cambridge currently experiences fewer vehicle trips on a weekday (Monday to Thursday) when compared to pre-COVID rates – seeing an 18% reduction in vehicle trips between June 2019 and June 2025[13]. The reasons for this could be due to the rise of flexible working arrangements, with many commuters opting to work from home on weekdays.

Cambridge is located centrally within the South Cambridgeshire area and is considered a major economic hub across the UK. This results in demand for housing and commercial development local to the city. Due to its high growth potential, particularly in the research and development sector, research campuses like Babraham Research Campus are common across Greater Cambridge. This additional development places demand on the highway networks within the area. Some known existing problem areas are:

- A14 / A10 interchange
- A1303 Newmarket Road corridor
- A1303 Madingley Road corridor
- Central Cambridge
- A1307 Babraham Road/Hills Road, between the Hinton Way roundabout and the City Centre
- Junction 11, M11
- A1309 Hauxton Road corridor

Within the City of Cambridge, active travel holds the main mode share, with 97 million trips made using active travel in 2023 compared to 85 million by motor vehicle. The situation is different in South Cambridgeshire, which is largely rural, with the majority of trips in 2023 being undertaken in a motorised

[13] Quarterly Transport Data Updates, June 2025, Cambridgeshire County Council, Available at: Cambridgeshire & Peterborough Insight – Roads, Transport and Active Travel – Transport Insights – Quarterly Transport Data Updates

vehicle (121 million) compared to 37 million trips by active modes[13]. Due to the rural nature of wide expanses in South Cambridgeshire, use of a private vehicle is seen as the most attractive option for those living in the villages.

The Cambridgeshire Guided Busway (CGB) and the railway are the two major strategic public transport modes within the area, benefiting those living within a suitable distance to these services. The CGB saw 3.4 million passengers in 2024 – a 27% increase since 2023[13]. Alongside the CGB, the Park and Ride sites have also seen an increase in usage, including a 6% increase between June 2023 to June 2025, with a 22% increase from pre-COVID levels (June 2019)[13].

Cambridge benefits from its location on the West Anglia Main Line, Cambridge Line and Fen Line, with connections both south to London and north to King's Lynn and Peterborough (facilitating onward connections to places like Birmingham, Ipswich and Norwich). Certain surrounding villages, such as Great Shelford, Waterbeach and Foxton, also benefit from being served by railway stations. Footfall outside of Cambridge station fluctuates within the year – June 2025 saw a general decrease in footfall when compared to June 2023.[13] whilst March 2025 saw a general increase compared to March 2023[14]. Overall, it can be concluded that there has been a general increase in public transport usage within Cambridge when considering the CGB and Park and Ride use.

Within Cambridge, active travel networks have been a high priority for improvement. This is apparent through a multitude of active travel schemes in the city, many of which have improved the safety and attractiveness of active travel. The Greater Cambridge Partnership (GCP), Cambridgeshire County Council and Cambridgeshire and Peterborough Combined Authority (CPCA) have each contributed to the drive for active travel in Greater Cambridge. Projects like Histon Road, Milton Road and the Cross City Cycling package have all made improvements to the connectivity and safety of cycling and pedestrian infrastructure across the city. Cycling in Cambridge in 2024 was seen to be 4% higher than in 2019, with cycle usage remaining fairly consistent post-COVID, with an anomaly in 2022 potentially due to data collection issues[15]. Similarly, the number of pedestrians in Cambridge is generally 10% higher than that of pre-COVID levels (June 2025 compared to June 2019)[13]. This indicates that active travel is becoming increasingly popular within the city.

5.2 Future Needs

The transport issues associated with the growth option scenarios identified in Chapter 2 are being considered in detail by the CPCA, as the strategic transport authority and working alongside GCP and CCC, through their development of the Greater Cambridge Transport Strategy (GCTS). The GCTS will play a critical role in supporting the emerging Local Plan, ensuring that sustainable transport infrastructure and policies are in place to accommodate future growth. The GCTS is being developed as a sub-strategy to the CPCA's adopted Local Transport and Connectivity Plan (LTCP) and the UK Government's 'The Case for Cambridge' 2050 Vision, which prioritise economic growth, sustainability and improved connectivity. Regarding the latter, the Cambridge Growth

[14] Quarterly Transport Data Updates (March 2025)- Cambridgeshire County Council (Available here)

[15] Annual Traffic Monitoring Reports- Cambridgeshire County Council (Available here)

Company (CGC) is currently tasked with the feasibility of accommodating growth that may exceed the figures in the emerging Local Plan.

This IDP only considers the high-level implications on the highway, public transport, and active travel networks associated with the draft local plan, as well as opportunities for linking employment and housing. Further work is required to fully define the costings and feasibility for each of the proposed transport schemes.

Within the Local Plan period, 54,447 houses and 73,300 jobs are expected to be delivered within Cambridge and South Cambridge. Without further transport intervention, there will be more negative impacts resulting from growth relating to climate, air quality, and equity of access to affordable local housing. This will make it more challenging to meet objectives relating to sustainable and inclusive growth. Furthermore, a large amount of development is expected to be focused around 10 strategic sites, as stated in **Chapter 4**.

Certain strategic sites are in areas where the transport network is working at or over capacity, which would mean these sites will require appropriate mitigation in place to reduce transport-related impacts. Many of these sites will therefore require provision of supporting transport interventions, alongside motorised vehicle trip budgets, to ensure the development is deliverable in transport terms. These trip budgets will be assessed on an individual basis, and mitigation measures will be designed to support travel choice across a range of modes.

5.3 Priority Projects

As stated above, mitigation is key to ensuring that the transport impact of development is not severe. These can be seen below into **Table 5-4**. The tables categorise the projects into three categories. Those entirely within the area of the specific strategic sites described above are categorised as ‘internal’ and can be seen in **Table 5-4**. ‘Local’ schemes, defined as infrastructure which concerns a single area or transport corridor, are found in

Table 5-3. Finally, 'Strategic' schemes affecting a wider area are listed in **Table 5-1** and **Table 5-2**.

Due to the varying stages of development for these priority schemes, costings, funding streams and delivery bodies are yet to be finalised. As such, the strategic sites may be required to contribute to some local and strategic schemes, particularly within the corridor in which they are located. Work is currently ongoing on the apportionment of costs to each strategic site.

An overview of significant strategic transport infrastructure projects within the Greater Cambridge area, and the status of these projects, is provided below:

Cambridge South Station – the new station will provide direct access to the CBC by rail, providing vital connectivity for patients, visitors and employees between the CBC and the wider region. The station is expected to be substantially complete by the end of summer 2025 and open for public use in early 2026. A428 Black Cat to Caxton Gibbet Scheme – this scheme proposes a new 10-mile dual carriageway and upgrades to the Black Cat and Caxton Gibbet junctions, replacing the only stretch of single carriageway between the M1 near Milton Keynes and the east coast ports of Harwich and Felixstowe. Construction started in December 2023, and the new dual carriageway is due to open to traffic in spring 2027.

East West Rail – the project aims to create a new direct rail connection between Oxford and Cambridge. Within the route update announcement in 2023, East West Rail confirmed a preference for a southern approach to Cambridge to integrate with the new Cambridge South Station. East West Rail has also confirmed new stations are proposed at Cambourne and Tempsford to the west of Cambridge. Furthermore, a new eastern access point to Cambridge Station is being considered as part of this project to improve accessibility to the station.

Cambridge South West Travel Hub – the project will provide a new travel hub on Junction 11 of the M11 with 2,150 car parking spaces, 326 cycle spaces and will be accessible from both the A10 and M11. Site surveys have been completed and planning permission granted, with works anticipated to begin late 2025.

Cambourne to Cambridge – this project aims to create a new public transport route and associated active travel provision within the A428 and A1303 Cambourne to Cambridge area that eases congestion, creates sustainable travel choices, connects communities and supports growth. The Transport and Works Act Order (TWAO) application for this project was submitted to the Department for Transport (DfT) in November 2024 and is currently at the public inquiry stage.

Cambridge South East Transport – Phase 2 (CSET 2) – this project aims to provide better public transport, walking and cycling options for those who travel on the A1307 and A1301 corridors, improving journey times and linking communities and employment sites in the area south east of Cambridge. The TWAO application for this project was submitted to the DfT in January 2025 and is currently live.

Waterbeach to Cambridge – The project involves constructing a dedicated busway to connect to the existing Cambridgeshire Guided Busway at Waterbeach. Alongside a travel hub to be constructed to the west of the A10, the new bus corridor aims to establish a quick and reliable sustainable transport option to serve developments to the North of Cambridge and existing populations within the corridor. In 2025, GCP and Cambridgeshire County Council agreed to submit a TWAO application to the Department for Transport.

Chisholm Trail - The Chisholm Trail is a new walking and cycling route through Cambridge. Phase 1 consists of a mostly offline shared-use path running from Cambridge North Station to Cambridge Railway Station. Phase 1 of the trail is complete and was opened to the public in 2022. Works on the preparation and planning of Phase 2 are ongoing.

New Waterbeach Railway Station – a replacement station located to the north-east of the existing station, located on the eastern edge of the planned extension of Waterbeach. The opening of the new station is a day-zero planning condition for first occupancy of the 4,500 homes approved for the Waterbeach East development.

GCP Greenway Programme – a network of 12 active travel routes between Cambridge and surrounding communities providing better, safer connections for people walking, cycling, and, where appropriate, horse riding.

Cambridge Eastern Access – Phase 1 of this project involves the upgrade of active travel infrastructure on Newmarket Road, including the provision of new cycleways and improved pavements. As part of phase 2, the scheme also aims to construct a busway running through the current airport site that is to be redeveloped. This is to be developer-led but will integrate with Phase 1 of the scheme led by GCP. Furthermore, the project aims to construct a new park and ride to replace the current Newmarket Road site. Planning and stakeholder engagement works are ongoing, with consultations being held throughout Autumn 2025.

Ely to Cambridge A10 Improvement (Dualling and Junction Improvements) – in 2020, a Strategic Outline Business Case (SOBC) commissioned by CPCA proposed seven mainly road-based, highway improvement measures. This includes both online and offline dual carriageway upgrades, with accompanying routes for cycle/pedestrian ways. Since then, work has been undertaken to develop sustainable, lower-cost options to those presented in the SOBC, with further stakeholder engagement undertaken in summer 2025. On the current timetable, if the project is approved at each stage, work is likely to begin in 2029.

Additional P&R spaces and Public Transport improvements for Greater Cambridge – both projects apply more generally across the district and aim to address current capacity issues, particularly within the city. Initial work has been conducted by CPCA to investigate potential public transport needs. These identified needs for improvements on reliability in rural areas and connectivity amongst services to enable more continuity of journeys. To do this, it was identified that in South Cambridgeshire, the integration of services, improved frequency of key routes, and the roll out of Demand Responsive Transport would tackle key issues within the district16. Additionally, the proposals for the city of Cambridge involved the creation of express services to Huntingdon, orbital services to key destinations and increased frequencies of services to key trip attractors.

CSET Busway Extension (Grange Farm) - This project involves extending the CSET phase 2 busway to service Grange Farm, a new allocation identified in the draft plan. As such, the proposed busway would need to cross the A11 and A1307.

[16] CPCA- South Cambridgeshire Bus improvements

Several options for the route of this extension have been assessed as part of a feasibility study. The cost, prioritisation and phasing of strategic transport schemes within the Greater Cambridge area are summarised below in **Table 5-1**.

Table 5-1 – Strategic Transport Measures

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing
Waterbeach to Cambridge bus corridor	Dedicated busway, alongside a new walking and cycling route, between Waterbeach New Town and North Cambridge via Landbeach village. The proposals also include a new travel hub.	109.4	Cambridgeshire County Council to submit TWAO to DfT (on behalf of GCP)	Critical infrastructure	By 2035
Public transport improvements for Cambridge	Public Transport improvements for Cambridge – contribution based on the number of additional buses required to cater for the additional trips generated by the proposed level of development.	TBC	GCP CPCA	Critical infrastructure	By 2040
Chisholm Trail Phase 2	A new walking and cycling route, creating a mostly off-road and traffic-free route between Coldham's Common and Cambridge railway station. This is to connect to and extend phase 1 of the project.	5	GCP	Essential infrastructure	By 2030
Cambourne to Cambridge bus corridor	Dedicated Busway between Cambourne and West Cambridge via Bourn Airfield. The scheme will include a new travel hub (named Scotland Farm) as well as a segregated active travel path to run parallel to the busway.	181.3	Cambridgeshire County Council submitted TWAO to DfT (on behalf of GCP)	Critical infrastructure	By 2035
Additional P&R spaces	Additional 1,000 Park and Ride spaces in Cambridge.	10	GCP Cambridgeshire County Council	Essential infrastructure	By 2035

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing
CSETS Phase 2	A new public transport and active travel corridor from the A11 to the CBC. The proposals also include a new travel hub.	161	Cambridgeshire County Council submitted TWAO to DfT (on behalf of GCP)	Critical infrastructure	By 2040
CSET Busway Extension - Grange Farm	An extension of the currently proposed CSET Phase 2 to the Grange Farm site. This would involve the extension of the busway to cross the A11 and A1307 in order to connect the site to the proposed A11 travel hub and to the wider corridor.	30	GCP Cambridgeshire County Council	Critical infrastructure	TBC
Cambridge South Station	A new railway station located on the CBC connecting South Cambridge to London, Ely and future services possible via East West Rail.	211	Network Rail	Critical infrastructure	By 2030
Cambridge Eastern Access	Phase one: A series of public transport and active travel improvements, including the relocation of Newmarket Road Park and Ride. Phase two: a new busway route through the Cambridge East site connecting with Newmarket Road.	58.5	GCP (Phase one) Developer (Phase two)	Critical infrastructure	By 2030
East West Rail	A project to re-establish a rail link between Cambridge and Oxford to improve connections between East Anglia and central, southern and western England. This includes a new station at Cambourne and a potential eastern access point to Cambridge Rail Station.	TBC	East West Railway Company (created by DfT)	Critical infrastructure	TBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing
Ely to Cambridge A10 Improvement (Dualling and Junction Improvements)	Suggested options include a range of possibilities from improving junctions to creating a completely new dual carriageway.	215	CPCA Cambridgeshire County Council	Essential infrastructure	By 2035
A428 Black Cat to Caxton Gibbet	A new 10-mile dual carriageway will connect the Black Cat roundabout and Caxton Gibbet roundabout.	1,000	National Highways	Critical infrastructure	By 2030
Cambridge South West Travel Hub	New travel hub site at Junction 11.	72	GCP	Critical infrastructure	By 2030
New station for Waterbeach	The construction of a new railway station to the North of the existing station to ensure that the Waterbeach development is better served by railway access.	37	GCP Homes England	Critical infrastructure	By 2030
Greenways	Details of each of the Greenway schemes are provided below in Table 5-2. Many sites will be expected to contribute to these schemes.	112	GCP	Essential infrastructure	By 2035

Source: various, including draft transport strategy, other developers' work, topic papers and transport position statements

*This is taken from the North-East Cambridge Transport Position Statement[17] in which the cost per bus per year figure was not provided.

Further details of each of the twelve Greenways projects, including a brief description, current status and costs for each scheme, are summarised in **Table 5-2** below.

[17] North-East Cambridge Development – Transport Position Statement and Approach, January 2025.

Table 5-2 - Series of 12 Greenway Projects

Project	Description	Cost (£ million)	Current Stage
Barton Greenway	An active travel route to make it easier for walkers, cyclists and, where appropriate, horse riders to travel between Barton and Cambridge.	11.9	Construction has started with works underway in Barton village.
Bottisham Greenway	Improvement of existing walking and cycling facilities between Stourbridge Common, Cambridge, to Bell Road, Bottisham.	10.3	Construction aims to begin in the summer of 2025 (subject to planning permission).
Comberton Greenway	Active Travel route to make it easier for walkers, cyclists, and, where appropriate, horse riders to travel between Comberton, Hardwick, Coton, Cambridge University West Campus and Cambridge. Links with Barton Greenway.	8.6	Early works have been completed, with works underway on Adams Road and Coton village.
Fulbourn Greenway	An active travel route to make it easier for walkers, cyclists, and, where appropriate, horse riders to travel between Fulbourn and Cambridge.	7.1	Construction of Phase 1 started in June 2025, with further works commencing later in the year. Phases 2 and 3 are still in the planning stages.
Haslingfield Greenway	An active travel route to make it easier for walkers, cyclists, and, where appropriate, horse riders to travel between Haslingfield and Cambridge.	11.6	Currently in its final design phases.
Horningsea Greenway	Horningsea Greenway will provide a route for people walking, cycling, and, where appropriate, horse-riding between Horningsea, Fen Ditton and Cambridge.	2.8	Works are now complete and operational for the public.

Project	Description	Cost (£ million)	Current Stage
Linton Greenway	The greenway will link South Cambridgeshire through the creation of an active travel link between CBC and the village of Linton. The proposals were put forward as part of the CSET project.	9.5	Phase 1 works have been completed, with works along Newmarket Road in Little Abington completed in December 2024. Work is being done in 2025 to produce designs for the remaining sections.
Melbourn Greenway	Delivery of a walking and cycling scheme that will link from Trumpington to Royston via Melbourn. The link will provide access to Harston, Foxton, Shepreth and Meldreth.	15.3	Some sections, including the Meldreth link, are constructed and are open to the public. Further work is to focus on preparing the Shepreth spur of the Melbourn Greenway.
Sawston Greenway	Delivery of a walking and cycling scheme that connects the villages of Sawston and Stapleford with the DNA Path and Cambridge Biomedical Campus.	6.7	Detailed design work is ongoing, including for the link between Stapleford and Great Shelford, and improvements to the DNA Path.
St Ives Greenway	Active travel improvements between St Ives and Cambridge. The main spine largely follows the Cambridgeshire Guided Busway with spurs to villages like Oakington, Fen Drayton and Cottenham.	6.7	Large sections of the greenway are open, with some spurs awaiting construction. Preliminary design for the Oakington to Cottenham route is finished, with construction aiming to begin in 2026.
Swaffhams Greenway	Improvement of existing walking and cycling facilities between High Street, Swaffham Prior and Church Road, Quy.	6.4	Following a series of engagements, detailed designs are being produced for different sections of the route and the proposed offline sections were submitted for planning permission in June 2025.
Waterbeach Greenway	A walking and cycling scheme that will link Waterbeach via Milton Village with Cowley Road, and connect to the Chisholm Trail, Milton Road and the St Ives Greenway for onward journeys.	11	Construction on Cowley Road is now complete, with further work to be completed for the rest of the route.

Project	Description	Cost (£ million)	Current Stage
Programme development and management	Programme management and coordination of the 12x Greenways schemes.	4	Delivery of the Greenway programme is ongoing.

Source: various, including draft transport strategy, other developers' work, topic papers and transport position statements

A summary of the cost, prioritisation and phasing of local transport measures, defined as infrastructure which concerns a single area or transport corridor, is found below in

Table 5-3

Table 5-3 - Local Transport Measures

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Madingley Road Scheme	Active travel improvements along a section of Madingley Road.	14.5	GCP	Critical infrastructure	By 2035	West Cambridge City Centre Eddington
Hills Road Cycle Plus	Improved active travel and public transport infrastructure between Lensfield Road / Gonville Place junction to Hills Road Sixth Form College / Purbeck Road.	TBC	GCP	Critical infrastructure	By 2030	South Cambridge City Centre
A1134 Cycle Plus	Improved active travel and public transport infrastructure.	TBC	GCP	Essential infrastructure	By 2035	South Cambridge
Cycle network improvements	A series of improvements to the cycle network, focused on plugging gaps in infrastructure and the delivery of already planned works.	TBC	GCP CPCA Cambridgeshire County Council	Critical infrastructure	By 2035	District wide
Electric vehicle (EV) charging points	A series of EV charging points are to be installed both within new developments and as part of a district-wide installation scheme. This includes planned provision at GCP-led travel hubs, including: • Scotland Farm, • Granta Park, • Cambridge South West, • Waterbeach,	TBC	Developer Cambridgeshire County Council SCDC	Essential infrastructure	By 2035	District wide

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
	• Newmarket					
Bus service to connect North East Cambridge with North West Cambridge	Orbital bus services from North East Cambridge to Eddington, Madingley Park and Ride and the proposed Cambourne to Cambridge public transport corridor.	TBC	Public transport operator CPCA	Essential infrastructure	By 2035	NEC Eddington
Traffic calming measures to be introduced at multiple sites to manage travel	**Slate Hall Farm –** measures to discourage site-generated heavy goods vehicles from travelling through local villages. **Cambourne** – traffic calming or access control measures to discourage/limit vehicle movements between the site and A14 via Elsworth, Knapwell and Boxworth.	TBC	Developer Cambridgeshire County Council	Critical infrastructure	By 2030	District Wide
Series of site-specific active travel improvements across most proposed strategic development sites	Improvements to active travel networks are required in many areas to improve site accessibility. These are to be delivered to best practice standards.	TBC	Developer Cambridgeshire County Council	Critical infrastructure	By 2030	NEC Eddington Cambridge East CBC Babraham Grange Farm Slate Hall Farm Cambourne.
Active travel improvements on West Cambridge Access Road	Active travel improvements on the West Cambridge access road to improve access to local employment, sports centre, cycleway and proposed	TBC	Developer Cambridgeshire County Council	Critical infrastructure	By 2035	Eddington

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
	Cambourne to Cambridge public transport scheme.					
Active travel improvements on Huntingdon Road	Active travel improvements on Huntingdon Road to serve the development in Eddington	TBC	Developer Cambridgeshire County Council	Critical infrastructure	By 2035	Eddington
Active travel connections to a variety of villages connecting to Eddington	Connections to local public rights of way, including western end of Huntingdon Road, Madingley and Coton.	TBC	Developer Cambridgeshire County Council	Critical infrastructure	By 2035	Eddington
Active travel routes to the Chisolm trail	Active travel provision across Coldham's Common to facilitate access to the Chisholm Trail	TBC	Developer Cambridgeshire County Council	Critical infrastructure	By 2040	Cambridge East
Active travel connections to transport corridors near Cambridge East	Including connections to: • Newmarket Road, Airport Way, Barnwell Road, Coldhams Lane, Sunnyside and Meadowlands Road surrounding the site • The Jubilee Cycleway, and NCN 51 through Marleigh-Fen Ditton-Ditton Meadows-Chisholm Trail-North East Cambridge. • Routes from the site to south Cambridge via Barnwell	TBC	Developer Cambridgeshire County Council	Critical infrastructure	By 2040	Cambridge East

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
	RoadA1134-Fendon Road to the Biomedical Campus, Cherry Hinton Queen Ediths Way and Gazelle Way • Routes towards central Cambridge including routes to Cambridge station, Davy Road, Mill Road and Coldhams Lane. • Routes towards west Cambridge including to Eddington and West Cambridge Campus.					
Active travel connections to transport corridors near Babraham Research Campus	Including: • Improved active travel connections between the site and Sawston Road towards Sawston village. • Routes to the public rights of way network including the bridleway to Stapleford.	TBC	Developer Cambridgeshire County Council	Critical infrastructure	By 2040	Babraham
Active travel improvements along the A505	Active travel improvements along the A505 to connect Babraham site to Whittlesford Parkway station.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2035	Babraham
Active travel connection to the CSET travel hub	High quality segregated connection to the CSET travel hub and active travel path.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2040	Grange Farm Babraham

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Active travel connections and improvements surrounding Grange Farm	Including: • Internal and local connections to the Linton Greenway, Byway 4/1 and Worsted Lodge access road. • Improvements to routes to the Cambridge Biomedical Campus,	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2040	Grange Farm
Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Including: • Nighttime safety improvements to the main walk and cycle routes to the Campus. • Safety improvements to the busway bridge and Guided Busway junction. • Active travel improvements at Addenbrooke's roundabout as the main access into the site. • Active travel improvements to Fendon Road / A1134 to Barnwell Road and Queen Edith's Way connecting the Campus with east Cambridge. • Active travel improvements to Babraham Road and Babraham Park and Ride. • Proportionate contributions to Addenbrooke's Road to Shelford Teir 2 active travel network (LCWIP route).	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2040	CBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
	• Additional pedestrian and cycle connections from Babraham Road, south of Nine Wells					
Connection to Dry Drayton Road and A1307	Active travel connections to Dry Drayton Road and a segregated route to the A1307 shared-use path.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2045	Slate Hall Farm
Active travel improvements along the 151/10 bridleway	Improvements to bridleway 151/10 between the site, Northstowe Avenue and Longstanton.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2045	Slate Hall Farm
Active travel connections and improvements surrounding Slate Hall Farm	Including: • Connection to the B1050 (if feasible). • Connections to the A1307 shared-use path to provide access to Bar Hill and Cambridge	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2045	Slate Hall Farm
Improvements and integration of bridleways	Integration and improvements to the existing public right of way network including bridleway 73/4 to Elsworth, footpath 142/5 to Knapwell, footpath 142/8 and byway 142/7 within the site and to local destinations.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2045	Cambourne
Active travel connections to a range of villages.	Connections to Caxton and Bourn Airfield, Knapwell, Elsworth, Papworth Everard and Eltisely.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2045	Cambourne

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Active travel connections to key active travel corridors	Connections to the Cambourne to Cambridge active travel route and Comberton Greenway.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2045	Cambourne
Active travel improvements to key trip attractors in Cambourne	Improvements to active travel routes through existing Cambourne to key trip attractors in Cambourne North (and vice versa), including schools, the business parks and the town centre.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2045	Cambourne
Multiple grade-separated crossings for active modes over the A428 to the existing Cambourne.	The construction of grade-separated crossings to enable active travel access to the existing development of Cambourne. This is likely to be in the form of bridges.	TBC	Developer	Critical infrastructure	By 2045	Cambourne
Connection to Bar Hill	Active travel connections to the A1307 shared-use path to provide access to Bar Hill and Cambridge.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	By 2045	Slate Hall Farm
Access road for development at CBC	New Southern Gateway access only road (with pedestrian/cycle infrastructure) providing vehicle and bus access from Granham's Road, with improvements to Babraham Road Park and Ride to alleviate Campus movements at the Addenbrooke's Roundabout.	54	Developer Cambridgeshire County Council	Critical infrastructure	By 2035	CBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
A series of public transport improvements.	A series of public transport improvements are to be delivered to connect the development sites to the existing network. These may include: Route extensions Bus priority measures Timetable amendments to support staff shift patterns.	TBC	Public transport operator CPCA	Critical infrastructure	By 2030	District wide
New Controlled Parking Zones (CPZ)	New CPZs in areas are needed.	1	GCP Cambridgeshire County Council	Essential infrastructure	By 2035	NEC

Source: Various, including draft transport strategy, other developers' work, topic papers and transport position statements.

A summary of the cost, prioritisation and phasing of internal transport measures, for example, those measures which are internal to a single area such as North-East Cambridge (NEC) or Cambridge Biomedical Campus (CBC), is found below in Table 5-4.

Table 5-4 - Internal Site Transport Measures

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Bridge over Milton Road to Cambridge Science Park	A pedestrian and cycle-friendly bridge links over Milton Road, connecting to the Eastern section of the site to Cambridge Science Park.	18	Cambridgeshire County Council	Essential infrastructure	2029 – 2034	NEC
Underpass between St John's Innovation Centre &	The NEC underpass will provide a high-quality pedestrian and cycle access under Milton Road through the delivery of an underbridge-type structure	13	Cambridgeshire County Council	Essential infrastructure	2029 – 2034	NEC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Cambridge Science Park						
Busway Crossings	The development should include the provision for 3no. further pedestrian/cycle crossings of the Busway East of Milton Rd (2no.) and West of Milton Rd (1no.).	0.6	Cambridgeshire County Council	Essential infrastructure	2024 – 2029	NEC
Upgrade to the Milton Road underpass under the Busway	Improvements to the appearance and security of the underpass, including improved lighting, surfacing, and wall tiles.	1	Cambridgeshire County Council	Essential infrastructure	2029 – 2034	NEC
Filling in of the Milton Road underpass under the Busway, and extending the existing surface-level footway / cycleway	Long-term ambition to fill in the ramps and underpass and replace with surface provision.	2	Cambridgeshire County Council	Placemaking infrastructure	2029 – 2034	NEC
Improved crossing at Milton Road with the busway junction	Reconfiguration of this junction to improve the north-south movement for pedestrians and cyclists.	1.3	Developer Cambridgeshire County Council	Essential infrastructure	2024 – 2029	NEC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Improved cycle / walking route to North Cambridge Academy Secondary School	An improved route to the North Cambridge Academy Secondary School, which could involve the widening of footpaths and the installation of zebra crossings on quiet streets.	2.2	Cambridgeshire County Council	Essential infrastructure	2024 – 2029	NEC
Mobility hubs	A network of Mobility Hubs at key public transport and active travel corridors.	TBC	Developer Cambridgeshire County Council Public transport operator	Essential infrastructure	2024 – 2045	NEC Eddington, Cambridge East Babraham Grange Farm Slate Hall Farm CBC
Delivery and consolidation hubs	A network of delivery and consolidation hubs in conjunction with a last mile delivery system to avoid unnecessary trips.	TBC	Developer Cambridgeshire County Council	Essential infrastructure	2024 – 2045	NEC Cambridge East CBC Grange Farm
Intra-NEC area shuttle bus system	Either specialist autonomous vehicles or driven vehicles that serve a 3-mile-long route, which would take 15 minutes to run (20-year Operating Costs).	22.5 (Driven vehicles) or 16.2 (Autonomous)	Cambridgeshire County Council	Placemaking infrastructure	By 2040	NEC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Connections to existing Public Rights of Way (PRoW)	It should be ensured that access is maintained through sites to existing PRoW. Where possible, suitable infrastructure should be put in place to make these routes accessible to the public.	TBC	Developer	Essential infrastructure	By 2045	NEC Eddington Cambridge East CBC Babraham Grange Farm Slate Hall Farm Cambourne
Parking barns	Provide parking within parking barns to consolidate parking within the site and make sustainable travel more attractive.	TBC	Developer	Critical infrastructure	By 2045	NEC Cambridge East Grange Farm
Granham's Road realignment, new junction with Babraham Road, sustainable transport infrastructure (bus/cycle lane) to Park and Ride.	Realignment of Granham's Road to create more efficient public and active travel link between the Campus and Babraham Park and Ride.	TBC	Developer	Critical infrastructure	By 2035	CBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Mid-Street	Upgrades to Hospital Street between Francis Crick Ave and Papworth Road Junction.	TBC	Developer	Critical infrastructure	By 2035	CBC
East West Link	Creation of new east west link extending Keith Day Road to Hills Road. Creation of new permeable route for pedestrians, cyclists and public transport. This is to be delivered in phases with Phase 1 being pedestrian and cyclists only, and Phase 2 being the addition of public transport.	TBC	Developer	Essential infrastructure	2050	CBC
Southern access road	Delivery of a spine road connecting the existing Campus to Babraham Road via Phases 3 and 4. To provide a new means of access to the Campus and relieve congestion along Babraham Road/Hills Road. This is to include pedestrian and cycle infrastructure.	TBC	Developer	Critical infrastructure	By 2035	CBC
Improvements to cycle ways south of Nine-Wells Residential area	Enhancements to the existing cycle ways that connect Babraham Road to Dame Mary Archer Way and to Phase 2.	TBC	Developer	Placemaking infrastructure	By 2030	CBC
Cycleway improvements to	Improvement of the cycleways along Addenbrooke's Road	TBC	Developer	Essential infrastructure	By 2035	CBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Addenbrookes Road	between the Campus and Trumpington Park and Ride					
Sensor and AI technology for Trip Budget Adherence and on-site priority and management	Range of technological measures to allow access to and from the Campus to be monitored, managed and enforced.	1.6 (0.2 per site)	Developer	Essential infrastructure	By 2035	NEC, Eddington Cambridge East CBC Babraham Grange Farm Slate Hall Farm Cambourne.
North-South Pedestrian Link	Creation of a pedestrian link west of CCH + Phase 2 and Phase 3 Land.	5.1	Developer	Placemaking infrastructure	By 2035	CBC
Robinson Way improvements	Robinson Way improvements to support pedestrian and active travel corridor.	2	Developer	Placemaking infrastructure	By 2035	CBC

Source: AtkinsRéalis analysis

6. Power

This chapter focuses on local distribution electricity networks but excludes high-voltage transmission lines, which are a regional and national infrastructure provision.

6.1 Existing Situation

The NPPF sets out that planners should ensure emerging policies are aligned with the investment plans of a range of infrastructure providers, including those in the utilities sector[18]. Furthermore, it states that plans should set out a positive strategy for energy from renewable and low-carbon sources[19], including futureproofing to account for climate change ambitions over the plan period.

Power demand and capacity, by their nature, are dynamic. This is as a consequence of the changing development demand in the market year-on-year, coupled with power distribution network operators (DNOs) tending to operate at near capacity. Future available capacity is typically allocated on a 'first-come first first-served' basis and often reacts to changes to committed and implemented development within the 'catchment' of the power network.

This general approach can often be at odds with the plan-led delivery of network upgrades, which by its nature forecasts demand over a longer timeframe, and it can increase the risk that capacity is not available when developments come forward.

The scale and availability of alternative sources of power have not been determined or confirmed and will form part of the Local Area Energy Plan (LAEP) for Cambridgeshire. The LAEP is currently being developed by CCC and partners, including the district councils in the area and UKPN.

Power infrastructure in Greater Cambridge is currently undergoing significant upgrades to address both immediate capacity constraints and long-term sustainability goals. UK Power Networks (UKPN), the regional electricity distributor, is actively reinforcing the grid by constructing three new substations at Cambridge East, Trumpington and Teversham. These are designed to support the area's growing electricity needs, particularly with the rise of electric vehicles, heat pumps and new housing developments and have a cumulative cost of around £35m. Additionally, a £5 million investment has been made to upgrade the UKPN's Histon site with a third grid transformer and advanced switchgear equipment to improve capacity and reliability.

CCC is leading several large-scale renewable energy projects aimed at transitioning to a low-carbon energy system. These include solar parks like Triangle and North Angle solar farms, smart energy grid at Babraham and St Ives Park and Ride, and energy storage systems to stabilise supply during peak demand. The City Council is also exploring innovative technologies such as air / river source heat pumps and district

[18] NPPF (2025) Paragraph 27

[19] NPPF (2025) Paragraph 165

heating networks, particularly around Cambridge City Centre and Cambridge East.

However, despite these efforts, the electricity grid in Greater Cambridge is ageing and lacks sufficient spare capacity. A report commissioned by the Cambridgeshire and Peterborough Combined Authority highlights that certain areas have less than 5% demand headroom, making it difficult to accommodate new developments or energy-intensive projects.

There are various existing challenges facing Greater Cambridge in relation to the power network, many of which can be related to the evolving demand for electricity and related uncertainty in when and how much demand will change. This makes forecasting electricity demand more difficult, in turn making infrastructure investment decisions by UKPN increasingly challenging.

6.2 Future Needs

The Greater Cambridge area is undergoing a transformative shift in its approach to energy planning, and the ongoing development of the Local Area Energy Plan (LAEP) is central to this transition. This LAEP will provide a spatial framework for delivering a resilient, inclusive and low-carbon energy system. The LAEP is being prepared to align with national decarbonisation targets, including the UK's commitment to achieving net zero carbon emissions by 2050. It recognises that energy demand across Greater Cambridge is projected to increase significantly, potentially tripling due to population growth, the electrification of transport and heating, and the expansion of key strategic sites.

UKPN models a number of scenarios ranging from a continuation of the status quo to a green scenario that is heavily focused on the way in which policy, legislation and patterns of behaviour are responding to climate change. Modelling completed in 2019 identified that significant reinforcement in the 132kV and 33kV networks would be essential to support growth across Greater Cambridge. The study set out that demand capacity for the Cambridge area was 240 MW, but with projected growth and the electrification of transport, this will increase to 710 MW for the Cambridge area by 2031.

For the main urban area, strategic sites for which development is already underway and for existing rural settlements, the existing capacity across the primary and secondary power network is well known. For new areas of growth identified through the plan, more significant infrastructure will likely need to be provided.

UKPN operate on a 5-year business planning cycle, within which strategic network reinforcements are identified and prioritised to address increasing demands. Where a clear business case can be developed, capital funding can be secured via OFGEM to fund network reinforcements. The emerging 2028 – 2033 business plan will likely focus on the need for investment around Cambourne, Northstowe and Eddington, as the areas that feature prominently in the earlier phases of the Local Plan housing trajectory. More substantial investments are likely required to allow for network expansion to serve the latter phases of the Local Plan.

To complement investments in the above networks, the emerging LAEP will propose a range of interventions tailored to the spatial and functional characteristics of the area. These might include the deployment of district heating networks, such as the proposed Cambridge City Centre Heat Network, which aims to utilise waste heat and renewable sources to serve dense urban areas.

A key feature of the emerging LAEP is its focus on strategic growth areas, each of which presents distinct opportunities and challenges in terms of energy infrastructure. The CBC, for example, is characterised by high energy intensity due to its concentration of healthcare and research facilities. Here, the emphasis is on ensuring robust grid connections and exploring on-site renewable generation.

North East Cambridge is identified as a priority area for decentralised energy deployment and substation reinforcement, with the latter already subject to detailed energy master planning. North West Cambridge, with its mixed-use development profile, offers potential for integrated energy systems that combine the energy needs of residential, commercial and academic sectors.

Cambourne, Northstowe and Waterbeach, as rapidly expanding residential settlements, require scalable energy solutions that can accommodate future growth while maintaining sustainability standards. Cambridge East, encompassing the airport site, Cherry Hinton, and the Newmarket fringe, is earmarked for innovative energy projects such as district heating and large-scale thermal storage, leveraging its redevelopment potential to embed sustainability from the outset.

To ensure that energy considerations are embedded within the planning process, the emerging local plan mandates the preparation of an energy master plan for all strategic developments exceeding 250 dwellings. This master plan must assess existing grid capacity, identify reinforcement requirements, and propose site-specific low-carbon technologies. This approach ensures that energy infrastructure is not treated as an afterthought, but as a core component of spatial planning and placemaking.

UKPN has provided critical operational data and infrastructure insights to support the emerging LAEP. Further evidence is provided in the Greater Cambridge Net Zero Carbon evidence base, which outlines policy recommendations for the Local Plan. It emphasises the role of planning mechanisms such as Section 106 agreements, CIL, and design codes in delivering net zero outcomes.

6.3 Priority Projects

UKPN Business Planning is the principal mechanism for securing upgrades to the power network, with capital funding provided via OFGEM where a demonstrable business case can be made. UKPN strategies are developed with 5-year time horizons and will be refreshed several times through the plan period, but ad-hoc funding requests to OFGEM are possible where necessary. The emerging LAEP will have an impact on this section and may lead to the identification of additional projects. It is anticipated that developer contributions for upgrades to the power network will only be sought in exceptional circumstances as a result of phasing challenges.

Table 6-1 – Summary of Strategic Power Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Grid Substation	Provision of a new Grid Substation as a major strategic intervention in the high voltage network	20	UKPN / OFGEM	Critical	2030 - 2041	Eddington (North West Cambridge)
Primary substation expansion/upgrade	Reinforcement/expansion of Bourn Primary	10	UKPN / OFGEM	Critical	2024 - 2029	Bourn Airfield
Primary substation expansion/upgrade	Reinforcement/expansion of Longstanton Primary	10	UKPN / OFGEM	Critical	2024 – 2029	Northstowe
Primary substation expansion/upgrade	New primary substation at Teversham	10	UKPN / OFGEM	Critical	2024 – 2029	Cambridge East
Primary substation expansion and upgrade at Milton Road	New transformer to increase capacity to meet future demand from residential and commercial floor space	4	UKPN / OFGEM	Critical	2024 - 2045	NEC
Primary substation(s) upgrade(s)	New / expanded primary substations at growth locations	TBC	UKPN / OFGEM	Critical	2030 - 2045	Eddington (North West Cambridge)

Source: AtkinsRéalis analysis

7. Water Supply

This chapter focuses on water supply and water scarcity. Wastewater, drainage, and flood risk are also covered in Chapter 8.

7.1 Existing Situation

Public water supply in Greater Cambridge is provided by Cambridge Water, a water-only company, while Anglian Water is responsible for sewerage services across the area. Both Greater Cambridge and Huntingdonshire District rely on shared water and wastewater systems, hence the importance of coordinated spatial planning and growth management across both regions. Greater Cambridge falls within Water Resources East (WRE), which is one of the five regional groups across England; Cambridge Water and Anglian Water are part of WRE. The first WRE Regional Plan was published in December 2023.

All water supplied by Cambridge Water in Greater Cambridge currently comes from groundwater, primarily drawn from chalk aquifers that feed the area's rare and ecologically important chalk streams. These are precious environments and a key environmental feature of the area. These rivers do not currently meet ecological targets. Concerns about the availability of water and impacts to the chalk streams led to the Environment Agency objecting to a number of adopted local plan strategic developments until the Cambridge Water Resource Management Plan was finalised, and a range of other measures were identified to address water demand in the area. Cambridge Water has indicated it is unable to facilitate supply requests exceeding 20m³ a day for non-domestic purposes until 2032.

Cambridge Water currently supplies around 90 million litres of water per day (Ml/d), which is treated to drinking water standards. The company currently has sufficient water to meet demand. However, there remain challenges in the period before 2032 and after 2040, such as reduction of abstraction to protect the environment, resilience to climate change and extreme droughts, and accommodation of future growth.

7.2 Future Needs

The East of England is the fastest growing region in the country, with an increasing population and more house building, placing further pressure on water availability. Non-household demand in Greater Cambridgeshire has increased significantly since the Covid-19 pandemic, with growth largely seen in the biomedical research and development sector. Moreover, the UK Government has high aspirations for sustainable economic growth in Cambridge, which will create further demand for water amongst non-household customers throughout the planning period.

The Cambridge Water Resources Management Plan (WRMP24) forecasts a growth in absolute non-household demand of 55% by 2038 from the 2019/20 position. The current WRMP's central forecast would need to accommodate a further 46,000 new homes being built between 2025 and 2050, resulting in an increase of 32% in connected household properties. To allow for some uncertainty in growth forecasts, the WRMP also accommodates a range of lower and higher growth around this central forecast.

Cambridge Water's WRMP24 outlines the measures required to provide sufficient water to meet forecast increases in household and non-household demand, whilst protecting and enhancing the environment. WRMP24 is framed around continued leakage

reduction, further demand management measures, and new sources of water. In the short term, this includes a transfer from Anglian Water's Grafham Water reservoir (26 Ml/d), followed by the delivery of Fens Reservoir, a new shared resource with Anglian Water (44 Ml/d), and the Cambridge Water Recycling Centre effluent re-use scheme (7 Ml/d).

Figure 7-1 shows how the total demand for water changes through time and compares it to Cambridge Water's preferred plan, which is derived from its WRMP24. The following paragraphs summarise the Water Supply Evidence Report (2025), which reviews all available information on water availability.

Based on current forecasts, assumptions, and understanding from WRMP24, forecast water availability can meet the needs of the current growth forecast from 2025 to 2040. However, beyond 2040, solutions will need to be sought due to large reductions in abstractions for Environmental Destination, reducing the water available for supply

The level of deficit identified in the report is relatively modest, particularly given that there are further rounds of planning which can be used to develop new options and see the benefits of reductions in domestic consumption. However, it is important to note that if new, more water-consuming industries come to the area, or more ambitious growth is pursued to support the Government's ambitions, then the water needs could be significantly higher. It is important to provide opportunities for water reuse for non-potable industrial uses.

Importantly, by 2040, a further two rounds of water resources planning will have been conducted, giving time for Cambridge Water, the Water Resources East regional planning group, and the Water Scarcity Group time to identify additional options and open up further sources of water. This may include development scale reuse schemes and the application of water credits to manage demand for existing housing stock (which have been built to lower standards of water efficiency).

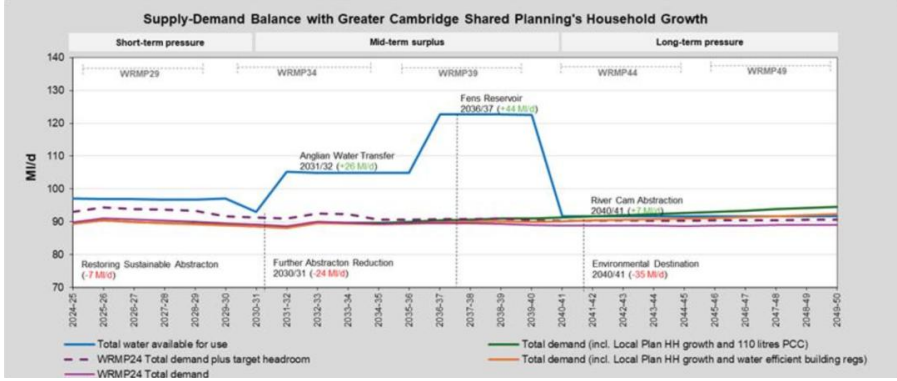

Figure 7-1 - Total Demand for Water and Cambridge Water's WRMP24 Preferred Plan

7.3 Priority Projects

A suite of strategic projects is being developed by Cambridge Water, Anglian Water and Water Resources East to secure water supplies in the coming decades. The Grafham Water Transfer and Fens Reservoir are progressing to meet the needs of the next decade, whilst other projects are identified which may meet water resources needs into the 2040s and beyond. Water company investment is currently secured via Ofwat and reviewed on a five-yearly basis.

Table 7-1 – Summary of Strategic Water Supply Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Grafham Water transfer	Short-term transfer from Anglian Water's Grafham Water reservoir (26 Ml/d).	89	AW	Critical	2030-2040	External transfer to the Greater Cambridge area
Fens Reservoir	Construction of a new shared regional reservoir (44 Ml/d).	1,965	CWC and AW	Critical	2035-beyond plan period	External transfer to the Greater Cambridge area
Water recycling centre	Water Recycling Centre effluent re-use scheme.	400*	CWC and AW	Critical	2040-beyond plan period	Linked to AW's plans for its existing Water Recycling Centre
River Cam abstraction	Imports of water to the region may mean that there are opportunities for a new surface abstraction from the River Cam.	245	CWC and others	Critical	2040-beyond plan period	River Cam downstream of Cambridge
Smart water community	Smart Water Communities Project	TBC	CWC, AW, Ofwat Innovation Fund Developers	Place-making	2040-beyond plan period	Future large-scale residential developments
Desalination plant	No firm plans at present. It remains an option at a regional scale to meet future water resources requirements in the long term.	500	CWC and potentially AW or Essex and Suffolk Water	Critical	2040-beyond plan period	TBC
Final effluent recycling	Imports to the region mean that there may be opportunities to develop	150	CWC, AW, and developers	Critical	2040-beyond plan period	TBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
	new sources for both household and non-household use.					

Source: AtkinsRéalis analysis

*The total cost project is not identified, only funding from CWC.

8. Wastewater, Drainage and Flood Management

This chapter focuses on wastewater infrastructure, drainage and flood management.

8.1 Existing situation

The Greater Cambridge Integrated Water Management Study[20] comprises a detailed Water Cycle Study (WCS) and an update to the Strategic Flood Risk Assessment (SFRA). The Water Cycle Study updates the baseline information on wastewater capacity and water quality, sets out how growth over the plan period will impact the capacity of existing wastewater infrastructure and identifies where this will necessitate investment and expansion of existing treatment works and the wider network. The Study has been prepared in liaison with the Environment Agency and with Anglian Water, as they commence planning for Cycle 2 of their Drainage and Wastewater Management Plan (DWMP).

The WCS identifies that a number of Water Recycling Centres (WRCs) are currently exceeding the Dry Water Flow (DWF) condition of their permit (a permit that governs the average daily volume of wastewater (excluding rainwater) entering a treatment works), including those in locations where growth is planned. This indicates that investment in WRC infrastructure will be required to accommodate the growth outlined in the Local Plan.

In addition, a number of other current and proposed effluent quality permits are breached at a number of works, prior to and after proposed development, and particularly when climate change is considered. To maintain or improve the quality of surface water bodies receiving discharges, further works to separate surface water and foul water, increase sustainable drainage reuse effluent and increase treatment capacity is required.

8.2 Future Needs

The WCS is based on the Local Plan development trajectories and assumptions around water consumption for different types of development. This brings inherent uncertainty, particularly in terms of the timing of potential employment development and the water consumption associated with some employment uses; this challenge is acknowledged by Anglian Water (AW). These assumptions and the subsequently modelled impacts are therefore subject to refinement.

However, on the basis of these assumptions, it is clear that existing WRCs do not have the capacity to accept additional flows without the adoption of new technologies or management practices. Similarly, initial modelling of pollutant loads in effluent volumes suggests that while water quality does not necessarily present a barrier to growth, more detailed assessment and the

[20] Stantec Draft Greater Cambridge Integrated Water Management Strategy: Detailed Water Cycle Study, October 2025.

application of new technologies and practices will also be required to mitigate the impacts of new development.

Proposals within AW's Drainage and Wastewater Management Plan (DWMP) (2023), Water Industry National Environment Programme (WINEP) and Price Review 2024 (PR24) Business Plan will result in capacity constraints being addressed at Uttons Drove (Bar Hill) and Melbourn WRCs. In April 2025, DEFRA's Secretary of State granted development consent for the Cambridge Wastewater Treatment Plant Relocation Project; however, funding for the new Cambridge WRC was withdrawn in August 2025, and AW is now reconsidering options to address the challenges of wastewater treatment in Cambridge.

AW is committed to enabling sustainable growth and is collaborating with external stakeholders to find solutions to capacity challenges. AW is working to secure policy and regulatory change that allows water companies to better support growth, for example, by allowing them to invest strategically to create new capacity ahead of growth materialising, and by changing charging rules to allow for developer contributions to new infrastructure.

AW is also working closely with Defra's Ministerial Water Delivery Taskforce, regulators and other stakeholders such as the Cambridge Water Scarcity Group to resolve ongoing challenges around growth in the region. This includes ensuring that Cambridge WRC has sufficient capacity to enable current and future growth (including growth identified in this emerging Greater Cambridge Local Plan and the wider government growth ambitions for Cambridge).

Future iterations of this IDP may provide further detail on the priority investments that are proposed to reflect the progression of the DWMP and ongoing dialogue between the key stakeholders referenced above.

9. Waste Disposal and Recycling

This chapter outlines the strategic provision of waste infrastructure, including recycling centres, treatment, and disposal.

9.1 Existing Provision

Waste infrastructure in Greater Cambridge covers the systems for the collection, treatment, and disposal of residential, commercial, and construction waste. The emerging Local Plan supports a shift towards more sustainable practices, in line with national objectives to reduce landfill dependency and promote circular economy principles.

The Cambridgeshire and Peterborough Minerals and Waste Local Plan (MWLP), adopted in July 2021, sets the strategic framework for waste and minerals planning across the area to 2036. It outlines key objectives to enable sustainable waste management, support climate change mitigation and adaptation, and enhance resilience. The MWLP safeguards existing and proposed waste facilities and requires major developments to incorporate sustainable waste solutions.

Waste collection services are delivered jointly by CCC and SCDC under the Greater Cambridge Shared Waste Service (GCSWS), operational since 2016. Policy 14 of the MWLP mandates that new residential and commercial schemes be supported by a waste management toolkit – detailing provision for storage, collection, and recycling in accordance with GCSWS standards. Where relevant, developments may also be required to contribute to Bring Banks or Household Recycling Centres (HRCs).

Design guidance is provided through the RECAP Waste Management Design Guide SPD (2012) and the Draft Greater Cambridge Planning Obligations SPD (2025), which set expectations for developer contributions towards waste infrastructure.

Construction waste should be managed via Construction Environmental Management Plans (CEMPs). These must follow the waste hierarchy and apply the five R's: Refuse, Reduce, Reuse, Repurpose, and Recycle. Major developments must also submit a Circular Economy Statement, demonstrating how materials will be reused or recycled, informed by national policy, including the Resources and Waste Strategy (2018), and support the UK's commitment to achieving net-zero carbon emissions by 2050.

Cambridgeshire currently has a 28-year Private Finance Initiative (PFI) contract with Thalia that started in 2008, which includes:

- Treatment and disposal of residual waste,
- Composting of garden and food waste collected by the districts,
- Operation of two transfer stations at Alconbury and March, and
- Management of the Household Recycling Centres

Cambridgeshire County Council currently operates a network of nine HRCs across the County, including facilities at Milton, March, Whittlesey, St Neots, Thriplow, Wisbech, Bluntisham,

Ely, and Alconbury. These sites collectively serve a resident population of approximately 648,000, equating to an average catchment of around 72,000 individuals per facility.

During the 2022–23 reporting period, the County managed a total of 278,151 tonnes of household waste. Of this, 134,067 tonnes were diverted from landfill through recycling, composting, or reuse initiatives. This comprised 69,250 tonnes of dry recyclables and 64,818 tonnes of green waste. The residual waste stream amounted to 144,083 tonnes, with 107,310 tonnes collected via kerbside services, 21,709 tonnes received at HRCs, and 8,875 tonnes arising from other sources.

Recycling is delivered to a Waste Transfer Section at Waterbeach, where it is bulked up and then sent on to a material recovery facility in Northern Ireland, where it is separated into different materials, baled and then sent on to be recycled, largely by companies within the UK and Europe.

Residual household waste is taken to a Mechanical Biological Treatment (MBT) facility at Waterbeach, where metal waste is extracted to be recycled. The remainder of the waste is composted before it is disposed of in a landfill. This approach reduces the amount of waste that goes to landfill (due to moisture loss) and reduces greenhouse gas emissions because waste breaks down, releasing carbon dioxide instead of breaking down in a landfill, where it would release methane.

Food and garden waste is also processed at the composting facility (separately from the residual household waste) at Waterbeach. The output from this process is sold as compost and soil improver, rather than sent to landfill.

Within the Greater Cambridge area, Milton and Thriplow HRCs represent key strategic assets in the waste infrastructure network. Milton HRC is the County's highest throughput facility and is currently undergoing a significant redevelopment. The scheme will expand the site by 70%, utilising adjacent former landfill land to accommodate projected residential growth through to 2070. The facility's annual capacity will increase incrementally from 12,500 tonnes to 18,000 tonnes by 2046, reaching 25,000 tonnes by 2070.

The upgraded Milton HRC will incorporate a split-level layout to enhance operational safety and user accessibility, alongside improved traffic circulation, dedicated pedestrian and cycle access, and the introduction of a re-use shop to promote circular economy principles. Upon completion, the site is expected to serve up to 100,000 households, including those within the NEC Action Area. Thriplow HRC, operated under contract to Cambridgeshire County Council, functions as a contingency site during periods of closure at Milton, underscoring its strategic importance and operational resilience within the wider waste management framework.

9.2 Future Needs

The waste management strategy for Cambridgeshire and Peterborough is currently being prepared and will be published in 2026. However, the Shared Waste Service has identified several strategic infrastructure needs. While detailed capital expenditure (CapEx) estimates are not yet available, high-level assumptions provide indicative costs, and these are referenced below.

The waste transfer station (WTS) capacity is causing a bottleneck between the volumes of waste collected and the volumes that can be bulked up and sent on for reprocessing into new materials. Increasing the capacity either on one site or by providing a further site(s) in optimum locations would ease this

pressure. Costs vary depending on size and complexity, but a small-scale WTS may cost approximately £150 per tonne. A comparable local authority is constructing a 7-bay WTS with an additional 3-bay clinical waste building and associated works for an estimated £22.5m.

To improve the efficiency of recycling logistics, additional or larger transfer stations are needed to consolidate and transport materials to reprocessors, ideally located within the County to support local employment and uphold the proximity principle. The location of these transfer stations is important as well, not just purely their provision. They need to be sited near where waste is collected so refuse collection vehicles are not travelling significant distances. The strain on these facilities will increase both with planned new houses and jobs, but also with the introduction of mandated food waste and soft plastic waste collection over the next few years.

With the change in legislation mandating the separate collection of food waste, infrastructure to treat this waste is required, which can be provided through anaerobic digestors. An anaerobic digestion facility is needed to manage the increased amount of food waste collected, which could represent up to 30% of the currently managed residual waste. The cost of delivery is influenced by a range of factors including scale, plant configuration and energy offtake options (e.g. biomethane, gas-to-electricity, gas-to-grid), but could range from £400-500 per tonne for a facility with a total annual capacity of 20,000 tonnes.

A facility to replace the process capacity of the MBT once the PFI contract has expired is also needed. This provision may be in the form of guaranteed disposal capacity via an energy from waste facility (for example, at the planned 650,000 tonnes per annum plant at Wisbech) rather than a stand-alone processing facility itself.

GCSWS intends to electrify a significant proportion of its waste collection fleet and is leading the Waterbeach Renewable Energy Project (WREN) to establish a solar-powered electric refuse vehicle charging station adjacent to its depot to enable this ambition. The fleets also include vehicles able to collect from underground storage (these are different vehicles from those used to collect waste from kerbside), to align with the Council's climate change and environmental commitments. Each refuse collection vehicle (RCV) in the fleet can service up to 3,000 households, accommodating all three waste streams: recycling, organic and residual waste. The capital costs of a new electric RCV are typically around £433k. The Milton HRC allows for the capture of waste not collected at the kerbside, thus diverting that waste from landfill. Its expansion allows Cambridgeshire County Council to keep pace with the increasing population, while still maintaining the level of landfill diversion currently achieved.

9.3 Priority Projects

The future needs section captures the range of issues facing the area across waste collection and transfer, material recovery and waste treatment. It should be noted that waste management services are the subject of a long-term Private Finance Initiative (PFI) contract, and as such, much of the cost of infrastructure required is met by the market.

Table 9-1 – Summary of Waste Infrastructure Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Waste transfer station	Expansion of current facilities or provision of new facilities to accommodate growth	TBC	Cambridgeshire County Council	Critical	TBC	TBC
Anaerobic digestor	Provision of a new facility to both manage newly captured waste from the current population and accommodate food waste from future population growth	TBC	Cambridgeshire County Council / Private provider(s)	Essential mitigation	TBC	TBC
Milton HRC expansion	Expansion of the existing temporary facility to accommodate household growth up to 2070	4.81	Cambridgeshire County Council/ S106/Developers	Critical	2024 - 2030	NEC
Electric vehicle fleet and WREN	Establish WREN and expansion of the waste collection fleet as a result of growth in the number of households	7.79	Greater Cambridge Shared Waste Service/ S106/Developers	Critical	2024 - 2045	Various locations

Source: AtkinsRéalis analysis

10. Digital Network

This chapter focuses on the strategic provision of digital infrastructure, including broadband and mobile networks.

10.1 Existing Situation

The 2022 UK Digital Strategy highlights the ways in which digital technology is increasingly integral to all facets of modern life. It sets out that digital technologies are at the heart of the UK's economic future and prosperity, and that to realise this potential will require the delivery of world-class digital infrastructure.

The NPPF sets out that planning policies and decision-making have an important role to play in creating a planning framework that properly values and integrates digital infrastructure within new development. It underlines the role of digital infrastructure in supporting the modern knowledge and data-driven economy[21], but also the importance of high-quality and reliable communications infrastructure (including full fibre broadband and next-generation mobile technology) in fostering social well-being[22]. Digital technologies will play an integral role in managing and monitoring the way in which patterns of development contribute to addressing climate and ecological emergencies.

Existing and emerging planning polices across Greater Cambridge recognise that digital infrastructure plays a critical role in supporting the economic, environmental, and social aspects of sustainable development.

In the context of delivering sustainable growth across Greater Cambridge, developing the digital network comprises the delivery of full-fibre broadband to residents and businesses, ensuring comprehensive mobile connectivity, and the incorporation of smart technologies in buildings and public spaces to drive digital inclusion and environmental monitoring.

Broadband

A number of capital programmes have been, and continue to be, delivered to improve broadband connectivity across Cambridgeshire & Peterborough. For instance, Openreach announced a £30m investment to bring fibre to 100,000 more homes and businesses in Cambridge in 2022. Furthermore, through the Central Government-led Project Gigabit, significant investments have been made across areas of Cambridgeshire with poor access to broadband facilities. CityFibre was selected in 2023 as the preferred delivery partner to provide fibre to over 45,000 homes in Cambridgeshire as part of a £69m contract. Virgin Media are in the process of upgrading its entire network to full fibre, and many 'Alt Nets' continue to invest in their local networks. The result of these investment programmes is that Superfast Broadband coverage is at 98.9%, Gigabit capable broadband at 92.9% and Full Fibre broadband at 80.1%, though

[21] NPPF (2025) Paragraph 86

[22] NPPF (2025) Paragraph 119

there remain areas in South Cambridgeshire where provision is lacking[23].

Connecting Cambridgeshire has led the expansion of free, secure public access WiFi in publicly accessible buildings through the CambWiFi programme. It currently provides free WiFi across around 200 public buildings in Cambridgeshire, including libraries, council offices, public leisure centres, children's centres, community centres, and Park and Ride sites, as well as City and Market Town centres.

Mobile networks

A key ambition of Connecting Cambridgeshire is speeding up the delivery of fixed and mobile infrastructure. This aims to create a more resilient mobile network at a time when access to reliable data services (4G and 5G) is as important as reliable connectivity for voice calls.

The three Mobile Network Operators (MNOs) (BT & EE, Vodafone-Three, Virgin Media O2) have coverage obligations as part of their license agreements with OFCOM. Under existing license requirements, each operator is required to provide good-quality coverage to more than 90% of the landmass in England, with levels of compliance required to increase between 2024 and 2027. Coverage "not spots" are typically found in rural areas, but also include business parks, major roads, train stations, and areas subject to transformation that previously did not need consistent network coverage. The capital costs associated with network reinforcement are primarily led by the MNOs and their supply chain – the recent merger between Vodafone and Three included a commitment to invest £11bn in their 5G network - although Central Government funding is available to supplement delivery, particularly across the public sector estate. The MNOs use predictive modelling to consider coverage and report back to OFCOM via the Connected Nations Report. OFCOM conducts comprehensive drive testing to review network coverage and identify areas requiring investment.

At the local level, mobile network coverage can be affected by the scale, composition, and materiality of development. As a result, MNOs need to be engaged at the development management stage to consider how proposals might affect network coverage and whether reinforcements might be needed as a result. As part of the delivery of the Cambridgeshire & Peterborough Digital Connectivity Strategy 2025-29, a dedicated Digital Connectivity Planning Officer post has been created with a remit to proactively engage MNOs, ensure Local Plans reflect the need for digital infrastructure, and advise on how operational network requirements can be balanced with other local planning considerations. An independent mobile coverage survey commissioned by the CPCA has shown good indoor 4G mobile coverage from all three operators in 60% of the surveyed area, and this rises to 94.4% for good indoor coverage from any one operator.

Smart Tech and environmental monitoring

Connecting Cambridgeshire, with funding via the Combined Authority and support from Cambridge University, continues to develop and expand a long-range, low-power wide area network (LoRaWAN) as part of efforts to improve environmental monitoring and the secure transfer of data. LoRa operates like

[23] Think Broadband Coverage Mapping, September 2025.

a typical WiFi network, but because it only handles relatively small amounts of data, it uses far less power, and a single gateway can provide coverage over an entire town and be linked to 1000s of end devices. LoRa has a wide range of applications as part of a “smart city” and can include sensors to monitor and provide alerts for issues including air pollution, water levels and flood risk, temperature, traffic counts and parking levels, and/or bin capacity. The LoRa network has two principal elements: a free-to-use public network, “the Things Network”, and a private network for local authority services and businesses. The aspiration is that LoRa provides open data that allows people to better understand their local environment. The principal urban area of Cambridge and Northstowe has strong coverage, but gaps in provision exist in the North East around Cottenham and Waterbeach, as well as in the east and southeastern parts of South Cambridgeshire.

Smart Totems were trialled by the Connecting Cambridgeshire programme, but forward strategy now rests with individual Districts to identify suitable locations for deployment to support wayfinding and provide information on the local area. The Genome Campus monitoring pilot might prove a good model for expansion.

10.2 Future Needs

Broadband

Significant investments via Project Gigabit and other commercial full-fibre providers have limited the number of “not spots” across Greater Cambridge, but some gaps in provision still exist, and new growth locations could lack infrastructure. For developments of 20+ homes, OpenReach will supply the materials for the developer to install free of charge, which will enable full fibre broadband to be delivered. Additionally, Connecting Cambridgeshire and developers actively engage with different full-fibre providers to ensure provision for residents and businesses. Subject to early engagement as part of the development process, the funding and delivery of additional broadband infrastructure should be secured through existing capital programmes and commercial investments.

Mobile connectivity

Areas of poor connectivity/capacity are generally identified as a result of regular comprehensive survey work – the latest being in February 2025. Mobile coverage will likely be available to some extent across the majority of areas that will experience growth. However, the quality of coverage and available capacity are unlikely to be known without further testing/modelling of the development sites. In general, MNOs will only act where there is sufficient demand from service users to justify network enhancements, and they have sufficient budget in their annual investment plan to improve. Investment in mobile coverage enhancements is limited across the country due to limited budgets and the relatively large capital and operational costs to install a new site.

Growth at Northstowe has created some localised challenges that are subject to ongoing discussions with Homes England, and it is anticipated that similar challenges will arise at Cambourne. Where the Local Plan proposes areas of strategic growth, such as Grange Farm, there should be early engagement with MNOs. Where there isn’t the critical mass to justify investment, or phasing issues are anticipated to lead to problems for early occupiers, Connecting Cambridgeshire are working with providers to identify approaches to plug gaps and in some cases, it might be appropriate for developers to provide forward funding to cover initial phases of delivery. This is likely

to be a general exception and would be best addressed on a site-by-site basis.

Smart Tech and Environmental Monitoring

The expansion of the LoRa network and suitable devices would provide a cost-effective way of collecting and disseminating substantial amounts of environmental data. This could prove a valuable tool in monitoring the effectiveness of policy delivery and particular interventions. Expansion would likely require new gateways to be delivered in North East and South East Cambridge, with the delivery of a sensor network then secured through the development management process and via other funding sources.

As with other utilities, the delivery (and capital funding) of broadband and telecommunications infrastructure will be a largely reactive process with delivery by private providers as development is consented and needs arise. Cost saving and efficiency can be achieved by a coordinated approach to the delivery of digital infrastructure alongside other utilities, and this is an important consideration as part of the development management process and delivery.

10.3 Priority Projects

The capital costs and delivery of digital infrastructure is primarily met by the operators. Camb WiFi provision would be integrated within the build cost for new community facilities rather than being recognised as a separate infrastructure costs. The number of capital programmes and initiatives to address gaps in digital connectivity mean that it is not expected that developer contributions will be required, unless a need arises for forward funding by exception to address phasing issues. Early engagement with delivery bodies will be key to avoiding this scenario, with lessons to be learned from early delivery at Strategic Sites.

Table 10-1 – Summary of Digital Infrastructure Projects

Project	Description	Cost (£ million)	Delivery partner(s)	Prioritisation	Phasing	Location
Broadband	Installation/reinforcement of fibre network to deliver full fibre broadband.	n/a	OpenReach, CityFibre, Virgin Media, and Alternative Broadband providers.	Critical	2025 - 2045	Various
Camb WiFi	Delivery of publicly available WiFi within new public/community buildings.	n/a	Connecting Cambridgeshire	Placemaking	2025 - 2045	Various
Smart Tech and monitoring	Delivery of sensor networks/ LoRa WAN.	TBC	Connected Cambridgeshire, Cambridgeshire County Council, Local Authorities.	Placemaking	2025 - 2045	Various
Mobile Network reinforcement	New/improved infrastructure to boost network strength in areas of poor connectivity.	n/a	Mobile Network Operators / Developers	Critical	2025 - 2045	Various

Source: AtkinsRéalis analysis

11. Education

Cambridgeshire County Council has a number of legal duties and responsibilities regarding the provision of education across the county and works with a variety of stakeholders to ensure sufficiency of places from 0 – 19 years of age in mainstream education, and up to 25 years of age for young people with special educational needs or disability (SEND). Through regular Education Organisation Plans and Childcare Sufficiency Assessments, the County Council and its partners review how underlying population changes and housebuilding drive demand for provision at the Early Years stage, Primary and Secondary Schools, and continued education and training for those over 16 years of age.

11.1 Existing Situation

Early Years and Childcare

The provision of Early Years services is underpinned by the Childcare Act 2006, the Education Act 2011, and the Childcare Act 2016 (new entitlements). Cambridgeshire County Council has a statutory duty to secure sufficient, high-quality early education and childcare to enable parents to work or train with entitlements delivered under Department for Education (DfE) statutory guidance.

The number of funded hours of early years childcare has been steadily increasing as a result of commitments made in the 2023 Spring Budget. As of September 2025, all children aged 9 months to statutory school age in eligible working families are entitled to 30 hours of funded Early Years education per week. This represents a step change in the Early Years environment and will likely have implications for capacity planning across Greater Cambridge.

There are 1,145 providers of Early Years provision across Cambridgeshire[24], ranging from registered childminders to pre-school and nursery provision within school settings, although the number and distribution of settings vary across the geography of Cambridgeshire. Since 2016, the county council has had a policy of incorporating early years provision within new schools, unless doing so would demonstrably lead to a surplus of local provision.

In Cambridge City, Early Years provision comprises 29-day nurseries, 10 school nursery classes, 5 maintained nursery schools, and 16 pre-schools or playgroups, supported by 53 registered childminders. Wraparound care exists through breakfast clubs and holiday schemes. In 2023, 25% of settings had available space for 2-year-olds, 31% for 3-year-olds and 31% for 4-year-olds. Demand is forecasted to increase in the period up to 2029[25]. While 13% of settings operated a waiting list for 2 and 3-year-olds, this figure was 19% for 4-year-olds.

In the South Cambridgeshire area, provision is more dispersed and broader in scale, with 32-day nurseries, 6 school nursery classes, 1 maintained nursery school, and 56 pre-schools or

[24] Cambridgeshire School Organisation Plan 2023/2024.

[25] Draft Cambridgeshire Childcare Sufficiency Assessment, 2025.

playgroups, supported by 119 registered childminders[26]. In 2023, 11% of settings had availability for 2-year-olds, 32% for 3-year-olds, and 29% for 4-year-olds. While 26% of settings operated a waiting list for 2-year-olds, this figure was 24% for 3-year-olds and 13 % for 4-year-olds.

While the countywide position is broadly sufficient in terms of overall supply, specific localities are beginning to experience pressure, driven by demographic growth and planned housing development. Within Greater Cambridge, this includes Northstowe, Cambourne, and the strategic urban extensions to Cambridge, such as Darwin Green (North West Cambridge) and Marleigh (Cambridge East).

Primary education

The statutory framework for primary school provision is set out in the Childcare Act 2006, which places a duty on local authorities to secure a state-funded school place for every child resident in their area. This framework was expanded by the Education and Inspections Act 2006, which required authorities to promote parental choice and diversity in educational provision. The Academies Act 2010 and Education Act 2011 subsequently reshaped the school system, with the majority of schools in Cambridgeshire now operating as academies, and a presumption that all new schools will be delivered as academies or free schools.

Primary school place planning is undertaken across defined planning areas that generally align with the catchments of individual secondary schools and include clusters of feeder primaries.

Within Cambridge City, the North of the River Cam planning area includes eleven primary schools, six of which fall within the broad catchment of North Cambridge Academy. The closest schools to the North East Cambridge area are Shirley Community Primary (a two-form entry school) and Chesterton Primary (a one-form entry school).

Across Greater Cambridge, new primary schools are being delivered alongside major development sites to meet additional demand. These are generally designed to incorporate Early Years accommodation and are phased to align with housing occupations. This includes Marleigh Primary Academy, which opened as a two-form entry school with a 52-place nursery, and the three-form entry University of Cambridge Primary at Eddington.

School sizes vary considerably across Greater Cambridge. In the city, provision ranges from small one-form entry schools (such as Fen Ditton Primary and St Philip's CE Primary) to larger three-form entry schools (such as Queen Edith and Trumpington Meadows).

In South Cambridgeshire, the network of more than 80 primary schools is geographically dispersed and reflects the rural settlement pattern. Most village schools are single-form entry, with larger two-form entry schools located in the growth settlements, such as Cambourne, Sawston, and Histon.

[26] CCC (2025) Draft Cambridgeshire Childcare Sufficiency Assessment 2025.

Secondary education

The secondary school landscape in Cambridgeshire has been reshaped, with all existing secondary schools operating as academies and all new schools being delivered as free schools or through academy trusts.

The pattern of secondary provision reflects the larger settlement structure, with secondary schools and colleges serving market towns and new communities. Major providers include Cambourne Village College, Swavesey Village College, Sawston Village College, Bassingbourn Village College, and Linton Village College, each of which serves a wide rural catchment as well as taking pupils from growth locations (see Appendix B). Cambourne Village College has experienced expansion in line with the settlement's growth, with further pressure expected as Cambourne West and Bourn Airfield developments are built out. Northstowe also has secondary provision through the Martin Bacon Academy (special school) and planned mainstream capacity within the Northstowe Learning Community, an all-through school with potential to expand as development at Northstowe progresses.

Post-16 education

Local authorities are no longer directly responsible for securing or delivering sixth-form or further education provision; instead, this is commissioned and funded by the DfE. However, Cambridgeshire County Council retains a duty to encourage participation and to work with providers to ensure that there are sufficient learning opportunities for 16–19-year-olds. The national Raising the Participation Age (RPA) legislation requires all young people to remain in some form of education, employment, or training until the age of 18.[27]

In Greater Cambridge, post-16 provision is delivered through a combination of school sixth forms, specialist sixth-form colleges, and general further education colleges. Major institutions include Hills Road (sixth form) college and Long Road (sixth form) college, both of which attract significant numbers of students from across the county and beyond. These colleges are highly subscribed to and widely regarded as among the leading sixth-form providers nationally. In addition, a number of the city's secondary schools, including Chesterton and Netherhall, offer sixth-form places, though capacity is more limited.

Further education and technical provision are concentrated at Cambridge Regional College (CRC), which has campuses in both Cambridge (Kings Hedges) and Huntingdon. CRC offers a diverse range of vocational, technical, and apprenticeship pathways, playing a central role in meeting local skills needs, particularly in the construction, engineering, digital, and healthcare sectors. Impington International College is a distinctive sixth-form provider, drawing students from a broad catchment. Village colleges such as Sawston and Swavesey do not provide sixth-form education, with students typically progressing to Cambridge-based colleges or CRC.

Capacity across the post-16 sector is under sustained pressure. New sixth forms were recently opened at Cambourne Village

[27] Department for Education (2024) Participation of young people in education, employment or training - Statutory guidance for local authorities, April 2024. Available at: Participation of young people in education, employment or training

College and Northstowe Learning Community. Growth in the secondary industry, combined with high participation rates and inward travel from neighbouring counties, has resulted in consistently high application numbers at Hills Road and Long Road. CRC continues to experience high demand for vocational pathways, particularly as national policy increasingly prioritises T-Levels and broader technical education.

Special Educational Needs and Disabilities (SEND)

Provision for children and young people with SEND is governed by the Children and Families Act 2014, which places duties on local authorities to identify, assess, and secure appropriate provision for children and young people aged 0–25 with Education, Health and Care Plans (EHCPs). Local authorities need to keep this provision under review, working with schools, academies, colleges, health partners, and the voluntary sector to ensure that sufficient specialist places are available.

Across Greater Cambridge, SEND provision is delivered through a combination of mainstream schools with inclusive support and dedicated special schools. The Cambridgeshire SEND Strategy (2021–2024) identified a growing demand for specialist places, reflecting both rising overall pupil numbers and an increase in the proportion of children and young people requiring EHCPs. Between 2016 and 2022, the number of children with EHCPs in Cambridgeshire grew by more than 50%, with projections indicating continued growth.

Key specialist providers include:

- Castle School (Cambridge) – catering for children aged 2–19 with severe learning difficulties and autism.
- Granta School (Linton).
- Martin Bacon Academy (Northstowe) – specialising in autism spectrum conditions and moderate to severe learning difficulties.

Specialist resource bases within mainstream schools, such as those at Chesterton Community College and Netherhall, provide inclusive provision closer to home. Despite this network, many special schools operate at or above capacity and require temporary expansions.

11.2 Future Needs

The County Council have adopted pupil yield factors that [28] estimate the number of children generated for every 100 new dwellings, disaggregated by each stage of education: Early Years, Primary and Secondary. Different pupil yields have been adopted to reflect the inherently urban housing typologies delivered in Cambridge and its immediate hinterland, and the more suburban housing typically delivered in South Cambridgeshire.

Existing planning permissions for areas of major housing growth have secured the provision of new and expanded schools as part of their S106 agreements, and several new schools have recently been completed or are under construction.

[28] Cambridgeshire County Council Education Committee Paper, 2023.

At the primary level, this includes the delivery of 14x new schools to mitigate the impacts of schemes that are the subject of planning permissions for substantial numbers of new homes. Those primary schools already secured include: 5x new schools at Waterbeach, 2x at Cambourne (£17.3m), 2x at Darwin Green (£10.3m), 2x at Bourn Airfield, 1x at the Wellcome Trust site and 1x at Springstead Village. A new primary school at Marleigh North has recently been completed.

At secondary level, existing planning permissions secure the delivery of 2x new secondary schools at Waterbeach (£30m each), 1x at Darwin Green, 1x at Bourn Airfield and 1x at Springstead Village. An expansion to Northstowe Academy to increase its annual intake from 1200 to 1800 pupils has also been secured, and an expansion to Cambourne Village College has recently been delivered to expand its capacity to 1,650 pupils (11FE) (£14.8m).

With substantial commitments and developer funding already secured for new and expanded schools, the additional need for school places has been derived by focusing on housing allocations and windfall housing. In doing so, an allowance has been made for the delivery of specialist housing for older people and for student accommodation, neither of which will generate a need for additional school places. This leads to 23,206 qualifying homes over the plan period. Emerging Local Plan policies on housing mix and affordable housing provision have been used to determine an overall housing mix to which the County Council's adopted Pupil Yields can be applied[29]. There is variance in the forecasted pupil numbers depending on whether the pupil yields for Cambridge and the Cambridge Fringe or those for South Cambridgeshire are applied, particularly at the primary school level. Forecasted pupil yields are as follows:

Table 11-1 – Estimated Child Yield

Age group	1-bed	2-beds	3-beds	4+ beds	Total
0–3 years	-	1,810	2,994	1,868	6,672
4–10 years	-	1,378 – 2,715	2,994 – 3,620	2,495 – 2,680	6,867 – 9,016
11–15 years	-	606 – 731	1,608 – 2,715	1,880	4,094 – 5,326

Source: AtkinsRéalis Analysis

Early Years and Childcare

The Child Sufficiency Assessment anticipates increased demand for Early Years provision as a result of additional Government funding being available as of September 2025 and commits to detailed forecasting as part of the updated School Organisation Plan.

With current levels of uptake of early years places being around 56%, it is projected that additional housing in excess of those with existing planning permission will create a demand for around 3,736 formal Early Years places[30]. Increased demand

[29] This applies the South Cambridgeshire housing mix.

for early years provision will be met by a combination of private provision, voluntary sector providers, registered childminders and direct provision through new school settings. The prevailing policy position in Cambridgeshire is that all new primary schools include integrated early years provision, and this is reflected in the costs below.

The County Council publishes Market Position Statements on an annual basis, setting out identified needs for early years provision and outlining available support for providers.

Primary schools

It is anticipated that housing delivered through new allocations and windfall development might lead to between 6,867 and 9,016 additional primary school-aged children. This tier of education is most sensitive to location, with pupil yields being much higher in South Cambridgeshire. This represents a requirement for an additional 32 - 43 forms of entry (FE) across the plan period, where 1FE equates to 210 pupils. Primary schools across the county are typically delivered as 2FE or 3FE, and so this equates to demand for between 11 and 21 new primary schools to serve projected housing growth.

The additional demand created by allocated housing sites alone would equate to approximately 25FE, equivalent to between 8 and 13 additional primary schools.

Secondary schools

Additional housing delivered through allocations and windfall sites would lead to a need for between 4,094 and 5,326 new secondary school places. This amounts to between 27 and 35 FE, equivalent to up to 4x 6FE/8FE Secondary Schools, each accommodating between 900 and 1200 students. In broad terms, this level of demand will necessitate the delivery of new secondary schools at each of the Strategic Sites for which long-term delivery isn't already secured via committed developments and their S106 agreements.

16+ provision

A 2022 study by the County Council's Policy and Insight team and a number of partners investigated the range of 16+ facilities and their adequacy now and in the future, given population increases and planned development. A driver for the study was the need for greater collaboration in commissioning 16+ education provision in the absence of central government funding. Despite the broad variety of provision in the 16+ space, the review concluded that with new provision at Alconbury Weald, Cambourne and Northstowe (cumulatively in excess of £22m), and other plans put forward by the Sector, there would be sufficient provision and sufficient flexibility to accommodate additional demand arising through planned growth[31].

SEND provision

The County Council adopted an updated SEND multiplier of 2.17% in February 2025[32]. This reflected changes in the number of primary and secondary aged children (that is, between 4 and 15 years old) with EHC Plans and requiring education in a special school or within a SEND unit/Enhanced Resource Base.

[31] CCC: 0-25 Education Organisation Plan 2023-2024, p57

[32] CCC Child Yield Multipliers for early years and children and young people with SEND, 2025. Available at: Document.ashx

The overall number of additional primary and secondary school-aged children is anticipated to be between 21,082 and 24,050. This suggests that housing growth will lead to between 457 and 522 additional children requiring SEND provision over the plan period.

The capacity of special schools across Greater Cambridge varies considerably, partly as a response to the particular needs that arise. The Castle Special School and Martin Bacon Academy, Northstowe, are among the larger settings and have capacities of between 200 and 250 pupils, while a new 60-place special school for those with social, emotional, and mental health needs is set to open in Gamlingay in 2025[33].

The additional needs created by housing growth will likely require a multi-faceted response that combines new provision, investment and expansion of existing settings, and some demand being absorbed within existing provision.

11.3 Priority Projects

School place planning is subject to a wide range of factors linked to demography, parental choice and fluctuations in existing school rolls. The projects and costs identified below assume that all children residing in new homes delivered through the plan period generate a need for a new school place, with costs derived through a combination of new builds and school expansions. This would be explored in greater detail at the planning application stage. While funding via the Department for Education is available, this is rarely sufficient to meet the costs of extensive new school building and extension, and, in the absence of a new capital programme, it is assumed that developer contributions will be the principal source of funding.

[33] CCC (2024) School Organisation Plan 2023/24.

Table 11-2 – Summary of Education Infrastructure Projects

Project	Description	Cost (£ million)	Delivery partner(s)	Prioritisation	Phasing	Location
25 x Integrated Nurseries	On-site EY provision within new primary schools. Additional demand attributed to private and voluntary providers.	Included in primary school costs below	CCC / Local Authorities / Developers	Essential	2024 - 2045	All locations
Up to 17 × New Primary Schools	Assumes a combination of 2FE and 3FE Primary Schools to meet the two pupil scenarios identified above ((inc. nursery).	212 - 276	CCC / Local Authorities / Developers	Essential	2024 – 2045	NEC, Cambridge East, Grange Farm, Cambourne
4 × New Secondary School	8FE Secondary Schools delivered across major growth locations.	120	CCC / Local Authorities / Developers	Essential	2024 – 2045	NEC, Cambridge East, Grange Farm, Cambourne
1 × Special School	New build SEND provision with 200–250 places.	25 – 30	CCC / Local Authorities / Developers	Essential	2024 – 2045	TBC
2 × SEND Units	Expansion of existing SEND provision with 100–150 places each.	7.6	CCC / Local Authorities / Developers	Essential	2024 – 2045	TBC

Source: AtkinsRéalis analysis

12. Healthcare

12.1 Existing Situation

In 2022, the Joint Health & Wellbeing Board and Integrated Care Partnership agreed on a Health and Wellbeing Integrated Care Strategy. Local Planning Authorities have a key role in helping to deliver its goals and priorities and secure improved health outcomes.

Integrated Care Systems (ICS) were introduced in England in 2022 and bring together a range of organisations related to healthcare and wellbeing, including the County and District Councils, the NHS, voluntary and community and social enterprises, Healthwatch, education service providers, police, and fire services. The ICS is responsible for how health and care are planned, paid for, and delivered across all of Cambridgeshire and Peterborough. It also has a key role in delivering place-based preventative health.

Within Cambridgeshire and Peterborough, two place-based partnerships have been created based on geographic locations: the North Cambridgeshire and Peterborough Partnership for Peterborough, Fenland and Huntingdonshire, and the Cambridgeshire South Partnership focusing on East and South Cambridgeshire and Cambridge City. The Cambridgeshire South Partnership is the relevant partnership for Greater Cambridge.

While all organisations that are part of the ICS work together towards healthier futures for local communities, the Integrated Care Board (ICB) is the organisation that has statutory responsibility to deliver a plan to meet the needs of local people, now and in the future. The ICB holds the legal responsibility to plan, commission, and fund most of the NHS services, including primary care, such as GP practices, dental, optometry and pharmacies, and hospital, emergency ambulance services, and community treatment.

Greater Cambridge is served by approximately 42 GP practices, which are grouped into 10 Primary Care Networks (PCNs): Cambridge Northern Villages, Cambridge City, Cambridge City 4, Cam Medical, Granta, Meridian, Cantab Medical Practices, Huntingdon, Ely North, and Ely South. The area also benefits from three major hospitals: Addenbrooke's Hospital, Cambridge University Hospitals, and Royal Papworth Hospital, alongside other community and mental health services provided by the NHS and other organisations.

The majority of these facilities are already operating at maximum or near capacity, while a small number of GP practices could still accommodate more patients. The quantum of planned growth in Greater Cambridge is expected to put increased pressure on existing healthcare services. To accommodate the additional demand generated by new development, improvements to current health infrastructure will be necessary, and in some cases, entirely new facilities will need to be delivered, especially within the new strategic sites.

12.2 Future Needs

The NHS has undertaken an initial exercise to estimate healthcare requirements and concluded that circa. 10,308 sqm of overall primary care space is required to accommodate future growth within Greater Cambridge. This could cost about £64.6 million (at present day values) if the solution is refurbishment and/or extension of existing facilities, or £83.6 million) if new

facilities are built. It is anticipated that a hybrid solution of refurbishment and extension of existing facilities and new healthcare facilities will be implemented; however, this will be analysed on a case-by-case basis as each facility should be assessed.

The floorspace requirements set out by the NHS are focused on the need for GP space. Additional requirements for other services commissioned by the ICB, such as Pharmacy, Optometry, and Dentistry (POD), will need to be reviewed on a case-by-case basis. The POD services have different contractual arrangements, and therefore, capacity planning for these services typically occurs over shorter timeframes (approximately 5 years). The floorspace could also be part of a multi use building shared with other public service providers.

It is anticipated that developer contributions are the key planning mechanism used to fund the additional capacity required due to proposed allocations and growth locations. NHS England Capital Guidance 2025/26 states that *"Capital allocations do not cover additional facilities required due to housing developments. NHS organisations should work with local authorities to secure developer contributions for extra capacity".*

Funding should be provided via developer contributions, with the option for:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
- The provision of a serviced plot of land at nil cost, and a financial contribution equivalent to the full capital cost of a new build facility (fit and core) of the required size; or
- Financial contributions towards an off-site capacity improvement project, including expansions and modernisation.

The final design of the health facility should meet the most up-to-date model of health care provision standards. This will be secured in the S106 agreement by a requirement for the health facility specification to be agreed by the ICS and (if relevant) healthcare provider(s). The S106 will also include mechanisms to ensure that the delivery of any in-kind facility is financially and operationally viable and sustainable for the needed services, for example, lease terms at peppercorn rates Any strategic site s106 should include a health facility review mechanism to take account of changing health needs and circumstances to ensure the building remains fit for purpose.

Other preventative health infrastructure (e.g. walking routes, community gardens, active travel networks, green infrastructure, indoor and outdoor sports facilities) have been covered in other chapters in the IDP document and will be secured where appropriate through the development management process.

The **NHS 10 Year Health Plan** was published in July 2025, setting a new direction of travel for the NHS and partners. It has three main themes:

- Focus on Community Care – moving care from hospitals to community settings to better meet changing health needs
- Preventive Measures – shift from reactive to preventive approach in healthcare

- Digital Transformation – transition from analogue to digital to enhance accessibility and efficiency in healthcare delivery

The first theme will have a particularly big impact on the provision of future healthcare infrastructure, seeking to decentralise health service provision to the neighbourhood areas where possible to meet local health needs. The Cambridgeshire and Peterborough Integrated Care System's Strategic Commissioning Plan 2025-2028 broadly sets out how a three-tier hierarchy of hubs will be provided:

- Top Tier: Central Hub providing urgent and emergency care serving a 1 million population.
- Middle Tier: Community Super Hubs located in strategic places to provide enhanced health and care accessibility, address health inequalities and provide comprehensive services tailored to the local population, including some acute care provision. It is envisaged that there will be 6 in Cambridgeshire servicing 150,000 to 200,000 population.
- Bottom Tier: Local Neighbourhood Hubs bringing together existing services such as GP practices, district nurses, care workers, physiotherapists, palliative care, and mental health specialists. The plan proposes 15-20 LNHs servicing 30,000 to 70,000 population.

There may be other health requirements, such as the Community Diagnostic Centre.

This model of provision will require a strategic approach to its delivery and go beyond the planning requirement to purely mitigate the development. This will therefore require a new approved NHS/ICB Estates Strategy for the Greater Cambridge area, which will set out in more detail the numbers, mix, strategic location and content of the proposed new hubs. This will expand upon and develop the healthcare infrastructure provision currently outlined above in this chapter. Developer contributions will then be sought to support the delivery of this strategic approach. This is likely to have a significant impact on the amount of financial investment that is needed.

There may also be a need to consider the implications of Children and Adult Social Services for healthcare and community provision.

The implications of the 10-year plan on the healthcare estate across Cambridgeshire, the shape and composition of future service provision, is therefore under review and may result in a variety of alternative needs being identified in future versions of the IDP.

12.3 Priority Projects

Based on an initial high-level assessment undertaken by the NHS, an approximate investment of £52.4 million in new facilities, equivalent to 7,358 sqm, and £24.1 million of expansion and/or refurbishment of the existing facilities, corresponding to 2,950 square meters, will be required. As noted above, further review of the wider health estate in the context of the NHS 10-year plan may lead to an alternative range of priority projects being identified.

Table 12-1 – Summary of Healthcare Infrastructure Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
New healthcare facilities	4 new modern healthcare facilities to be built	52.4	ICB / NHS / Developers	Essential mitigation	Medium to long term	NEC, Cambridge East, Cambourne, Grange Farm
Expansion of healthcare facilities	Expansion and/or refurbishment of existing facilities	24.1	ICB / NHS / Developers	Essential mitigation	Short to medium term	Several GPs across GC

Source: AtkinsRéalis analysis

13. Community and Culture

This chapter focused on community infrastructure, including community centres and village halls, libraries, and burial and crematorium.

13.1 Community Centres

13.1.1 Existing Situation

CCC and SCDC work with a range of partners to plan, deliver and manage a diverse network of community facilities across their respective areas. Community facilities include community centres, village halls, and other publicly accessible buildings which have multiple functions. Community facilities support the creation of vibrant, inclusive, and accessible community spaces that promote well-being, learning, and social cohesion. These facilities are integral to the area's vision of sustainable, high-quality growth and are supported by planning obligations and infrastructure funding mechanisms.

The Councils have commissioned an expansive Cultural Infrastructure Strategy[34] to audit the provision of arts, creative, performance and events spaces. The audit identified 194 cultural production and creation spaces and 575 social facilities, which included community halls, pubs and places of worship. The Strategy underlines the importance of the provision of a range of cultural facilities to support the growing local population and contribute to the "One Cambridge – Fair for All" vision set out in the City Council's Culture Strategy 2024-2029[35].

Cambridge City is home to 18 community centres, with new and expanded centres at Cherry Hinton, including a refurbished library, and Mill Road recently[36]. In 2019, an audit of Cambridge's existing community facilities identified an oversupply in certain areas, while other areas were found to be underserved, such as the wards of Abbey, Queen Ediths, East Chesterton, and Cherry Hinton, and future provision should be secured through s106.

There is a shortfall of community spaces within South Cambridgeshire, although most of the community facilities within the district are in good to excellent condition, as highlighted by the South Cambridgeshire Community Facilities Study (2025). In terms of accessibility, most of the villages within the district have facilities. Other smaller settlements, with between 200-400 people, run their own community facilities.[37]

13.1.2 Future Needs

Overall need for new community facility floorspace has been derived by using revised population forecasts against a benchmark of 129 sqm per 1000 new residents, as recommended in the 2025 Community Facilities Study[38]. The housing trajectory anticipates an overall population increase of

[34] Genecon Greater Cambridge Cultural Infrastructure Strategy, 2025.
[35] Cambridge City Council Cultural Strategy 2024 - 2029
[36] Cherry Hinton Hub - Cambridge City Council
[37] Cambridgeshire Acre South Cambridgeshire Community Facilities Study, 2025. Available at: SCFA_Report
[38] South Cambridgeshire Community Facilities Study, 2025.

140,623 over the plan period, but a substantial amount of this is a result of existing planning permissions for which the delivery of new community facilities forms part of agreed S106 packages. New housing allocations and windfall development are projected to account for an additional 44,857 residents over the plan period. This generates a need for an additional 5,787sqm community space. Through benchmarking delivery costs, including against recent models of delivery in Greater Cambridge, this equates to a capital cost of £23.2 million and £680,000 for start-up operating and management costs.

New communities and places across Greater Cambridge will require appropriate facilities and support to make them inclusive, not only in terms of physical infrastructure and buildings, but also the right support to get new communities started. To foster a sense of community in newly developed areas, it is essential to adopt tailored approaches that respond directly to the needs and priorities of local residents.

The new settlements of Northstowe, Waterbeach, Bourn Airfield and Cambourne are integrating community facilities into their developments.[39] The services offered within the community facilities will be bespoke and depend on the requirements of the local residents. Further community centres are also being planned for the strategic sites, including at Cherry Hinton North and North East Cambridge.

The Phase 1 Cultural Infrastructure Strategy identifies the need for a wide range of cultural infrastructure to support Cambridge's growing and diverse communities. The strategy identifies key priorities for addressing cultural infrastructure cold spots and future communities, for enhancing key cultural clusters and for continuing to support a distinctive independent cultural identity. Developing and enhancing Greater Cambridge's network of cultural infrastructure is reliant on collaboration between a wide range of organisations, delivery partners and funders. Further work is anticipated to develop targeted actions to address these priorities, and this may result in particular projects and interventions being identified in future iterations of this IDP.

13.2 Libraries

13.2.1 Existing Situation

Cambridgeshire County Council has a statutory duty to oversee the provision and ensure it meets the needs of the communities. Libraries are not only valued as places for recreation and learning, but also serve as community anchors that enhance local identity, encourage active travel, and contribute to economic vitality. Many libraries are co-located within community hubs, offering shared services and acting as gateways to neighbourhoods, green spaces and transport corridors.

Greater Cambridge has maintained a high level of library facilities relative to other parts of the country, including over 100 libraries connected to the University of Cambridge and its colleges, many of which are accessible to the public with an access card[40].

The County Council operates a network of 33 libraries across the county; however, in many cases, these are managed in

[39] South Cambridgeshire Community Facilities Study, 2025.

[40] Genecon Greater Cambridge Cultural Infrastructure Strategy, 2025.

partnership with the district councils[41]. Library provision includes 30 libraries and 3 mobile libraries that stop at 98 villages, 18 of which are within Greater Cambridge. There are roughly 12 community-run libraries located in smaller villages or remote locations with support from a local parish, community group or volunteers. [42]

Cambridge Central Library is the flagship facility in Greater Cambridge[43]. It is located in central Cambridge and offers a wide range of services, including digital learning support and meeting rooms available for both community and commercial endeavours. Facilities such as Trumpington Pavilion, Clay Farm Centre and Northstowe Community Centre offer integrated services, including libraries, leisure, health, and Early Years provision. These hubs are central to the community's place-based approach to service delivery.

13.2.2 Future Needs

Even though the current provision of libraries is good, demand from the planned communities will be a priority. It is anticipated that new communities within Greater Cambridge will require the same level of library provision that exists in other parts of the County. Moreover, the large student population within the area create demand for flexible modern cultural spaces, including libraries, that make Cambridge an attractive place to study and live.

Cambridgeshire County Council recognises the pressure that new residential developments can place on existing library facilities and therefore requires that all new residential developments contribute to library provision. New library buildings can be co-located with other community and cultural services[44]. Library provision will be assessed on a case-by-case basis, and further negotiation with the developer needs to take place to ensure that developer contributions are also used to expand the service of libraries that will benefit the community.

Based on the Cambridgeshire County Council Planning Obligations Strategy, it is anticipated that a minimum of 6,328 sqm of community libraries is required to meet the additional population of 140,623. Assuming that necessary mitigation for committed developments is already secured, as has been the case at Northstowe and Darwin Green, for example, this equates to 2,019sqm of new library provision to serve new allocations and windfalls through the plan period. Library provision is proportionate to the settlement hierarchy and communities within local catchments, comprising a mix of community libraries, key libraries and hub libraries and so the scale and specification of future provision is yet to be determined, however, project costs have been derived through benchmarking against recent provision at Meadows and

[41] Cambridgeshire County Council libraries data. Available at: Your library | Cambridgeshire County Council.
[42] Genecon (2025) Greater Cambridge Cultural Infrastructure Strategy.
[43] Cambridge Central Library data. Available at: Cambridgeshire Online | Cambridge Central Library.
[44] Greater Cambridge Planning Obligations Supplementary Planning Document, 2025. Available at: Greater Cambridge Planning Obligations Supplementary Planning Document - draft for reconsultation.

Storey's Field, with reference to Museums, Libraries and Archives guidance on fit-out costs.

13.3 Cemeteries and Burial Space

13.3.1 Existing Situation

Section 214 of the Local Government Act 1972 sets out that district councils and parish councils shall be recognised as burial authorities, with a general responsibility for the management and maintenance of cemeteries. The Local Authorities' Cemeteries Order 1977 provides further detail on the range of responsibilities, but neither the Act nor the Order place a statutory duty on Burial Authorities to provide new burial space. Nevertheless, there remains a general expectation and desire for burial space, which is particularly prevalent in some communities and cultures, and as a result, it remains a key service that councils provide.

Nationally, the number and proportion of burials have been in decline relative to cremations since the 1950s, at which point the split was relatively even. The Cremation Society's published annual statistics[45] show that 60% of deaths resulted in cremation by the 1970s, rising to 70% by the 1990s and currently accounting for around 80% of all deaths. There were 568,613 registered deaths in England and Wales in 2024[46] and a recorded 470,840 cremations, equivalent to 82.8%.

Cambridge Crematorium operates from a site in North West Cambridge between the A1307 and A14. Between 2019 and 2024, there were an average of 1,817 cremations a year, and while this is perhaps skewed by the Covid-19 pandemic, this represents around 80% of the annual deaths across Cambridge and South Cambridgeshire combined. Additional crematoria exist in March (Fenland), Huntingdon and Peterborough. In May 2025, East Cambridgeshire Council announced that work was set to begin on a major new bereavement centre in Mepal, near Ely. The new centre will comprise a crematorium and burial space, expected to handle 500 – 700 cremations and approximately 20 burials per year at a projected cost of £12.9m.

Immediately adjacent to Cambridge Crematorium is Huntington Road Cemetery, which has capacity for additional burial and green burial. The Cemetery comprises memorial gardens, woodland and caters for both secular and faith burials. Cambridge City Cemetery (Newmarket Road) in East Cambridge is the city's more historic cemetery, and while it has some capacity within existing graves, there is no available capacity for new graves.

A network of smaller churches and cemeteries exists in villages throughout South Cambridgeshire and is managed by the respective parish councils. There is limited information on the capacity of sites, but any additional burial space would likely be reserved for the immediate communities served by each location. The provision of new burial space forms part of the delivery of strategic sites at Waterbeach (Waterbeach Cemetery) and Cambourne (Cambourne burial ground). The latter opened in 2016 and offers over 200 plots. Additionally, the Arbory Trust manage the Barton Glebe Woodland Burial Ground to the west of Cambridge, between Comerton and Barton, which offers green burial.

[45] The Crematoria Society, 2025. Available at: Statistics.

[46] ONS, 2025. Available at: Death registration summary statistics, England and Wales - Office for National Statistics.

13.3.2 Future Needs

The Office for National Statistics provides details on the number of annual deaths across Cambridge and South Cambridgeshire. Comparing this information with that of the overall population provides insight into the number of additional deaths that might occur as the population increases through planned housing growth. National data on the proportions of cremation to burial can be used to determine crude demand for additional burial space, though this does not reflect local needs that might arise in particular communities.

The capacity of existing cemeteries and burial grounds is not comprehensively mapped, and so it is unclear as to whether there is sufficient capacity across the network of sites to fully accommodate housing growth through the plan period. An important principle is that burial space is available in close proximity to local communities, so that family and friends are able to visit; in a number of villages, the Parish Councils ensure that burial is only available to local residents.

There is capacity for additional burials at Huntington Road, Barton Glebe Woodland and Strategic Sites such as Cambourne and Waterbeach have adequate provision that will be sufficient for the earlier phases of delivery. While Northstowe is proximate to Huntington Road, it is understood that there are ongoing discussions with Homes England around a local solution for burial at Northstowe. While there are cemeteries in villages including Great Shelford, Stapleford and Abington, for the reasons referenced above, there are no obvious burial solutions for areas of substantial housing growth around Cambridge East, the Biodmedical Campus or Grange Farm.

These three growth areas are projected to have a resident population of 23,356. Applying the average annual death rate (excluding pandemic years), extrapolating over the plan period and assuming that 20% deaths result in burial, suggests demand for 714 burials as a result of growth in East and South East Cambridge. The council's s106 SPD sets out that a typical 1-hectare cemetery with capacity for 3,000 burial spaces costs £100,000 (excluding site acquisition costs). This might equate to a cost of approximately £25-30,000 and be an amenity that could be incorporated into growth at one of the above strategic sites.

13.4 Priority Projects

Table 13-1 – Summary of Community and Culture Infrastructure Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
New community centre space	Provision of community space	23.9	Councils, Developers	Essential mitigation	2024-2045	Northstowe, Waterbeach, Cambourne, Bourn Airfield, NEC, Cambridge East, Grange Farm
New library at NEC	Provision of 400 sqm level 2 library (including community meetings, activity space and space for partners)	2.87	CCC / Developers	Essential mitigation	2030-2035	NEC
New library provision at Strategic Sites	Provision of 1,620 sqm library to be delivered as community, key and/or hub libraries (TBC)	9.1	CCC / Developers	Essential mitigation	2024-2045	Cambridge East, Camborne expansion, Grange Farm
New cemetery space	Provision of additional capacity for burial in East and South-East Cambridge	0.03	Councils / Parish Councils / Developers	Essential	TBC	Cambridge East / CBC / Grange Farm

Source: AtkinsRéalis analysis

14. Emergency Services

14.1 Existing Situation

Police

The Crime and Disorder Act 1998 place a duty on local authorities to reduce crime and disorder within the community. Cambridgeshire Constabulary (CC) play an important role in contributing to community safety and cohesion through policing, in line with the priorities identified in the Police and Crime Plan 2025-2028.

The police estate across Greater Cambridge comprises the sub-divisional HQ at Cambridge Parkside and supporting stations at Cambourne, Histon and Sawston. Milton Police Station is currently under construction and will replace Parkside when it is completed in 2026. This will create a need for a new facility in Cambridge City Centre. CC's Estates Strategy is currently under review, but with only 7% of the Estate constructed after 2000, many properties across the portfolio are ill-equipped for the demands of a modern police service. An ambition of the updated strategy will be targeted investment across the existing portfolio to make premises more fit-for-purpose for modern policing.

Fire and rescue

Cambridgeshire Fire and Rescue Service (CFRS) operate from a network of sites across the county, with principal bases in Cambridge, Huntingdon and Peterborough, supported by local provision and drop-off points to ensure the service can respond to emergencies. The scale and distribution of facilities is driven by an ambition to respond to all emergency calls within 9 minutes in urban areas, 12 minutes in rural areas and all calls within 18 minutes. At present, there are challenges in achieving these response rates in the majority of urban Cambridge and in areas including Northstowe and Waterbeach.

Through reviewing historic incident data, CFRS have identified that this requires them to have 14 active fire engines across the county at any one time. In Greater Cambridge, the principal facility is the 4-bay Cambridge Fire Station at Parkside Place. Smaller single bay facilities are located at Cottenham, Linton, Sawston, Cambourne and Gamlingay.

Incident data reveals an average of 8.3 incidents per 1,000 population annually between 2012/13 and 2021/22 – an overall average of 7,419 incidents per year. CFRS's Community Risk Management Plan sets out that these incidents include responding to fire, road traffic accidents, a range of special services and, increasingly, responses to extreme weather. The top 10 busiest days on CFRS record have all occurred in the last 5 years and have all been related to extreme weather.

Ambulance

The East of England (EE) Ambulance Service operate a regional model that covers 42 Local Authority Areas. Service provision and the distribution of infrastructure are driven by the need to reduce emergency response times, and this leads to a hub and spoke model whereby principal hub sites are supported by a network of local response posts. Hubs typically accommodate up to 34 ambulances and rapid response vehicles and can be up to 1 hectare in size. They are 24/7 facilities, and key facilities include rapid vehicle charging, staff parking and welfare and refreshment facilities for paramedics.

Response posts offer a smaller scale of similar provision and might accommodate up to 3 waiting ambulances. Response posts can be co-located with other blue light facilities where this is practicable.

The Cambridge Hub is located close to Addenbrooke's (M11/A10 area) and is identified as having insufficient capacity at present – the need for expansion will be made more acute by forecasted population growth. Other hubs are located at Huntingdon and Peterborough. The Cambridge Hub is supported by a response post at Kings Hedges (close to the A14/B1049) that has capacity for a single waiting ambulance.

14.2 Future Needs

Police

CC have set out that growth over the plan period will have a significant impact on demand for policing. In broad terms, they identify that this will create future needs for investment in the operational estate, vehicular fleet and ICT investments.

The CC's Capital Strategy exists on a 4-year funding cycle, with the 2025/206 – 2028/29 strategy identifying several investments critical to the continued modernisation of the police estate. These include the delivery of a new police station at Milton to replace Cambridge Parkside Police Station (£23.5m), a new specialist training facility at Monks Wood (£19.8m) and an expansion of the HQ to deliver a new ICT block. When the new police station opens at Milton in 2026, there will be a need for a continued presence in Cambridge City Centre and an initial £300k is identified for this purpose in the current capital programme.

Longer term needs to address additional demands that might arise over the plan period have yet to be identified, and their funding and delivery will be the subject of future iterations of the capital strategy. A standard charge of £195 per dwelling has been developed by the Constabulary to cover the projected investment in the police estate, communications, monitoring and ICT, police vehicles and staff training as a result of housing growth. Applying this standard to the overall amount of housing set out in the Plan would equate to developers contributing £10.6m in the period up to 2045. If the developments that already have planning permission are discounted, this equates to an additional £4.96m funding via developer contributions over the plan period.

A substantial amount of funding for the capital programme is as a result of borrowing, with only a modest amount of funding secured through CIL and s106 at the current time.

Fire and rescue

CFRS anticipate that housing and employment growth would have a significant impact on service delivery and that additional investment, including from developer contributions, would be required to mitigate this impact. If the current rate of fire and rescue incidents across the Cambridgeshire region were to be reflected in the additional population generated through proposed housing growth, it would eventually equate to an additional 1,167 incidents per year – a 15.7% increase in the number of incidents. Obviously, this demand would increase gradually as homes are delivered through the plan period.

The CFRS Estates Strategy 2024-2029 sets out a general ambition to ensure the Estate is fit-for-purpose to respond to demands within the community.

A standard charge has been developed that applies to both residential (£200 per dwelling) and commercial development (£7.32 per sqm), which considers the need for investment in:

- Additional or enhanced fire station floorspace
- Operational crew drop-down points
- Fire service plant/equipment/PPE
- Fire and rescue vehicles
- Funding for additional staff resources and training

The application of these standard charges to new development would suggest a requirement for 5m funding for residential development yet to be consented and a requirement for £8m for commercial developments. Further discussion is required with CFRS to translate these forecasted costs into tangible projects and to consider options for their funding and delivery. More specifically, a need has been identified for two new operational crew drop-down points in the growth areas of North West Cambridge and Cambridge East. These facilities would typically include a single-storey building to accommodate staff welfare and refreshment facilities, operational/staff parking and EV charging. Each facility is anticipated to cost £1.2m to deliver (excluding land costs).

Ambulance

A new Estates Strategy is due to be published in Autumn 2025. The strategy will review the adequacy of provision across the region and set out how the Estate can best meet operational needs in the future. This review is likely to point to the need for expansion at the Cambridge Hub, at Kings Hedges and a new response post in North Cambridge.

As the population increases, a commensurate increase in the number of ambulances will likely be required. Based on existing incident rates in the region, EE Ambulance Service has established a crude metric of 10,000 people per ambulance, equating to an additional 14 ambulances as a result of growth.

Proposed development at Cambridge East means that the existing helipad used by the air ambulance will need to be relocated. At present, air ambulance responds to 7,000 incidents across the region annually, and the successful operation of this service is contingent on sites being distributed across the region for safe landing. Major redevelopment at strategic sites should include areas of open space that have sufficient clearance to facilitate this, a design consideration rather than an infrastructure cost. The ambulance service is currently considering cumulative development pressures and population increases across the wider region to better understand the longer-term pressures on this service and whether more proactive and coordinated funding options need to be explored. Capital funding is available through bidding to NHS England, but there are financial and tax limitations that restrict the amount of capital investment health bodies can undertake in given periods. While expansion at Cambridge is recognised, there are other projects in the area where the need is more critical, and so capital funding is unlikely to be available in the short term. Standard S106 charging is rolling out across the region with sporadic uptake. The rate advocated by EE Ambulance Service takes account of investment and expansion across the network of ambulance sites and infrastructure required to maintain response rates. Any expectation for developer funding towards new provision will require a clear distinction between investments required as part of service planning and investments required as a result of the growth outlined in the Local Plan.

14.3 Priority Projects

Table 14-1 – Summary of Emergency Services Infrastructure Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Ambulance: Expansion of Cambridge ambulance hub	Expansion of existing Addenbrooke's Ambulance hub to provide additional ambulance parking, rapid EV charging and staff welfare facilities.	TBC	EE / Developers	Essential	TBC	CBC
Ambulance: Kings Hedges expansion	Expansion of the existing Kings Hedges response post to increase capacity for ambulance parking and staff welfare facilities.	TBC	EE / Developers	Essential	TBC	Cambridge City Centre
Ambulance: North Cambridge response post	Delivery of a new response post in North Cambridge with capacity for ambulance parking and staff welfare facilities.	TBC	EE / Developers	Essential	TBC	TBC
Fire Operational drop off point #1	Single-storey building and associated operational and staff parking at North West Cambridge.	1.2	CFRS / Developers	Essential	TBC	Eddington (North West Cambridge)
Fire Operational drop off point #2	Single-storey building and associated operational and staff parking at Cambridge East.	1.2	CFRS / Developers	Essential	TBC	Cambridge East
Police Milton Police Station	Delivery of a new police station in Milton.	23.5	CC	Essential	2024 - 2029	Milton
Police	Delivery of a new police station in Cambridge City Centre.	TBC	CC / Developers	Essential	TBC	Cambridge City Centre

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Cambridge City Police Station						

Source: AtkinsRéalis analysis

15. Indoors Sports and Leisure

This chapter assesses the need for indoor sports facilities, including sports halls and swimming pools. Outdoor sports and multi-use games are considered in Chapter 15.

15.1 Existing Situation

Sports and leisure are important for the health and well-being of residents, and to help keep people physically active. South Cambridgeshire and City Council are responsible for identifying the need for sports and leisure infrastructure within their respective areas.

Greater Cambridge has 28 sports halls, and these facilities are recognised as already operating at capacity. Public access is limited as many of these facilities are on education sites, and several facilities are ageing and in need of investment to maintain quality and accessibility.

Swimming continues to be a highly popular activity, with over 600,000 annual visits to City of Cambridge pools and evidence that demand is growing.

There are 17 pools in the City of Cambridge at 13 sites. There are 8 main pools (lane swimming), 2 teaching pools, 1 diving pool, 1 leisure pool, and 5 lidos. 4 of the 8 main pools are available for pay and play access, with the other 3 pools commercially or privately operated. 2 of the lidos are available for public use. The main site for swimming in the city is at Parkside Pools and Gym, where there is a main pool (8 lanes x 25m), a teaching pool, and a diving pool.

Most of the CCC swimming pools are of good quality and categorised as average to excellent, apart from Sheep's Green pool, which is poor.

There are 20 pools in South Cambridgeshire across 19 sites, with only 3 community pay and play swimming pools in South Cambridgeshire:

- Impington Sports Centre (main pool 10m x 25m, 4 lane)
- Melbourn Sports Centre (main pool 8m x 20m, 4 lane) and
- Sawston Village College Sports Centre (main pool 7.5m x 15m, 4 lane)

10 swimming pools are for private use only, with 9 of these located on education sites with 6 located outdoors. Another 6 pools are for registered membership use only, mainly located on sites attached to hotels or golf clubs.

In order to meet future demands, investment will be required to maintain and modernise existing facilities and to expand the range of provision in areas experiencing growth.

The provision of indoor sports and leisure facilities across Cambridge and South Cambridgeshire also includes health and fitness suites, indoor tennis, squash and padel courts, indoor bowling halls and an ice rink. All of these facilities have a commercial operation that either requires pay-and-play or membership, and as a result, tend to be of a very good quality.

15.2 Future Needs

The Strategic Growth Areas Leisure Needs Analysis (2031-2045), prepared by Strategic Leisure, updated the baseline data, existing capacity and accounted for planned growth in Greater Cambridge. It considers the full build-out infrastructure requirements for each development, including those where development is not expected to be completed until after 2045. As part of this, a forward-looking analysis using a bespoke model was conducted to estimate future needs for indoor sports infrastructure, including sports halls, swimming pools, and related facilities.

It has been estimated that about 15 sports halls (equivalent to 60 badminton courts) will cost £40,891,227[47], in total, will be needed and will be funded by a combination of on and off-site contributions from the strategic growth sites. New sports halls (4-court size) are anticipated to be required in Cambridge, Cambridge East (Marliegh and Springstead), Eddington (North West Cambridge), Cambourne (Cambourne West and Bourn Airfield), Waterbeach, and south of the City.

Due to significant population growth, existing swimming facilities will be unable to meet future demand, making the development of new swimming pools essential. A total of 2,420 sqm or 45 lanes of swimming pool will be needed and will cost £50,489,099. It has been anticipated that new swimming pools will be located where demand is anticipated to increase most, such as large strategic sites, including Perse School, Genome Campus, Cambourne (Cambourne West and Bourn Airfield), Eddington, Northstowe and Waterbeach. New pools have recently been completed at Perse School and the Genome Campus, though with limited public access. Further provision for new swimming facilities has been secured at Northstowe, Waterbeach and Milton.

The Assessment also supports the need for a 50m regional swimming pool in a location which serves the north, northeast and east of the city. Co-locating a significant amount of water space in one location would benefit from co-location with other sports facilities of a similar regional scale. This provides a sustainable, accessible offer for communities, as well as being the most effective operationally.

The study recommends the provision of additional facilities for gymnastics and health and fitness, which it is anticipated would be provided via investment at existing clubs or as part of the range of facilities to be provided at new sports halls and swimming pools. The inclusion of these facilities would increase the cost of provision by a proportionate amount.

Further needs are identified for a range of indoor racket sports, with specific needs identified for additional tennis, squash and padel courts, which are noted as experiencing significant growth and funding via the Lawn Tennis Association and private providers.

Demand is identified for an additional 3x indoor bowling rink, with a recommendation that this provision be delivered via the expansion of existing facilities at Chesterton Indoor Bowls Club and Cambridge and County Bowls Club, or via new provision. It is noted that there is currently no provision for indoor bowls

[47] This infrastructure provision is based on a full built out population.

across South Cambridgeshire, suggesting that new provision might better relate to unmet demand.

The Strategic Growth Areas Leisure Needs Analysis (2031-2045) recommends that all Strategic Sites, whether residential or large employment development, should contribute to new and upgraded sports facilities, as they will increase demand. Given the limited existing capacity, large employment developments should help fund public facilities where on-site provision for their employees is lacking. As more people integrate exercise into their daily routines, including commuting and workdays, it is essential that new developments do not place further strain on local services without appropriate mitigation.

15.3 Priority Projects

Table 15-1 – Summary of Indoor Sport and Leisure Facilities Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
15x New sports hall	Provision of sports halls (4 badminton court sizes) to meet future demand.	40.89	SCDC, City Council, Developers	Essential mitigation	2030 - Full build out	NEC, Cambridge East, Eddington (North West Cambridge), Cambourne, Waterbeach
New swimming pools	Provision of new swimming pools to meet future demand.	50.49	SCDC, City Council, Developers	Essential mitigation	2030 - Full build out	Cambourne, Eddington (North West Cambridge), Northstowe, Waterbeach, Cambridge East
New regional swimming pool	Provision of a 12-lane swimming pool.	TBC	SCDC, City Council, Developers	Essential mitigation	2030 - Full build out	TBC - to serve the north, northeast and east of the city
Swimming pool improvements	Improvements to existing swimming pools in need of refurbishment.	5.00	SCDC, City Council, Developers	Essential mitigation	2024 - Full build out	Impington Village College and Sports Centre, Parkside Pools and Gym, and the Leys Sports Complex
5x Health & fitness suites	To be provided at the new swimming pools.	2.50	SCDC, City Council, Developers	Placemaking	2024 - Full build out	Cambourne, Bourn Airfield, Eddington (North West Cambridge), Northstowe, Waterbeach, Cambridge East
13x new Tennis Courts	Provision of new indoor tennis courts.	1.30	SCDC, City Council, Developers	Placemaking	2024 - Full build out	Across growth locations

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
6x new Squash courts	Provision of new squash courts.	0.30	SCDC, City Council, Developers	Placemaking	2024 - Full build out	Across growth locations
Padel courts	Provision of new padel courts.	TBC	SCDC, City Council, Developers	Placemaking	TBC	Across growth locations
3x new Indoor bowling rinks	Provision of new and/or expanded indoor bowling rinks.	0.70	SCDC, City Council, Developers	Placemaking	2024 - Full build out	Across growth locations

Source: AtkinsRéalis analysis

16. Outdoor Sports

This chapter considers outdoor sports, including playing pitches (grass and artificial), courts, tracks, and other marked-out spaces for formal sport.

16.1 Existing Situation

Outdoor sports facilities may be publicly accessible or linked to schools, clubs or community organisations. Outdoor sports spaces also contribute to wider green infrastructure, offering health, social and climate benefits.

The NPPF (2025) states that *"existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless replaced by equivalent or better provision in terms of quantity and quality in a suitable location."* [48]

A local Playing Pitch Strategy (PPS) typically identifies local supply and demand and guides future investment. The draft Greater Cambridge Strategic Growth Areas Leisure Needs Analysis 2031-45 (completed July 2025) sets out the following regarding the current issues affecting outdoor sports demand in Greater Cambridge:

- **Existing undersupply of pitches and changing facilities** across Greater Cambridge, particularly in Cambridge City, where land constraints limit on-site delivery.
- **Significant population growth** will generate substantial additional demand for new grass and 3G pitches and associated infrastructure.
- **Behavioural change** is increasing demand from employment sites, as people combine commuting with exercise and use facilities during the working day.
- **Evolving participation patterns** (e.g. more 3G use, small-sided formats, mixed groups) are changing the type and quality of facilities required.
- **Delivery constraints** mean strategic off-site provision and pooled investment will be essential to meet needs.

16.2 Future Needs

The scale of planned population growth across Greater Cambridge will generate substantial additional demand for outdoor sports provision, including both grass and artificial surfaces. Meeting this need will require a combination of new on-site facilities within development areas and strategic off-site provision, particularly for larger or specialist facility types such as 3G Artificial Grass Pitches (AGP) and hockey pitches.

Trends are also shifting, with growing demand for flexible, year-round facilities and increased use of outdoor spaces linked to

[48] NPPF (2025) Paragraph 104.

workplace travel and wellbeing patterns. Strategic planning and investment will therefore be essential to ensure that provision keeps pace with both the quantum and changing nature of demand over the plan period

The outdoor sports needs for this iteration of the IDP have drawn directly from the findings of the Greater Cambridge Strategic Growth Areas Leisure Needs Analysis 2031-45 (completed July 2025), Facility requirements were derived using Sport England's Playing Pitch Calculator (PPC) and Sports Facility Calculator (SFC) tools, applied to population growth projections and current team and participation data for Cambridge City and South Cambridgeshire.

The Analysis considers the 'full build-out', specifically accounting for those Strategic Sites that will continue to grow and be delivered beyond the plan period. The PPC was used to estimate future pitch and changing room needs for football, rugby, cricket and hockey, while the SFC informed calculations for indoor and ancillary sports facilities. Cost estimates were then developed using Sport England's capital cost guidance, applied to the calculated facility requirements to provide indicative investment figures for the plan period.

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16.3 Priority Projects

Table 16-1 – Summary of Outdoor Facilities Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
106x Adult Football Pitches	Full-size natural grass pitches marked for 11-a-side adult play (typically 100-110m x 64-75m) suitable for affiliated league play.	11.54	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
121x Youth Football Pitches	Smaller sized natural grass pitches for 11-a-side for youth age groups (typically 15 – 18yrs).	11.37	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
93x Mini Soccer Pitches	Small natural grass pitches to support 5-a-side and 7-a-side play, typically for younger age groups (Under 10s).	8.74	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
20x 3G Artificial Grass Pitches (AGP)	Full size floodlit third-generation turf pitches designed primarily for football (and sometimes rugby training) for year-round use.	23.25	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
367x football changing rooms	Changing accommodation associated with the above football pitches, including ancillary facilities such as showers, toilets, and officials' changing space.	73.56	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
35x Cricket squares and outfields	Natural grass cricket pitches, including square and surrounding field.	12.28	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
75x Cricket changing rooms	Clubhouse or pavilion changing facilities for cricket use.	15.01	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
5x Hockey AGPs	Full-size sand-dressed or water-based artificial surfaces suitable for competitive hockey.	4.81	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
9x Hockey changing rooms	Associated changing provision for hockey use.	1.81	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
13x Rugby Union pitches	Natural grass pitches for rugby union (adult or junior).	2.18	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
26x Rugby Union changing rooms	Associated changing and ancillary accommodation.	5.22	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
30x outdoor tennis courts	Standard outdoor tennis courts with appropriate floodlighting to allow evening and winter play.	3.32	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations

Source: AtkinsRéalis analysis

17. Open Space and Green Infrastructure

This chapter considers informal public open space ("open space"), green infrastructure, provision for children and young people, and allotments/food growing space. Outdoor sports and leisure are covered under **Chapter 16**, while indoor sports facilities are in **Chapter 15**.

17.1 Key Definitions

Open space

Open space includes the areas of open space which are planned and laid out as spaces which are generally free from structures and buildings, typically for public recreational use or to provide areas for nature. The NPPF defines open space as *"all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity".*

There is significant crossover between the provision of open space and green infrastructure, as the majority of green infrastructure is provided within areas of open space (both private and publicly accessible open space).

Similarly, some parts of the "public realm" are also open space – but refer to all external spaces that are publicly accessible, with a focus on accessibility and civic function, and is a concept embedded in the NPPF's broad emphasis on well-designed places and public spaces. The cost of delivering the public realm is usually significantly higher per hectare than open space. As such public realm is not specifically covered under this typology.

Green infrastructure (GI)

GI is defined in the NPPF as *a "network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity".*

For this IDP, GI refers to both green and blue infrastructure – particularly given the importance and multifunctional potential of key blue corridors such as the River Cam and its tributaries.

Government planning policy and guidance make it clear that GI is not simply an alternative term for open space. Public open spaces have the potential to deliver multiple functions beyond providing outdoor facilities for physical activity, sport and play. Well-designed accessible green spaces can also help support nature recovery and provide opportunities for people to connect with nature, while also contributing to the setting of built development and helping to address the effects of climate change.

Provision for children and young people

Provision for children and young people includes both equipped and informal spaces for play, physical activity and social interaction. These range from Local Areas for Play (LAPs) and Neighbourhood Equipped Areas for Play (NEAPs) to skate parks, Multi Use Games Areas (MUGAs) and youth shelters.

The NPPF (2025) highlights the importance of planning for healthy, inclusive and safe places, encouraging the provision of accessible green infrastructure, sport, and play facilities to

support local health and wellbeing needs (Paragraph 96c)[49]. Following amendments to the NPPF in December 2024, formal play spaces are now protected as open spaces (see Paragraph 104).

PPG advises that authorities assess the quality and accessibility of youth play provision and ensure that new development helps meet identified needs.

Well-designed spaces for children and young people can also contribute to wider green infrastructure outcomes, supporting health, nature connection and community cohesion.

It should also be noted that open spaces, including those in Greater Cambridge, are now increasingly used for active travel commuting, which further increases the demand for open space.

Allotments and food growing space

Allotments provide dedicated spaces for individuals and communities to grow fruit, vegetables and flowers, often within subdivided plots. They are recognised as important components of local green infrastructure, delivering benefits across health, food security, community interaction and biodiversity. Under the Small Holdings and Allotments Act 1908, local authorities have a legal duty (with limitations) to provide allotments to meet demand[50].

The NPPF (2025) includes allotments within the wider definition of open space: *"all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity"*[51].

Although not specifically defined in terms of quantity standards in national policy, allotments are frequently addressed through local open space standards or green infrastructure strategies, which may express a benchmark in hectares per 1,000 population. Allotments are particularly valued for supporting healthy lifestyles, social inclusion, and resilience to climate change through sustainable urban food growing. They can also contribute to nature recovery and community-led land stewardship, especially where integrated with wider open space networks, schools or health facilities.

17.2 Existing Situation

Open space

According to the draft Greater Cambridge Green Infrastructure Strategy (emerging), Greater Cambridge currently has approximately 8.7ha of publicly accessible green space per 1,000 population (based on a 2024 population of 322,000).[52]

[49] NPPF (2025)
[50] Small Holdings and Allotments Act 1908, Section 23. Available at: Small Holdings and Allotments Act 1908.
[51] NPPF (2025)

[52] Greater Cambridge Shared Planning/CBA (2025) Greater Cambridge Green Infrastructure Strategy. Volume 2 - Evidence &Proposed Standards [Draft].

This figure currently exceeds the national Accessible Greenspace Standards. However, allowing for projected population growth to a total of 462,000 by 2045 for the Greater Cambridge area, with no additional provision of accessible green space, the report noted that this figure would decrease to 6.05ha per 1,000 population.

The draft Strategy includes a GIS-based analysis of how the above Accessible Greenspace Standards relate to current provision and future needs across Greater Cambridge. While the quantitative provision of open space in Greater Cambridge is quite high, there are several gaps in terms of *accessibility* to those spaces. Within Cambridge City, there are gaps in particularly in relation to 'doorstep' green space (>0.5 ha) and neighbourhood-scale green spaces (10-20ha), while the eastern edge of the city has deficits in access to larger district-scale green spaces (100-500ha). Outside of the city boundaries, the analysis shows a deficit in larger district-scale green spaces (100-500ha) in the east and south of the plan area, and a significant gap in the provision of 'doorstep-scale' space (<0.5ha) within the villages. Other than around Cambourne and Northstowe, there is a clear deficit in access to neighbourhood-scale green spaces (10-20ha). There is currently no 'sub-regional' green space (>500 ha) within Greater Cambridge.

There are also gaps in the provision of traffic-free active travel routes between accessible green spaces at all scales outside the city boundaries.

In terms of quality of open space, previous studies only give a partial picture as they are dated and used varied methodologies. However, the Greater Cambridge Green Infrastructure Strategy (emerging) sets out that only three accessible green spaces in Greater Cambridge currently hold Green Flag Awards: Cherry Hinton Hall, Christ's Pieces (Cambridge), and Great Shelford Recreation Ground.

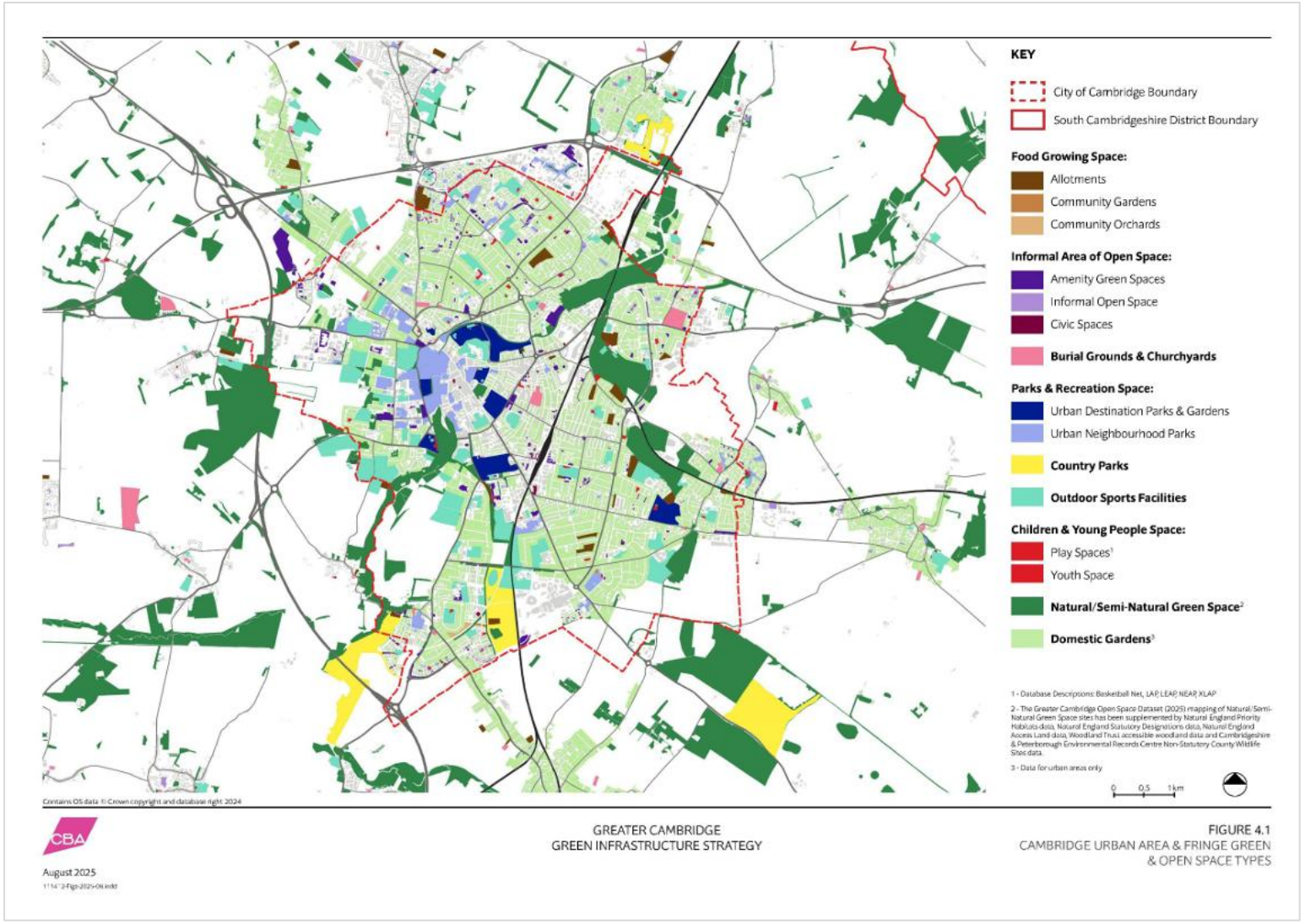

Figure 17-1 - Mapping of open space typologies within Cambridge city and fringes

Source: Greater Cambridge Green Infrastructure Strategy – Volume 2: Supporting Evidence.

Green infrastructure

The 2020 Greater Cambridge Green Infrastructure Opportunity Mapping Report sets out that the total land area of Greater Cambridge is 94,240 hectares. GI (including open water) accounts for roughly 19% of this land area, with water spaces making up 5% of the total GI. Agricultural land constitutes 74%, and private gardens a little over 1%.[53]

The Report was structured around a number of GI 'themes', as set out below. The issues and opportunities associated with each theme can be summarised as follows. Landscape, cultural heritage and sense of place: GI is needed to conserve, enhance, and increase the enjoyment of the historic environment and landscape setting, while improving accessibility to these assets.

Biodiversity and geodiversity: There is a critical need to address habitat loss and fragmentation caused by new development, recreational pressures, agricultural intensification, and infrastructure, which leave remaining habitats vulnerable to climate change impacts. GI interventions are required to extend habitat connectivity, particularly in rural agricultural areas, and to enhance biodiversity, as the existing ecological network suffers from low tree and grassland cover. biodiversity, as the existing ecological network suffers from low tree and grassland cover.

The water environment: Water quality is threatened by diffuse pollution, low flow rates due to over-abstraction, and nutrient loading from development and agriculture. With a finite water supply and increasing demand from growth, there's a need to secure water availability and enhance the resilience of the water environment to climate change impacts like drought and increased flood risk, particularly in low-lying areas and for vulnerable chalk streams.

Access and connectivity: The growing population will lead to increased pressure on existing green spaces and nature assets. Many rural villages experience limited access to active travel routes/greenways and existing Public Rights of Way (PRoW) are insufficient, fragmented, or poorly maintained, resulting in a reliance on cars and contributing to emissions. GI is needed to facilitate sustainable active travel, enhance recreational opportunities, and improve connectivity between settlements and green spaces.

Recreation and play: Many villages in the outlying areas of Greater Cambridge are deficient in open space and accessible natural green space provision, a problem likely to be exacerbated by future population growth. Existing popular sites are facing significant recreational pressures, leading to overcrowding and detriment to sensitive habitats and species. There is a need to increase the quantity and quality of local green spaces, including play facilities, and create new spaces to meet demand and alleviate pressure

Carbon sequestration: There is a critical need to mitigate carbon emissions and enhance carbon storage, especially in the East Anglian Fens, where intensive agriculture contributes to peat

[53] LUC Greater Cambridge Green Infrastructure Opportunity Mapping, 2020. Available at: Greater Cambridge Green Infrastructure Opportunity Mapping Baseline Report (Land Use Consultants).

loss and significant CO2 emissions. The low tree and grassland cover across Greater Cambridge also limits carbon sequestration potential. GI is required to maintain existing carbon stores, sequester additional carbon through sensitive land and water management, and support the conservation and restoration of peatland habitats.

Agriculture and community food growing: The agricultural landscape faces issues of habitat loss and fragmentation due to intensive farming practices that remove hedgerows and drain wetlands. There is also a high demand for allotments with uneven provision across the plan area.

Provision for children and young people

The draft Greater Cambridge Green Infrastructure Strategy (emerging, ibid) identifies 262 sites across Greater Cambridge currently classified as Play Spaces and Youth Space, totalling 38.08 hectares. According to the Strategy, this equates to 0.12 hectares of play space per 1,000 people, with no current provision of designated 'youth spaces'[54].

In terms of quality, existing assessments at the Greater Cambridge scale do not give a clear guide. However, the draft Greater Cambridge Green Infrastructure Strategy (emerging, ibid) notes that play facilities for young people are typically MUGAs and skate parks, generally dominated by hard surfacing, and many spaces are not inclusive. Making play spaces feel safe and welcoming for girls is noted as particularly important.

It should be noted, however, that the Cambridge City Council (City Council) published a Play Strategy in 2024[55], which includes an audit of all 103 of the city's play spaces, 25 of which were found to need some form of investment. The report notes that Cambridge City has a relatively youthful population, but that due to its demographic profiles, older people and children make up a smaller portion of its population than the national average. It also notes that it is not considered to be sustainable for the City Council to continue to manage 103 play parks.

Allotments

The draft Greater Cambridge Green Infrastructure Strategy (emerging, ibid) sets out that there are currently 136 "Food Growing Space" sites across Greater Cambridge, including allotments, community gardens, and community orchards. The current provision is calculated to be 0.41 hectares of total food-growing space per 1,000 people.

The 2020 Greater Cambridge Green Infrastructure Opportunity Mapping highlights the challenges of high demand and long waiting lists for sites[56].

[54] CBA (2025) Greater Cambridge Green Infrastructure Strategy. Volume 2 - Evidence &Proposed Standards [Draft].

[55] Cambridge City Council Play Space Provision, 2024. Available at: Cambridge Play Strategy, February 2024.

[56] LUC Greater Cambridge Green Infrastructure Opportunity Mapping, 2020. Available at: Greater Cambridge Green Infrastructure Opportunity Mapping Baseline Report (Land Use Consultants), November 2020.

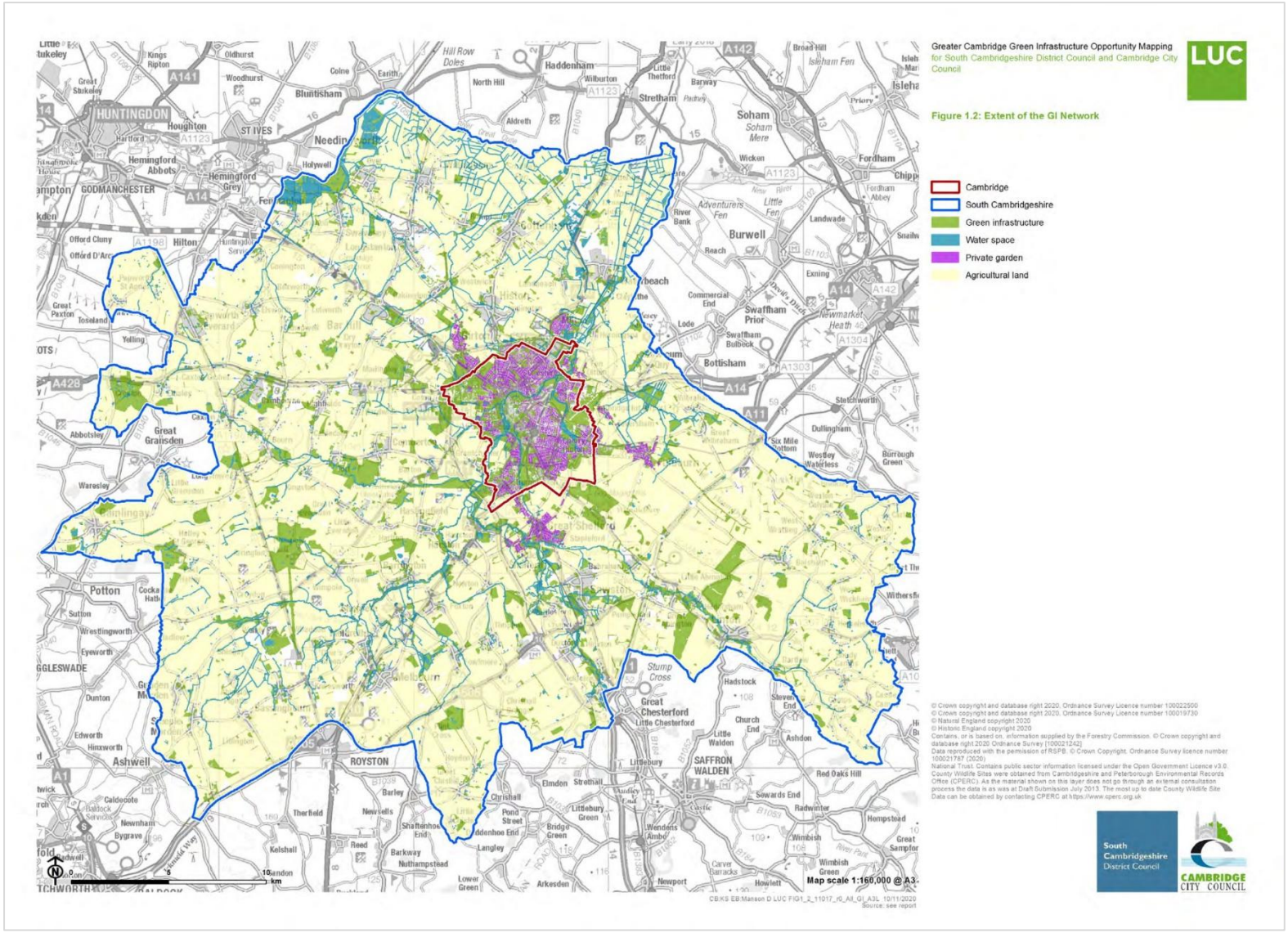

Figure 17-2 - Mapping of GI, water spaces, agricultural land and private gardens in Greater Cambridge

Source: Greater Cambridge GI Opportunity Mapping, 2020.

17.3 Future Needs

When identifying the future needs for open space and GI, this IDP calculates and considers future demand from all new allocations within the Local Plan as well as the existing supply of sites, which will lead to increased future population over the plan period.

Open space

There are no nationally mandated standards for the provision of open space. The NPPF requires planning policies to be based on local assessments of need, so most councils set their own quantity benchmarks in their Open Space Strategy or Local Plan. Work is currently ongoing to develop a tailored set of local standards for Greater Cambridge, which will replace the extant standards set out in the previous Local Plans for Cambridge City and South Cambridgeshire Councils. These will be based on the Natural England Green Infrastructure Framework, which forms key advisory policy for GI provision.

This iteration of the IDP uses the Fields in Trust (FIT) standards as set out below, as a national benchmark, until a package of finalised GI standards has been developed by the Shared Planning Service[57]. The FIT standards are widely used, and locally derived standards often approximate them.

Table 17-1 - Summary of Open Space Standards

Typology of open space	FIT standard (ha per 1,000 people)
Parks and gardens	0.8
Amenity green space	0.6
Natural and semi-natural open space	1.8
Total informal open space	3.2

Note: These open space standards are proxies in lieu of the agreed policy position.

Open space obligations are generally triggered by residential use, rather than commercial uses. However, given the likely extent of commercial development in Greater Cambridge, often in areas of open space deficiency, it is envisaged that open space should also be provided within commercial settings. The case for mandatory standards which would apply to commercial developments is currently being developed by the GCSPS on the basis that informal green space in these settings can support employee physical and mental health during the working day, can be used on lunch breaks to support staff productivity, and can support high-quality placemaking.

Within all commercial development, the bespoke design of any network of green spaces will be vital, taking into account the different ways these sites are used and accessed. In particular,

[57]Fields in Trust, Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard – England, 2022. Available at: Fields in Trust | Fields in Trust.

a connected network of well-designed 'doorstep' amenity spaces close to office locations is likely to better meet demand than larger areas some distance away.

Summary of needs

Open space standards are intended to ensure that open space provision keeps up as the population increases as a result of new development. Provision for open space arising from new development in Greater Cambridge will be secured in accordance with the standards adopted within the Greater Cambridge Local Plan (see Priority Projects table, which applies interim standards). This will be delivered either on-site or, where on-site provision is not practicable, through off-site measures. Off-site measures may include proportionate financial contributions towards the strategic GI initiatives set out in the Priority Projects table and/or improvements to the quality and accessibility of local open spaces.

The total provision for informal open space required within the plan area over the plan period is set out under Priority Projects below.

Green infrastructure

There are no nationally mandated standards for the provision of green infrastructure. Work is currently ongoing to develop a series of locally tailored standards for GI provision within new development in Greater Cambridge. The overall approach to developing the standards has been shaped by the national outcomes for GI highlighted by the Natural England Green Infrastructure Framework (NEGIF). The Framework sets out five headline standards to help guide local authorities:

- The Green Infrastructure Strategy Standard
- The Accessible Green Space Standard (AGS)
- The Urban Nature Recovery Standard
- The Urban Greening Factor (UGF) Standard
- The Urban Canopy Cover Standard

These are explicitly designed to help implement the NPPF and are intended to be used as evidence-based benchmarks to shape policy. Local authorities can adopt them as they are or adapt them based on local needs assessments.

Greater Cambridge is in the process of developing a set of GI standards as part of the policies for the emerging Local Plan, in line with the NEGIF. Applying a package of standards to both residential and commercial development typologies is being considered as part of this process. However, these have not yet been defined and will not be used in calculating infrastructure needs within this iteration of the IDP.

Summary of needs

The draft Greater Cambridge Green Infrastructure Strategy (emerging, ibid) sets out the following key pressures that are likely to shape demand for GI over the Greater Cambridge Local Plan period to 2045:

- **Climate change:** harnessing the ability of GI to shape more climate-resilient places, including in combatting urban heat.
- **Population and demographics:** an overall high level of growth in population, and an ageing population. Changing demographics will shift the drivers of demand for different types of GI.
- **Housing growth:** a high-quality natural environment within or near to new and existing homes will be key to supporting thriving communities.
- **Deprivation:** GI can help to address challenges in identified areas with high levels of health deprivation.
- **Air quality:** While GI standards are currently being developed by the Greater Cambridge Shared Planning Service, the SPS is clear that new schemes coming through under the emerging Shared Local Plan will be required to contribute to the GI Network as mapped out in the 2020 Greater Cambridge Green Infrastructure Opportunity Mapping Report.[58] This reflects the prominent position of GI within the Local Plan ambitions, and the need to invest strategically in it in order to address the pressure outlined above. In particular, opportunities will be sought to ensure that new development contributes to the following off-site 'Strategic Initiatives' as key infrastructure items, as set out in the 2020 Greater Cambridge Green Infrastructure Opportunity Mapping Report:
    - Revitalising the chalk stream network
    - River Cam Corridor
    - Gog Magog Hills and chalkland fringe
    - Enhancement of the eastern fens
    - The Great Ouse fenland arc
    - North Cambridge green space
    - West Cambridge buffer - Coton Corridor
    - Western gateway multifunctional corridor
    - Pollinator corridors
    - Dispersed initiatives (covering the whole plan area): Expanding Cambridge's 'urban forest'; Woodland expansion and resilience; Urban greening and 'depaving'; Allotments and community gardening; Environmentally friendly farming.

[58] LUC Greater Cambridge Green Infrastructure Opportunity Mapping, 2020. Available at: Greater Cambridge Green Infrastructure Opportunity Mapping Baseline Report (Land Use Consultants), November 2020.

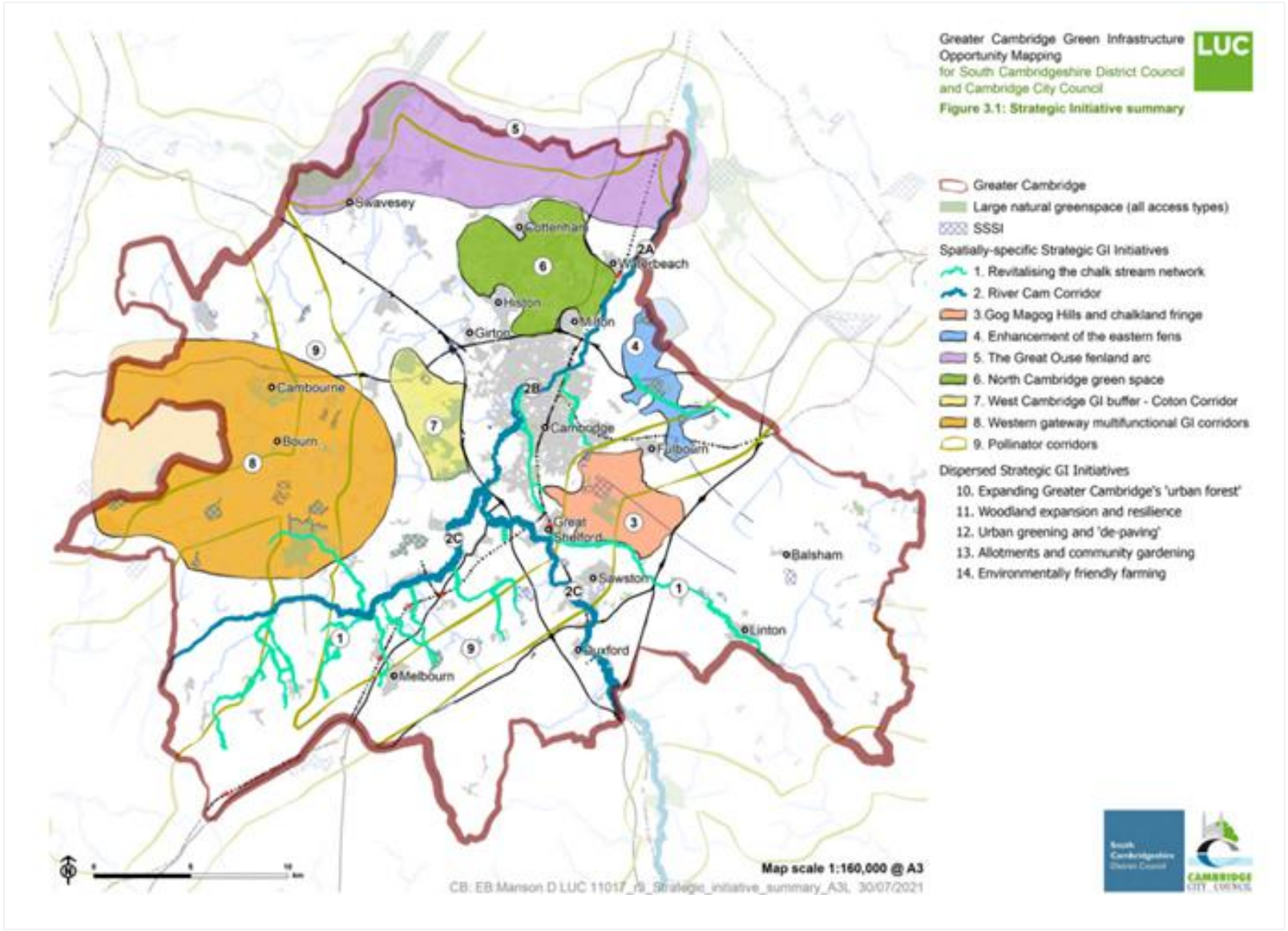

Figure 17-3 - Mapping of priority Strategic GI Initiatives

Source: Greater Cambridge GI Opportunity Mapping, 2020.

Greater Cambridge is fortunate to have a number of highly engaged stakeholders and landowners acting as stewards and advocates of the area's GI network. Developed through engagement with these stakeholders, this IDP sets out several "strategic GI projects" which contribute to the Strategic Initiatives set out above.

These Strategic Projects broadly align with the opportunities identified in the draft Cambridgeshire Local Nature Recovery Strategy (LNRS) and Cambridge Nature Network. However, the LNRS is largely focused in practice on biodiversity improvements rather than the wider range of GI "functions". The Strategic Projects are also opportunity-led and informed by the broad direction of growth in the city region, rather than being solely led by data.

Collectively, the delivery of the Strategic GI Projects set out below (in whole or in part) would help to deliver on the strategic priorities set out in the 2020 Greater Cambridge Green Infrastructure Opportunity Mapping Report (ibid). As such, they will be pivotal to ensuring that growth in Greater Cambridge helps both nature and communities thrive, and to "leave the environment in a better state than we found it" – as set out in the UK government's 25 Year Environment Plan.

Table 17-2 - Summary of Strategic Green Infrastructure projects

Strategic GI projects	Key stakeholders	Contribution to the needs identified in the 2020 Greater Cambridge GI Opportunity Mapping	Areas where investment is required
Gog Magog Regional Park	Cambridge Past, Present and Future (CPPF); Wildlife Trust; Magog Trust.	Contributes to the goals of Strategic Initiative 3 (Gog Magog Hills and Chalkland Fringe). Mitigation against recreational pressure on conservation sites.	Opportunity to create a strategic area of 80-100 ha in size connecting 3 SSSIs and 2 LNRs. Areas of accessible natural green space to be provided alongside high quality chalk downland, where nature recovery is a priority. To include also expansion of existing green spaces into the Gog Magog hills to cope with visitor pressure (Wandlebury Country Park, Magog Down, Stapleford Country Park, Beechwoods Nature Reserve and Roman Road SSSI).
Milton Country Park Extension	Cambridge Sports Lake Trust (CSLT).	Contributes to the goals of Strategic Initiative 2A (River Cam	Expansion of MCP (including land purchase), potentially accompanied by a

Strategic GI projects	Key stakeholders	Contribution to the needs identified in the 2020 Greater Cambridge GI Opportunity Mapping	Areas where investment is required
		Corridor – NE Cambridge to Waterbeach). Required to address capacity constraints at MCP.	new watersports facility and linear GI corridor along the Cam. In long term, to include biodiversity and access enhancements within the Chesterton Fen area to the south of the A14 (under different ownership).
RSPB Fen Drayton enhancements	RSPB	Contributes to goals of Strategic Initiative 5 (Great Ouse Fenland Arc). Mitigation against recreational pressure on vulnerable habitats through increased visitor numbers. Lakes are currently used by the community as an informal country park.	RSPB requires investment in visitor facilities and infrastructure to increase capacity for visitor numbers. RSPB is working on further details and plans for priority projects – as part of a wider Ouse Washes Landscape Recovery project.
Historic Cam Corridor Enhancements – Grantchester Meadows to Ditton Meadows	City Council, Gonville & Caius College, King's College, Greater Cambridge Partnership (GCP), other landowners and community partners.	Contributes to the goals of Strategic Initiative 2B (River Cam corridor – through Cambridge City).	Investment projects not yet defined – focus on key sites at Ditton Meadows, Stourbridge Common and Grantchester Meadows. Needs include access improvements to the Cam, including the Chisholm Trail, and better connecting green spaces (including medieval urban green spaces) along this stretch of the Cam. Other needs include improved heritage interpretation and restoration of natural floodplains to provide habitat.
Cambourne Woodland Arc (Forest Park)	N/A	Contributes to goals of Strategic Initiative 8 (Western Gateway multifunctional GI corridor) and 11 (Woodland expansion and	Proposed ‘arc’ of woodland around the edge of the expansion of the Cambourne settlement, as part of wider GI framework for the site – in order to

Strategic GI projects	Key stakeholders	Contribution to the needs identified in the 2020 Greater Cambridge GI Opportunity Mapping	Areas where investment is required
		resilience). Mitigation against recreational pressure on existing vulnerable habitats such as Gransden Woods/Wimpole Woods.	boost woodland cover, buffer existing villages and protect surrounding areas from recognised visitor pressure.
Investment in habitat sites to west of Cambridge	Various: CPPF, colleges, University of Countryside Regeneration Trust, City Council.	Contributes to the goals of Strategic Initiative 8 (Western Gateway multifunctional GI corridor), Mitigation against recreational pressure on existing vulnerable habitats.	Investment is required at various sites to cope with growing visitor pressure and to manage impacts on nature. May include path surfacing, signage, fencing or buffering of habitats etc.
Expansion of Coton Countryside Reserve	Cambridge Past, Present and Future (landowner).	Contributes to goals of 'Strategic Initiative 7 (West Cambridge GI buffer – Coton Corridor). Mitigation against recreational pressure on vulnerable habitats.	Creation of a large new nature reserve at Coton Countryside Reserve (CCR) by converting circa 200 acres of arable farm land into a mix of woodland, wetland and meadows with public access.
Wicken Fen Southern Gateway	National Trust	Contributes to the goals of Strategic Initiative 4 (Eastern Fens). Mitigation against recreational pressure on vulnerable habitats (SSSIs) through increased visitor numbers.	The National Trust have a vision to extend Wicken Fen nature reserve to the edge of Cambridge, creating 5,000 ha of nature-rich countryside. Investment required includes Wicken Fen visitor hub (including education centre/accessible trails); Burwell Gateway (focus on access upgrades); Tubney Fen (including nature-friendly reservoir and nature trails); Waterbeach Gateway (focus on access); and Cambridge Gateway (focus on improvements to footpaths and cycle

Strategic GI projects	Key stakeholders	Contribution to the needs identified in the 2020 Greater Cambridge GI Opportunity Mapping	Areas where investment is required
			ways) Projects to be developed with more detailed plans and costings from March 2026.
Cambridge urban/peri-urban Forest	Cambridge City Council, Cambridgeshire County Council.	Contribute to the goals of Strategic Initiative 10: Expanding Greater Cambridge's 'urban forest.'	Expanded tree planting in priority locations/areas of deficit to meet canopy cover targets - in line with priorities set out in canopy/woodland strategies of individual Councils.
Greater Cambridge Chalk Stream Project	Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council, Anglia Ruskin University.	Contributes to the goals of Strategic Initiative 1: Revitalising the chalk stream network.	Details TBC - Restoration measures (in line with project findings) to include restoring natural flows, floodplain reconnection, channel realignment, reconnecting rivers to groundwater, removal of barriers to fish passage, and the rewilding of degraded rivers.

Source: AtkinsRéalis analysis

The delivery of these strategic GI projects will rely on successfully securing off-site planning obligations, in the form of Section 106 agreements, or any future Community Infrastructure Levy (CIL) schedule. Given the scale and ambitions of these projects, any contributions from development sites will need to be combined with a range of other income streams (including grant funding, income-generating activities, off-site biodiversity net gain (BNG) credits and green financing initiatives) in order to realise their full potential.

Providing precise per-hectare cost estimates for strategic GI projects is challenging, as costs are highly dependent on site-specific factors, including land value, design complexity, habitat type, and long-term maintenance requirements. However, the Greater Cambridge Planning Obligations SPD Costing Update includes an outline of estimated costs associated with developing areas for multifunctional 'GI' purposes–

encompassing land acquisition, costs associated with changing land cover and the costs of ongoing maintenance.[59]

Provision for children and young people

The Greater Cambridge Shared Planning Service are currently finalising a joint approach to setting play space standards for the plan area. However, well-designed and integrated play spaces are crucial to the wider Local Plan strategy and, in the interim, the following 'Fields in Trust' national benchmark standards are used to estimate required provision[60].

Table 17-3 - Play Areas Standards

Type of play space	FIT standard (ha per 1,000 people)
Equipped designated play areas	0.25
Informal play	0.3
Total play space	0.55

Source: Fields in Trust' national benchmark standards

Summary of needs

Standards for children/young people provision are designed to ensure that no deficits are created as a production of population increase through new development. Provision for children/young people arising from new development in Greater Cambridge will be secured in accordance with the adopted standards (see Priority Projects table) and generally delivered on-site.

The total provision for equipped/informal play space required within the plan area over the plan period is set out under Priority Projects below.

When well designed as part of a wider GI and open space network, play spaces can also offer an opportunity to provide sustainable drainage systems and biodiverse planting, and also include special features for wildlife, including nesting and roosting boxes and refuges for invertebrates, for example. The costings relied upon for this IDP schedule come from the Greater Cambridge Planning Obligations SPD Costing Update (ibid) and allow for the provision of natural play features (such as climbing logs, mounds and other features); however, wider integration into the broader GI network is the optimal way to deliver all types of play provision.

As highlighted by the outcomes of the Cambridge Youth Assembly held in 2024, it is important that play spaces are planned to be inclusive, reflecting the fact that girls in particular often feel unsafe in play spaces not designed with their needs in mind.

Allotments/food growing space

[59] Greater Cambridge Shared Planning Service, Greater Cambridge Planning Obligations SPD Costing Update, July 2025.

[60] Fields in Trust, Green Space Calculator. Available at: Green space calculator | Fields in Trust.

The National Society of Allotment and Leisure Gardeners recommends that the minimum provision for allotments today should be 20 standard (300 square yards) plots per 1,000 households, which equates to around 0.5 ha per 1,000 people. This serves as a national benchmark for the provision of food-growing space in England[61].

Both the City Council and SCDC historically require 0.4 hectares of allotments per 1,000 people. This standard has been applied to calculate future needs as part of this IDP. However, the focus has been broadened to take account of opportunities for collective settings like community gardens and community orchards in order to meet needs.

Summary of needs

As noted under section 16.2, there is a high demand for food-growing space in Greater Cambridge. This is why new development brought forward under the Plan must be required to meet adopted standards for growing space. Future provision would also align with the objectives of Strategic Initiative 13 (Allotments and community gardens) in the 2020 GI Opportunity Mapping work, which aims to create a patchwork of allotments and community growing sites across the plan area.

The total provision for food growing space required within the plan area over the plan period is set out under Priority Projects below.

However, there are opportunities for food growing space to be delivered in a more creative and flexible way in order to deliver on the Greater Cambridge Local Plan's wider ambitions. The-allotment model of provision, while popular among some, can be seen to be outdated and often favours certain demographics and excludes parts of the community with less free time, mobility or access.

As part of development coming forward in Greater Cambridge, a flexible approach to food growing provision (beyond the traditional allotment model) could focus on:

- Broadening the definition of "growing space", including food growing opportunities like community gardens, school gardens, rooftop farms, edible landscapes, meanwhile spaces and health-link horticulture.
- Co-locating growing space with public services, such as within schools or health and care facilities (including GP surgeries).
- Using community-led and flexible land models, such as community land trusts.
- Alongside the quantitative standards set out here, it will also be important to focus on accessibility (walkable distance) and integrating food growing into broader health and wellbeing strategies.

[61] Allot More Allotments, Allotments and the Law. Available at: Allotments and the law.

17.4 Priority Projects

Explanatory note on the role of Biodiversity Net Gain (BNG) in delivering strategic GI and within this IDP:

Biodiversity Net Gain (BNG) is expected to play an important role in supporting the delivery of strategic green infrastructure projects set out in Table 17-4, alongside more conventional funding sources. While this IDP identifies opportunities for alignment between strategic GI priorities and off-site BNG delivery (guided by the Greater Cambridge LNRS), BNG operates through a distinct statutory mechanism. As a mandatory requirement under separate planning legislation, the process for securing and targeting off-site BNG is not set out in this IDP but is expected to complement the developer contributions identified here.

Table 17-4 - Summary of Open Space/GI Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
420 ha of informal open space	Total informal open space, delivered within the site (or off-site) in line with interim open space standards – breakdown for each strategic site is provided in the full IDP schedule. NB. This is a minimum figure as it is expected that commercial development will also be required to contribute, pending finalised standards.	83.4	Delivered on/off-site by the developer as a policy requirement.	Essential mitigation	2025-30: 22.62m 2031-35: 18.91m 2035-39: 21.41m 2040-45: 20.46m	Across the plan area – either within development sites or off-site (targeted toward strategic GI projects listed below). Excludes requirements for NEC.
Children and teenagers provision 32.82 ha of equipped play	Play space, delivered within the site in line with interim open space standards – geographical breakdown	52.68	Delivered on/off-site by the developer as a policy requirement.	Essential mitigation	2025-30: 14.28m 2031-35: 11.94m	Across the plan area – within development sites. Excludes

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
39.38 ha of informal play	provided in full IDP schedule.				2035-39: 13.53m 2040-45: 12.93m	requirements for NEC.
52.51 ha of food growing provision	Food growing space, delivered within site in line with interim open space standards – geographical breakdown provided in full IDP schedule.	6.73	Delivered on/off-site by the developer as a policy requirement.	Essential mitigation	2025-30: 1.82m 2031-35: 1.53m 2035-39: 1.73m 2040-45: 1.65m	Across plan area – either within development sites or off-site. Excludes requirements for NEC.
Milton Country Park extension	Expansion of MCP + potential water sports facility and linear GI corridor.	TBC	Cambridge Sports Lake Trust (CSLT)	Placemaking	n/a	Relevant strategic sites: NEC (addressed by separate IDP)
RSPB Fen Drayton enhancements	Visitor facilities and infrastructure investment to boost capacity.	TBC	RSPB	Placemaking	n/a	North West of the plan area. Relevant strategic sites: Eddington (North West Cambridge).
Historic Cam Corridor Enhancements – Grantchester	Projects not yet defined – Needs include access, green space links, heritage interpretation, and	TBC	CCC, Gonville & Caius College, Greater	Placemaking	n/a	Cambridge City. Relevant strategic sites: NEC (addressed

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Meadows to Ditton Meadows	floodplain habitat restoration.		Cambridge Partnership (GCP)			by separate IDP), Cambridge East.
Cambourne Woodland Arc (Forest Park)	Proposed woodland area to buffer Cambourne and mitigate recreational pressure on vulnerable sites.	TBC	Unclear	Placemaking	n/a	West of the plan area. Relevant strategic sites: Cambourne (expansion).
Investment in habitat sites to the west of Cambridge	Investment in access management to mitigate visitor pressure and protect nature.	TBC	Various: CPPF, colleges, University of Cambridge, Countryside Regeneration Trust, CCC.	Placemaking	n/a	West of the plan area. Relevant strategic sites: North West Cambridge, Cambourne (expansion).
Expansion of Coton Countryside Reserve (CCR)	Expansion of existing reserve: 200 acres of farmland converted to woodland/wetland/ meadows with improved access.	Estimated £3.9 million (but could be delivered in smaller phases). No land acquisition required.	Cambridge Past, Present and Future (CPPF);	Placemaking	n/a	Western edge of Cambridge: Relevant strategic site: Eddington (North West Cambridge).
Gog Magog Regional Park	Strategic 80–100ha linking SSSIs, LNRs, chalk downland, and expanding Gog Magog green spaces.	Estimated £6.5 – 7.5 million (including	Cambridge Past, Present and Future (CPPF); Wildlife	Placemaking	n/a	South of Cambridge. Relevant strategic sites:

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
		land acquisition)	Trust; Magog Trust.			CBC, Grange Farm.
Wicken Fen Southern Gateway	Extend Wicken Fen to the edge of the city. 5,000ha nature-rich countryside with gateways and visitor facilities.	£9-10 million for projects costed so far.	National Trust	Placemaking	n/a	East of Cambridge. Relevant strategic sites: Cambridge East.
Cambridge urban/peri-urban forest	Expanded tree planting in priority locations/areas of deficit to meet canopy cover targets.	TBC	Cambridge City Council	Placemaking	n/a	Cambridge City. Relevant strategic sites: Cambridge East.
Greater Cambridge Chalk Stream Project	Variety of restoration measures in line with project findings) to rare chalk streams, currently under significant pressure.	TBC	Cambridge City Council	Placemaking	n/a	Across the south of the plan area. Relevant strategic sites: Grange Farm, Cambridge East.

Source: AtkinsRéalis analysis

18. Infrastructure Delivery

18.1 Overview

The scale of transformation anticipated at Greater Cambridge means that the infrastructure identified in this IDP requires well-coordinated upfront resources to plan and deliver. Infrastructure delivery requires a collaborative, multi-disciplinary approach.

Successfully planning and delivering infrastructure within Greater Cambridge involves coordination across a wide range of stakeholders, from the GCSPS and other LPAs to utilities and services providers such as UKPN, Cambridge Water, GCSWS, the NHS, as well as developers, technical experts, parishes and community representatives. Each brings unique needs, perspectives and expertise that are essential to shaping infrastructure that is not only responsive to future growth, national targets and regional aspirations, but also resilient to climate change and economic trends.

Given the complexity and scale of infrastructure requirements in the Greater Cambridge area, a diversified delivery model is needed. This includes exploring a range of funding mechanisms such as central government grants, S106 agreements, CIL, business rates retention, city deals such as GCP, new homes bonus payments, congestion charges, and loans. This chapter considers funding options for the projects identified in the preceding chapters. Nonetheless, this should not limit the scope of discussion with stakeholders around funding alternatives.

18.2 Infrastructure Cost Summary

Infrastructure costs should be considered best estimates made relative to prevailing strategies, service delivery plans and/or outline specifications that have been provided at this point in time.

Infrastructure costs have been estimated through a variety of approaches and informed through engagement with infrastructure providers and other consultants working on the preparation of infrastructure strategies for Greater Cambridge. Some suppliers have used bespoke metrics to estimate infrastructure costs, while others have used benchmarks and comparators.

Table 18-1 presents the total cost of projects per typology. It is noteworthy that not all infrastructure projects have been developed to a stage where accurate cost estimates can be provided. As many infrastructure strategies and plans are still in preparation, costing information is currently unavailable for some identified projects. Cost estimates will need to be refined as projects progress and more detailed evidence becomes available through topic papers, strategic site masterplans/ planning applications, and the increased certainty provided by the emerging Local Plan.

All costs **exclude** land acquisition, professional fees and abnormal costs, such as land remediation costs. Such matters are best dealt with on a site-by-site basis via conventional viability testing rather than via a desktop review at this scale.

It is noteworthy that an IDP is a **live** document; hence, it should be updated regularly to reflect changes in infrastructure planning, funding availability, and stakeholder input.

Table 18-1 – Cost summary for identified infrastructure projects

Infrastructure Typology	Total Cost Estimate (£ million)	Principal funding source
Transport	**2,541.10**	-
Internal	288.60	Developers
Local	51.30	CCC / CPCA / Developers
Strategic	2,201.20	GCP / CCC / CPCA / Developers
Utilities	**3,415.6**	-
Power	54.00	OFGEM
Water Supply	3,349.00	OFWAT / Water Companies
Waste & Recycling	12.60	Private providers / Developers
Digital Network	-	Private providers
Social Infrastructure	**672.38**	-
Education	433.6	Developers
Healthcare	76.50	Developers
Community and Culture	35.2	Developers
Emergency services	25.9	Blue light services / Developers
Indoor Sports and Leisure	101.18	Developers / Private providers
Green Infrastructure and open space	**350.04**	-
Strategic Green Infrastructure	20.40	Developers

Infrastructure Typology	Total Cost Estimate (£ million)	Principal funding source
Children/young people provision	66.73	Developers
Food growing provision	6.37	Developers
Informal open space	83.44	Developers
Outdoor sport	173.1	Developers / Private providers
Total	**6,979.12**	**-**

Source: AtkinsRéalis analysis

Note: not all costs for projects have been estimated. This is the best estimate at this point in time, and further revisions are needed as more evidence-based and design details are provided

Funding sources

Table 18-1 presents **total project costs** that have been identified through technical review, benchmarking and stakeholder engagement. In a number of cases, capital funding has been secured and/or budget committed to the delivery of key infrastructure through existing or emerging business plans. This is specifically the case for projects in the utilities chapter, where water, power, waste and digital infrastructure are primarily delivered by private operators, and for emergency services, where short-term projects across the estate are funded. Transport interventions are subject to myriad funding and delivery mechanisms as a result of the range of interventions identified and their scale. The extent of committed funding across infrastructure types will be clearly detailed in future iterations of this IDP in order to highlight the funding 'gap' that exists. With capital funding typically constrained across many of the social and green infrastructure typologies, it is expected that developer contributions will be the principal source of funding to meet the needs created by planned growth.

Apportioning residual costs

Where a funding gap has been identified and the expectation is that developer contributions are required to deliver the infrastructure to support housing and employment growth, this will need to be **apportioned** between housing and employment growth to reflect the relationship between development and infrastructure need. Clearly, the delivery of new homes will drive the demand for new social infrastructure and some green infrastructure typologies, but both housing and employment growth will contribute to demand for investment in transport infrastructure, emergency services infrastructure, sport and leisure and some green infrastructure typologies. This apportionment exercise will be completed as housing and employment trajectories are finalised and project cost information is refined.

18.3 Infrastructure Delivery Schedule

Table 18-2 – Infrastructure Delivery Schedule presents the identified priority projects for Greater Cambridge. For each of the identified projects, an outline description, cost estimate, principal source of funding/delivery partner, prioritisation exercise and the delivery phasing are identified. Future revisions of this schedule will confirm the extent to which funding is secured and any residual gap.

Table 18-2 – Infrastructure Delivery Schedule

Ref	Infrastructure Sub-Typology	Project	Cost (£m)	Lead Delivery Partner(s)	Prioritisation	Phasing
1	Strategic GI	Milton Country Park extension.	TBC	Cambridge Sports Lake Trust (CSLT)	Placemaking	2024 - 2045
2	Strategic GI	RSPB Fen Drayton enhancements.	TBC	RSPB	Placemaking	2024 - 2045
3	Strategic GI	Ditton Meadows enhancements.	TBC	TBC	Placemaking	2024 - 2045
4	Strategic GI	Cambourne Woodland Arc (Forest Park).	TBC	TBC	Placemaking	2024 - 2045
5	Strategic GI	Investment in habitat sites to the west of Cambridge.	TBC	Cambridge City Council	Placemaking	2024 - 2045
6	Strategic GI	Expansion of Coton Countryside Reserve (CCR).	3.90	Cambridge Past, Present, and Future (CPPF)	Placemaking	2024 - 2045
7	Strategic GI	Gog Magog Regional Park	7.00	Cambridge Past, Present and Future (CPPF) / Wildlife Trust	Placemaking	2024 - 2045
8	Strategic GI	Wicken Fen Southern Gateway.	9.50	National Trust	Placemaking	2024 - 2045
9	Informal open space	Open space at North West Cambridge.	5.85	Developer(s)	Essential mitigation	2024 - 2045
10	Children/ young people provision	Children/young people provision at North West Cambridge.	3.70	Developer(s)	Essential mitigation	2024 - 2045
11	Food growing provision	Food growing provision at North West Cambridge.	0.47	Developer(s)	Essential mitigation	2024 - 2045
12	Informal open space	Open space at Cambridge East (airport).	6.79	Developer(s)	Essential mitigation	2024 - 2045
13	Children/young people provision	Children/ young people provision at Cambridge East.	4.28	Developer(s)	Essential mitigation	2024 - 2045
14	Food growing provision	Food growing provision at Cambridge East.	0.55	Developer(s)	Essential mitigation	2024 - 2045
15	Informal open space	Open space at Cambridge East (Newmarket, Cherry Hinton).	2.59	Developer(s)	Essential mitigation	2024 - 2045
16	Children/young people provision	Children/ young people provision at Cambridge East (Newmarket, Cherry Hinton).	1.63	Developer(s)	Essential mitigation	2024 - 2045
17	Food growing provision	Food growing provision at Cambridge East (Newmarket, Cherry Hinton).	0.21	Developer(s)	Essential mitigation	2024 - 2045
18	Informal open space	Open space at Cambourne.	8.33	Developer(s)	Essential mitigation	2024 - 2045
19	Children/ young people provision	Children/young people provision at Cambourne.	5.26	Developer(s)	Essential mitigation	2024 - 2045

Ref	Infrastructure Sub-Typology	Project	Cost (£m)	Lead Delivery Partner(s)	Prioritisation	Phasing
20	Food growing provision	Food growing provision at Cambourne.	0.67	Developer(s)	Essential mitigation	2024 - 2045
21	Informal open space	Open space at Grange Farm.	4.68	Developer(s)	Essential mitigation	2024 - 2045
22	Children/ young people provision	Children/young people provision at Grange Farm.	2.95	Developer(s)	Essential mitigation	2024 - 2045
23	Food growing provision	Food growing provision at Grange Farm.	0.06	Developer(s)	Essential mitigation	2024 - 2045
24	Informal open space	Open space at Cambridge Biomedical Campus.	0.80	Developer(s)	Essential mitigation	2024 - 2045
25	Children/ young people provision	Children/young people provision at Cambridge Biomedical Campus - children/young people.	14.56	Developer(s)	Essential mitigation	2024 - 2045
26	Food growing provision	Food growing provision at Cambridge Biomedical Campus.	0.06	Developer(s)	Essential mitigation	2024 - 2045
27	Informal open space	Open space at Waterbeach.	10.37	Developer(s)	Essential mitigation	2024 - 2045
28	Children/ young people provision	Children/young people provision at Waterbeach.	6.55	Developer(s)	Essential mitigation	2024 - 2045
29	Food growing provision	Food growing provision at Waterbeach.	0.84	Developer(s)	Essential mitigation	2024 - 2045
30	Informal open space	Open space provision at non-strategic sites (including windfall allowance).	44.03	Developer(s)	Essential mitigation	2024 - 2045
31	Children/ young people provision	Children/young people provision at non-strategic sites (including windfall allowance).	27.80	Developer(s)	Essential mitigation	2024 - 2045
32	Food growing provision	Food growing provision at non-strategic sites (including windfall allowance).	3.50	Developer(s)	Essential mitigation	2024 - 2045
33	Strategic	Waterbeach to Cambridge bus corridor	109.40	CCC / GCP	Critical enabling	By 2035
34	Strategic	Public transport improvements for Cambridge.	TBC	GCP	Critical enabling	By 2040
35	Strategic	Chisholm Trail Phase 2	5	GCP	Essential Mitigation	By 2030
36	Strategic	Cambourne to Cambridge Bus Corridor.	181.30	CCC submitted TWAO to SoS (on behalf of GCP)	Critical enabling	By 2035
37	Strategic	Additional 1000 P&R spaces in Cambridge.	10	GCP	Essential mitigation	By 2035
38	Strategic	Cambridge South East Transport Phase 2	161	CCC submitted TWAO to SoS (on behalf of GCP)	Critical enabling	By 2040
39	Strategic	CSET Busway Extension- Grange Farm.	30	GCP / CCC	Critical enabling	By 2040

Ref	Infrastructure Sub-Typology	Project	Cost (£m)	Lead Delivery Partner(s)	Prioritisation	Phasing
40	Strategic	Cambridge South Station.	211	Network Rail	Critical enabling	By 2030
41	Strategic	Cambridge Eastern Access.	58.50	GCP	Critical enabling	By 2030
42	Strategic	East West Rail	TBC	East West Railway Company (created by DfT)	Critical enabling	TBC
43	Strategic	A10 dualling scheme	215	CCC / CPCA	Essential mitigation	By 2035
44	Strategic	A428 Black cat to Caxton Gibbet.	1000	National Highways	Critical enabling	By 2030
45	Strategic	Cambridge South West Travel Hub.	72	GCP	Essential mitigation	By 2030
46	Strategic	New Station for Waterbeach.	37	GCP / Homes England	Critical enabling	By 2030
47	Strategic	Greenways	112	GCP	Essential mitigation	By 2035
48	Local	Madingley Road Scheme.	14.5	GCP	Essential mitigation	By 2035
49	Local	Hills Road Cycle Plus	TBC	GCP	Essential mitigation	By 2030
50	Local	A1134 Cycle Plus	TBC	GCP	Essential mitigation	By 2035
51	Local	Cycle network improvements.	TBC	GCP / CPCA	Essential mitigation	By 2035
52	Local	Electric vehicle charging points.	TBC	Developers / CCC / City Council / SCDC	Essential mitigation	By 2035
53	Local	Bus service to connect North East Cambridge with North West Cambridge.	TBC	Public transport operator	Essential mitigation	By 2035
54	Local	Traffic calming measures to be introduced at multiple sites to manage travel.	TBC	Developer(s) / Cambridgeshire County Council	Essential mitigation	By 2030
55	Local	Series of site-specific active travel improvements across most proposed strategic development sites.	TBC	Developer(s) / CCC	Critical enabling	By 2030
56	Local	Active travel improvements on West Cambridge Access Road.	TBC	Developer(s) / CCC	Critical enabling	By 2035
57	Local	Active travel improvements on Huntingdon Road.	TBC	Developer(s) / CCC	Critical enabling	By 2035
58	Local	Active travel connections to a variety of villages connecting to Eddington.	TBC	Developer(s) / CCC	Critical enabling	By 2035

Ref	Infrastructure Sub-Typology	Project	Cost (£m)	Lead Delivery Partner(s)	Prioritisation	Phasing
59	Local	Active travel routes to the Chisolm Trail.	TBC	Developer(s) / CCC	Essential mitigation	By 2040
60	Local	Active travel connections to transport corridors near Cambridge East.	TBC	Developer(s) / CCC	Essential mitigation	By 2040
61	Local	Active travel connections to transport corridors near Babraham Research Campus.	TBC	Developer(s) / CCC	Essential mitigation	By 2040
62	Local	Active travel improvements along the A505.	TBC	Developer(s) / CCC	Essential mitigation	By 2035
63	Local	Connection to the CSET travel hub.	TBC	Developer(s) / CCC	Essential mitigation	By 2040
64	Local	Active travel connections and improvements surrounding Grange Farm.	TBC	Developer(s) / CCC	Essential mitigation	By 2040
65	Local	Active travel connections and improvements surrounding the Cambridge Biomedical Campus.	TBC	Developer(s) / CCC	Essential mitigation	By 2040
66	Local	Connection to Dry Drayton Road and A1307.	TBC	Developer(s) / CCC	Essential mitigation	By 2045
67	Local	Active travel improvements along the 151/10 bridleway.	TBC	Developer(s) / CCC	Essential mitigation	By 2045
68	Local	Active travel connections and improvements surrounding Slate Hall Farm.	TBC	Developer(s) / CCC	Essential mitigation	By 2045
69	Local	Improvements and integration of bridleways.	TBC	Developer(s) / CCC	Essential mitigation	By 2045
70	Local	Active travel connections to a range of villages.	TBC	Developer(s) / CCC	Essential mitigation	By 2045
71	Local	Active travel connections to key active travel corridors.	TBC	Developer(s) / CCC	Essential mitigation	By 2045
72	Local	Active travel improvements to key trip attractors in Cambourne.	TBC	Developer(s) / CCC	Essential mitigation	By 2045
73	Local	Multiple grade-separated crossings for active modes over the A428 to the existing Cambourne.	TBC	Developer(s) / CCC	Critical enabling	By 2040
74	Local	Connection to Bar Hill	TBC	Developer(s) / CCC	Essential mitigation	By 2045
75	Local	Access road for development at CBC	54	Developer(s) / CCC	Critical enabling	By 2035
76	Local	A series of public transport improvements.	TBC	Public transport operators / CPCA	Critical enabling	By 2030
77	Local	New Controlled Parking Zones in the surrounding area.	1	GCP	Essential mitigation	By 2035

Ref	Infrastructure Sub-Typology	Project	Cost (£m)	Lead Delivery Partner(s)	Prioritisation	Phasing
78	Local	Bridge over Milton Road to Cambridge Science Park.	18	CCC	Essential mitigation	TBC
79	Internal	Underpass between St John's Innovation Centre and Cambridge Science Park.	13	Developer(s) / CCC	Essential mitigation	TBC
80	Internal	Busway Crossings	0.60	Developer(s) / CCC	Essential mitigation	2024 - 2045
81	Internal	Upgrade to the Milton Road underpass under the Busway.	1	Developer(s) / CCC	Essential mitigation	TBC
82	Internal	Filling in of the Milton Road underpass under the Busway, and extending the existing surface-level footway/ cycleway.	2	Developer(s) / CCC	Placemaking	TBC
83	Internal	Improved crossing at Milton Road with the busway junction.	1.30	Developer(s) / CCC	Essential mitigation	TBC
84	Internal	Improved cycle and walking route to North Cambridge Academy Secondary School.	2.20	Developer(s) / CCC	Essential mitigation	TBC
85	Internal	Mobility hubs	TBC	Developer(s) / CCC	Essential mitigation	2024 - 2045
86	Internal	Delivery and consolidation hubs.	TBC	Developer(s) / CCC	Essential mitigation	2024 - 2045
87	Internal	Intra-NEC area shuttle bus system.	22.50	Developers / CPCA	Placemaking	By 2040
88	Internal	Parking barns	TBC	Developer(s) / CCC	Essential mitigation	By 2045
89	Internal	Connections to existing Public Rights of Way (PRoW).	TBC	Developer	Placemaking	By 2045
90	Internal	Granham's Road realignment, new junction with Babraham Road, sustainable transport infrastructure (bus/cycle lane) to Park and Ride.	TBC	Developer(s) / CCC	Critical enabling	By 2035
91	Internal	Mid-Street	TBC	Developer(s) / CCC	Critical enabling	By 2035
92	Internal	East West Link	TBC	Developer(s) / CCC	Essential	By 2050
93	Internal	Southern access road	TBC	Developer(s) / CCC	Critical enabling	By 2035
94	Internal	Improvements to cycle ways south of Nine-Wells Residential area.	TBC	Developer(s) / CCC	Placemaking	By 2030
95	Internal	Cycleway improvements to Addenbrookes Road.	TBC	GCP / Developer(s)	Essential mitigation	By 2035
96	Internal	Sensor and AI technology for Trip Budget Adherence and on-site priority and management.	1.60	Developer(s)	Essential mitigation	By 2035

Ref	Infrastructure Sub-Typology	Project	Cost (£m)	Lead Delivery Partner(s)	Prioritisation	Phasing
97	Internal	North-South Pedestrian Link.	5.10	Developer(s)	Placemaking	By 2035
98	Internal	Robinson Way improvements.	2	Developer(s)	Placemaking	By 2035
99	Substation	New and expanded/reinforced primary substations.	30	OFGEM / UKPN / Developers	Critical enabling	2035 - 2045
100	Substation	Grid substation	20	OFGEM / UKPN / Developers	Critical enabling	2030 - 2045
101	Substation	Expansion of the substation at Milton Road.	4	UKPN	Critical enabling	2024 - 2045
102	Strategic	Grafham Water transfer.	89	AW	Critical enabling	2030-2040
103	Strategic	Fens reservoir	1965	CWC / AW	Critical enabling	2035-beyond plan period
104	Strategic	Water recycling centre	400*	CWC / AW	Critical enabling	2040-beyond plan period
105	Strategic	River Cam abstraction	245	CWC and others	Critical enabling	2040-beyond plan period
106	Strategic	Smart water community.	TBC	CWC / AW / OFWAT Innovation Fund	Placemaking	2040-beyond plan period
107	Strategic	Desalination plant	500	Developers	Critical enabling	2040-beyond plan period
108	Strategic	Final effluent recycling	150	CWC / AW / Essex and Suffolk Water	Critical enabling	2040-beyond plan period
109	Strategic	Waste transfer station	TBC	CCC	Critical enabling	TBC
110	Strategic	Anaerobic digestor	TBC	CCC	Essential mitigation	TBC
111	Strategic	Milton HRC expansion	4.81	CCC / Developers	Critical enabling	2025-2030
112	Strategic	Electric vehicle fleet	7.8	City Council / SCDC / Developers	Critical enabling	2024 - 2045
113	Local	Bring banks	n/a	City Council / SCDC and contracting partners	Placemaking	2024 - 2045
114	Broadband	Continued provision of Full Fibre to residential and commercial premises.	n/a	OpenReach / City Fibre / Virgin Media / Connected Cambridgeshire	Critical enabling	2024 - 2045
115	Broadband	Expansion of Camb WiFi to public buildings and spaces.	n/a	Connected Cambridgeshire	Placemaking	2024 - 2045
116	Smart Tech & Environmental Monitoring	Expansion of LoRa and sensor network.	TBC	Connected Cambridgeshire / CCC / City Council / SCDC / Developers	Placemaking	2024 - 2045

Ref	Infrastructure Sub-Typology	Project	Cost (£m)	Lead Delivery Partner(s)	Prioritisation	Phasing
117	Mobile Connectivity	Mobile Network reinforcement.	n/a	Mobile Network Operators / Developers	Critical enabling	2024 - 2045
118	Primary schools	Up to 13 New Primary Schools.	276	Developers	Essential mitigation	2030 - 2045
119	Secondary schools	Up to 4 New Secondary Schools.	120	Developers	Essential mitigation	2030 - 2045
120	SEND	1 × Special School	30	Developers	Essential mitigation	2024 - 2045
121	SEND	2 × SEND Units	7.60	Developers	Essential mitigation	2024 - 2045
122	Healthcare	New healthcare facilities.	52.40	ICB / NHS / Developers	Essential mitigation	2024 - 2045
123	Healthcare	Expansion of healthcare facilities.	24.10	ICB / NHS / Developers	Essential mitigation	2024 - 2045
124	Community Centres	New community centre space.	23.20	City Council / SCDC / Developers	Essential mitigation	2024-2045
125	Library	New library at NEC	2.87	CCC / Developers	Essential mitigation	2030-2035
126	Library	New space community libraries space.	9.10	CCC / Developers	Essential mitigation	2024-2045
127	Cemetery	New cemetery space	0.03	Developers / City Council / SCDC / Parish Councils	Essential mitigation	TBC
128	Ambulance	Expansion of Cambridge ambulance hub.	TBC	East England Ambulance / Developers	Essential mitigation	TBC
129	Ambulance	Kings Hedges' response post-expansion.	TBC	East England Ambulance / Developers	Essential mitigation	TBC
130	Ambulance	Delivery of a new response post in North Cambridge.	TBC	East England Ambulance / Developers	Essential mitigation	TBC
131	Fire and rescue	New drop-off facility in North West Cambridge / Eddington.	1.20	CFRS / Developers	Essential mitigation	TBC
132	Fire and rescue	New drop-off facility in Cambridge East.	1.20	CFRS / Developers	Essential mitigation	TBC
133	Police	Milton Police Station	23.50	CC	Essential mitigation	2024 - 2029
134	Police	New facility in Cambridge City Centre.	TBC	CC / Developers	Essential mitigation	2024 - 2029
135	Football	New grass and artificial football pitches of varying sizes and with ancillary changing facilities.	128.47	Developers	Essential mitigation	2024 - 2045

Ref	Infrastructure Sub-Typology	Project	Cost (£m)	Lead Delivery Partner(s)	Prioritisation	Phasing
136	Cricket	New cricket squares and changing facilities.	27.29	Developers	Essential mitigation	2024 – 2045
137	Hockey	New artificial hockey pitches and ancillary changing facilities.	6.62	Developers	Essential mitigation	2024 – 2045
138	Rugby	New grass pitches and changing facilities.	7.40	Developers	Essential mitigation	2024 – 2045
139	Tennis	New floodlit tennis courts.	3.32	Developers	Essential mitigation	2024 - 2045
140	Sports Halls	New sports halls	40.89	SCDC / City Council / Developers	Essential mitigation	2030-2045
141	Swimming	New swimming pools	50.49	SCDC / City Council / Developers	Essential mitigation	2030-2045
142	Swimming	Swimming pool improvements.	5	SCDC / City Council / Developers	Essential mitigation	2030-2045
143	Swimming	New regional swimming pool.	TBC	SCDC / City Council / Developers	Essential mitigation	2040-2045
144	Health and fitness	Assumed provision of 5x new health and fitness suites within the wider facility.	2.50	SCDC / City Council / Developers	Placemaking	2024 – Full build out
145	Health and fitness	Provision of 3x new indoor bowling rinks.	0.70	SCDC / City Council / Developers	Placemaking	2024 – Full build out
146	Racket sports	13x new indoor tennis courts.	1.30	SCDC / City Council / Developers	Placemaking	2024 – Full build out
147	Racket sports	6x new squash courts	0.30	SCDC / City Council / Developers	Placemaking	2024 – Full build out
148	Racket sports	Padel courts	TBC	SCDC / City Council / Developers	Placemaking	2024 – Full build out

Source: AtkinsRéalis analysis

APPENDIX

Appendix A. List of Exclusions

A number of interventions and deliverables that could be considered 'infrastructure' have been excluded from this draft of the IDP. The reasons for excluding these infrastructure types range from their delivery being primarily a planning policy or development management issue, costs being recognised as core build costs rather than infrastructure and/or instances where delivery will be the subject of commercial considerations by private businesses as a result of prevailing market conditions. Further details are provided below:

Planning Policy issues

Affordable housing has been excluded from the IDP on the basis that it is typically provided on site as a key policy requirement and an integral part of development proposals. It is typically included in viability appraisals as a core part of the build costs and development values rather than as infrastructure. The same principle applies to Affordable and/or creative workspace.

Development and build costs

A range of infrastructure will be provided within development plots as part of the build costs. These include, for example, communal gardens, landscaping and internal circulations/access, waste storage and on-site management facilities, and energy efficiency/water efficiency measures that will be incorporated into the building fabric and systems. This would also include abnormal costs that affect the development potential of individual sites, such as the undergrounding of existing utility infrastructure. The costs associated with these issues will be reflected in build costs within cost models and/or viability assessments for individual developments.

Market-led provision

Where infrastructure is typically delivered by the market, we have not sought to quantify or cost provision, given that this will be subject to market conditions over the plan period. Where there is an expectation that the market will support public sector-led delivery, we have referenced this in our assessment. Examples of this include Early Years provision, built leisure facilities and some elements of healthcare, including dentists and opticians. Some elements of cultural infrastructure will also fall into this category.

Matters to be negotiated via Development Management

Matters to be negotiated via Development Management, there is a range of matters routinely negotiated through the development management process and embedded within s106 planning agreements that are critical in mitigating site/development specific impacts or ensuring conformity with planning policy and otherwise making development acceptable in planning terms, but that don't necessarily need to be identified and costed in an IDP. Such matters include contributions towards employment, skills and training, or community development workers, issues pertaining to the design and/or layout of individual schemes, opportunities for the integration of public art or other site-specific issues that it is difficult to anticipate at this stage.

Appendix B. Existing Infrastructure maps

B.1 Education

Figure B-1 - Primary and Secondary Education Catchment Zones

Source: My Cambridgeshire

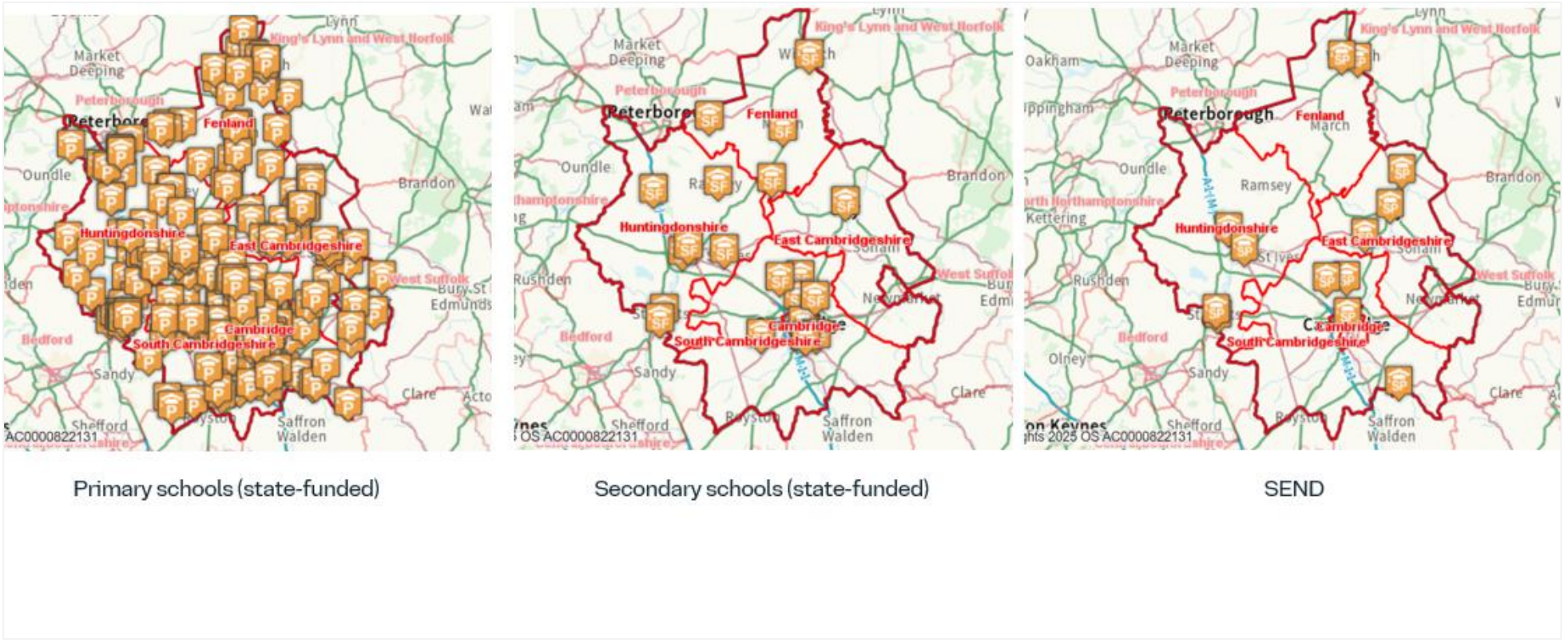

Figure B-2 – Primary, Secondary and SEND Educational facilities

Source: My Cambridgeshire

B.2 Sports and leisure infrastructure distribution

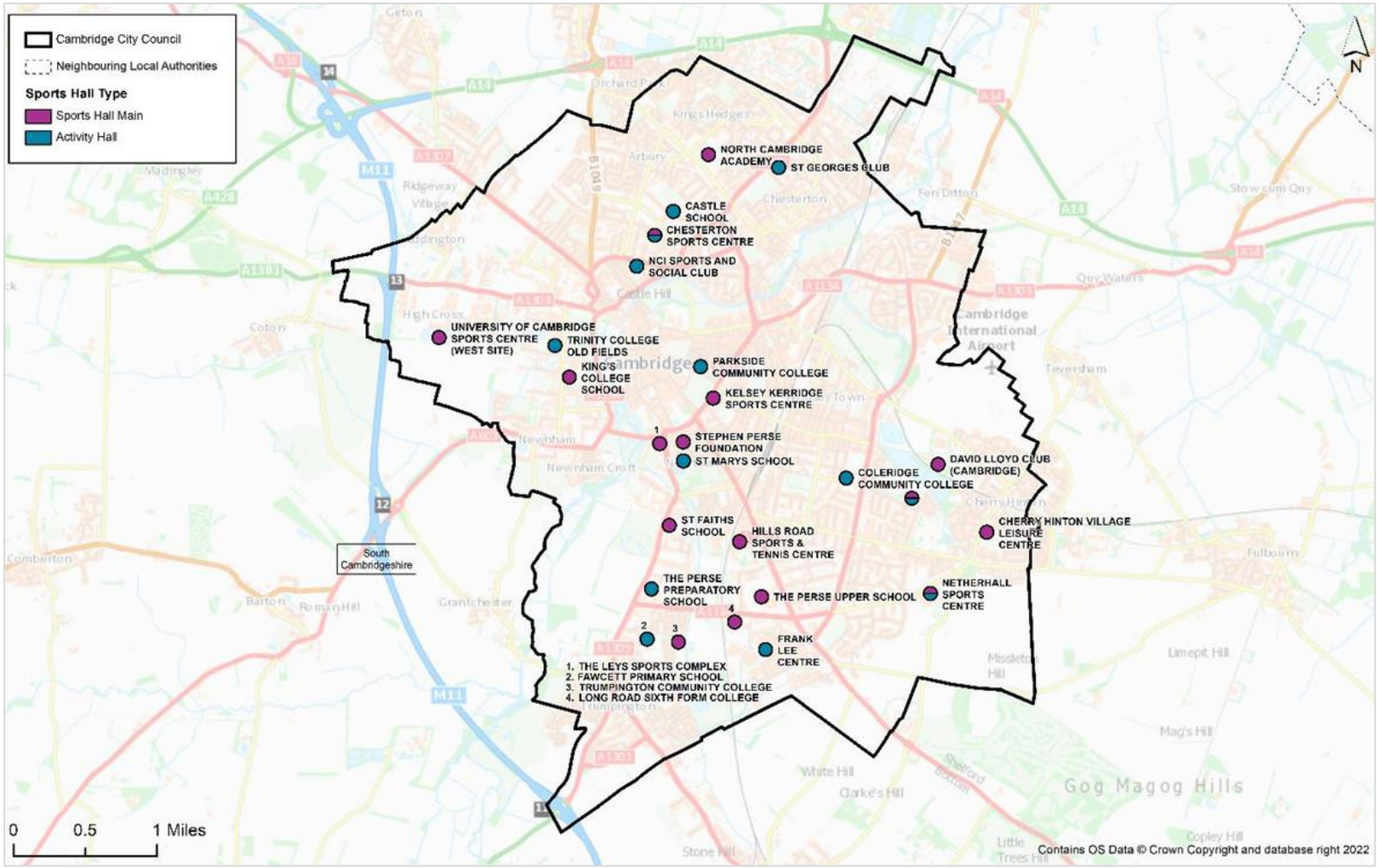

Figure B-3 – Sports Hall/Activity Hall sites in the City of Cambridge

Source: Strategic Leisure (2025). Draft Assessment of Need for Indoor Sports Facilities.

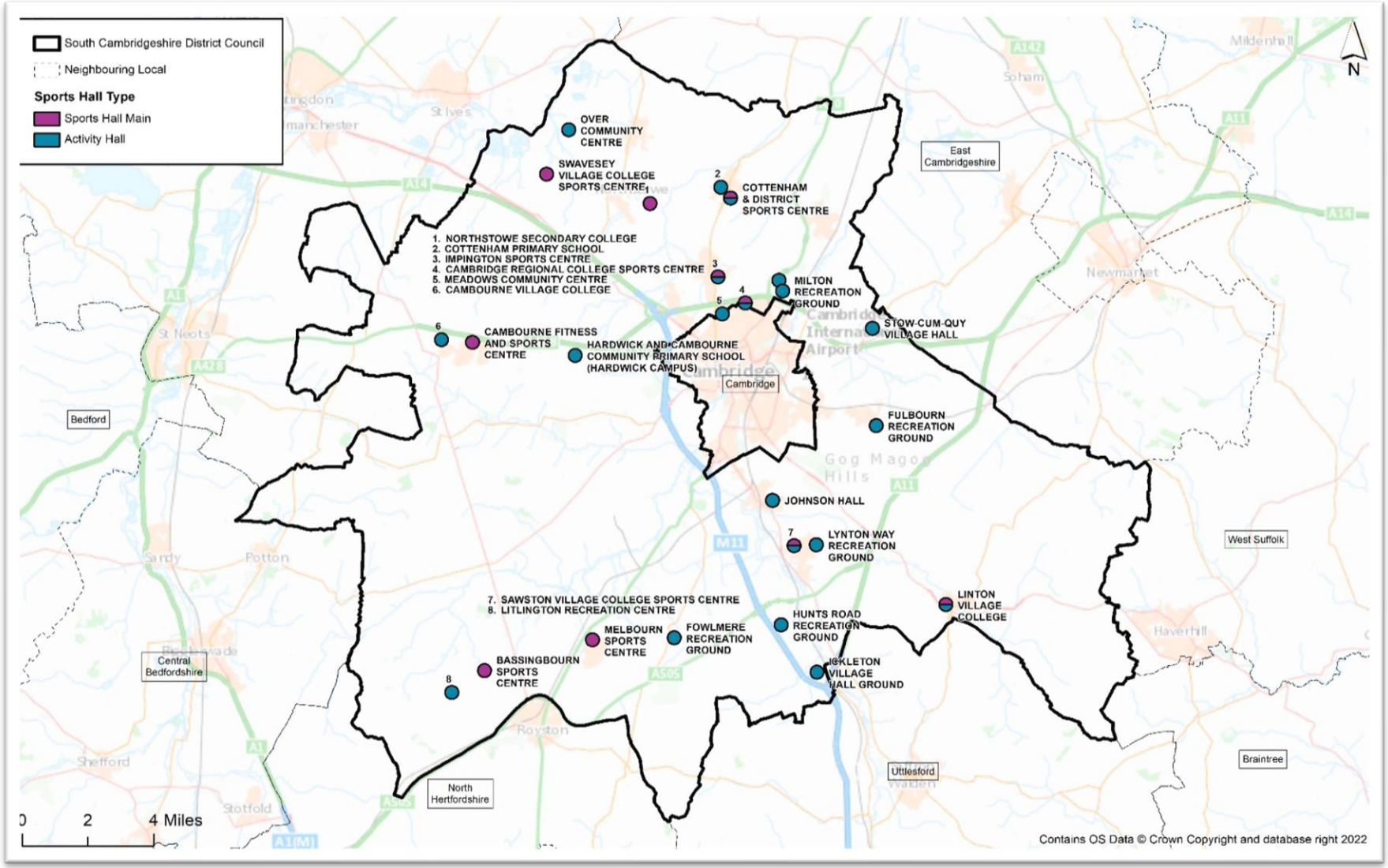

Figure B-4– Sports Hall/Activity Hall sites in South Cambridgeshire

Source: Strategic Leisure (2025). Draft Assessment of Need for Indoor Sports Facilities.

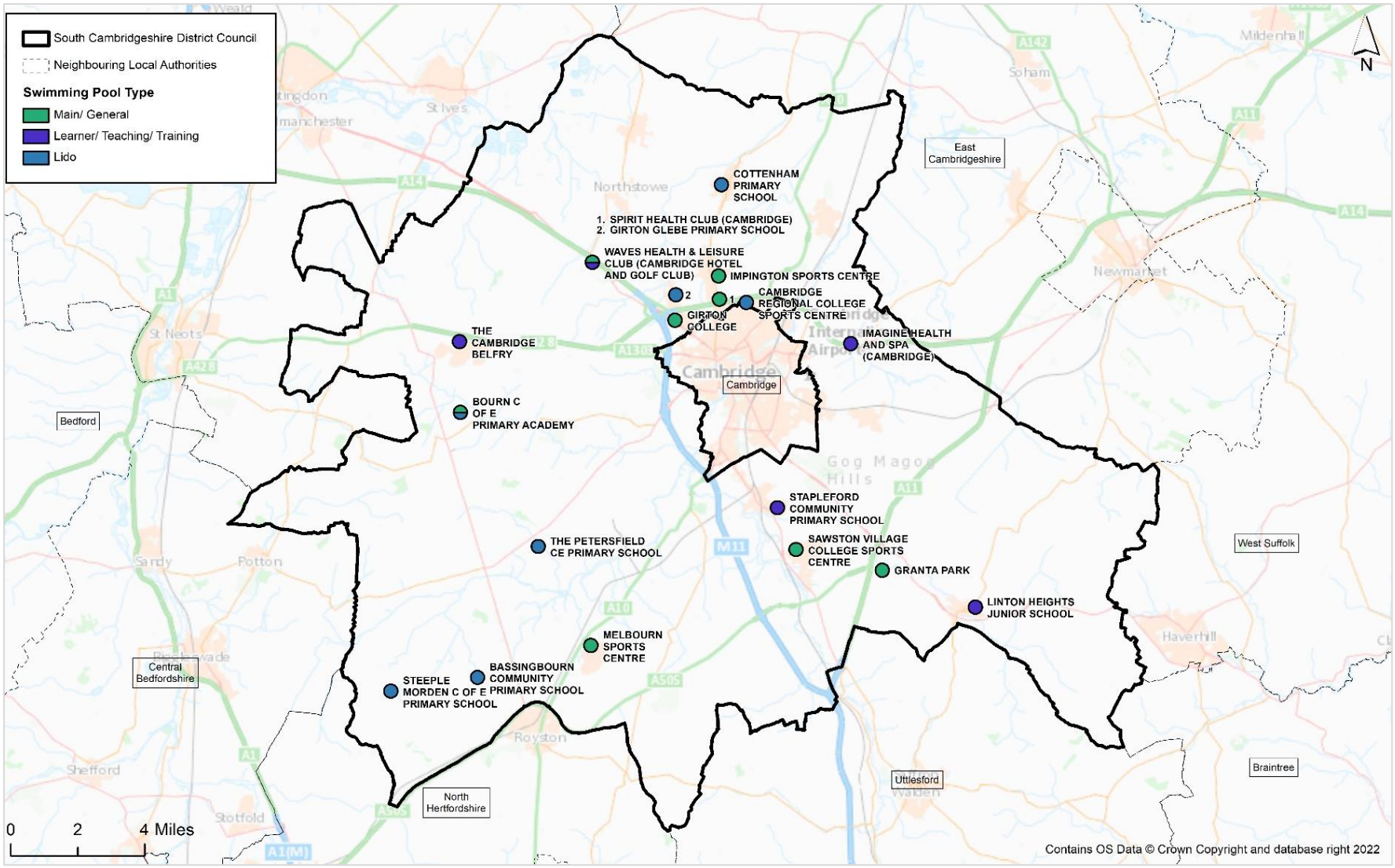

Figure B-5– Swimming pools by type in South Cambridgeshire

Source: Strategic Leisure (2025). Draft Assessment of Need for Indoor Sports Facilities.

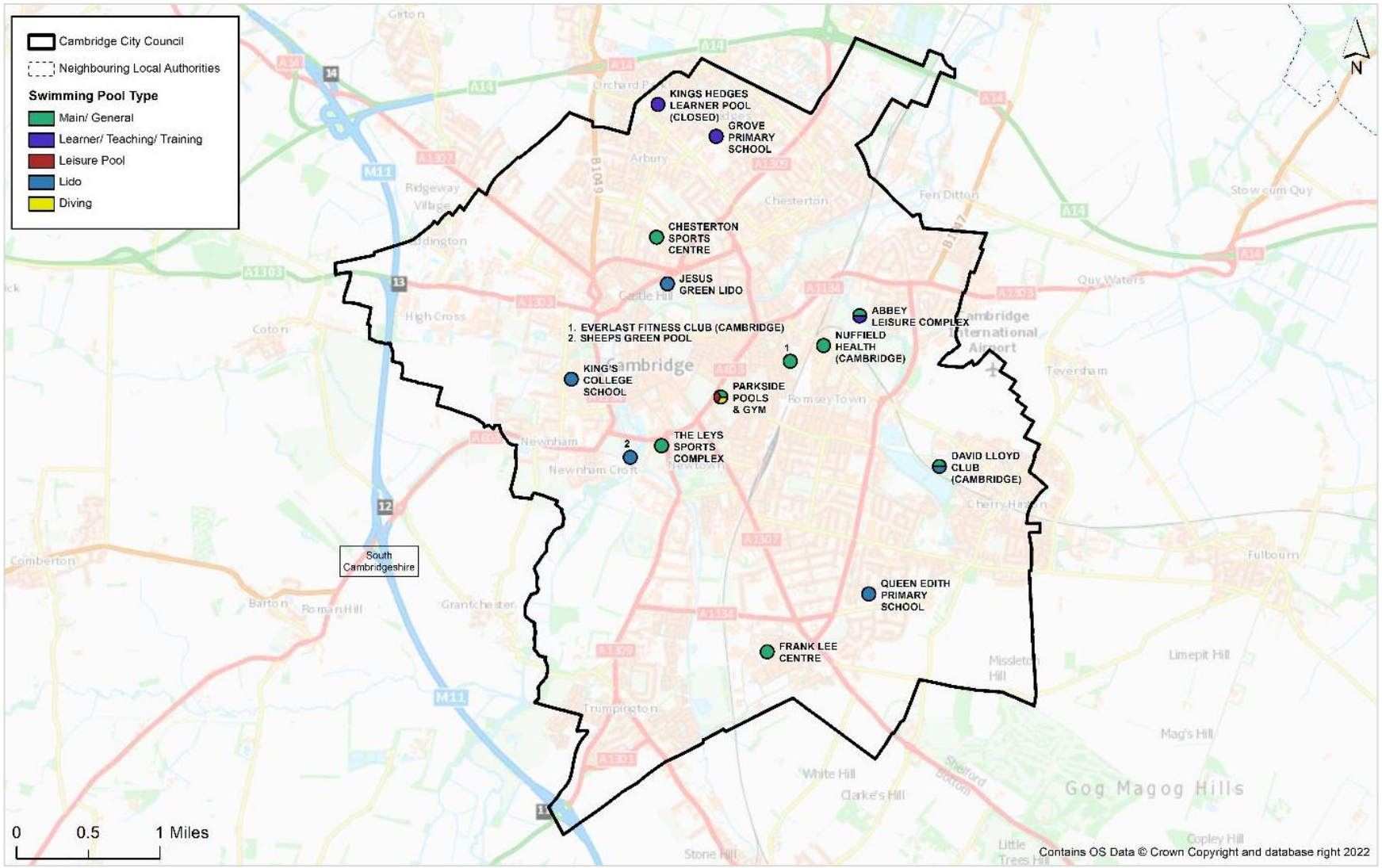

Figure B-6– Swimming Pools by Type in the City of Cambridge

Source: Strategic Leisure (2025) Draft Assessment of Need for Indoor Sports Facilities.

B.3 Community Facilities

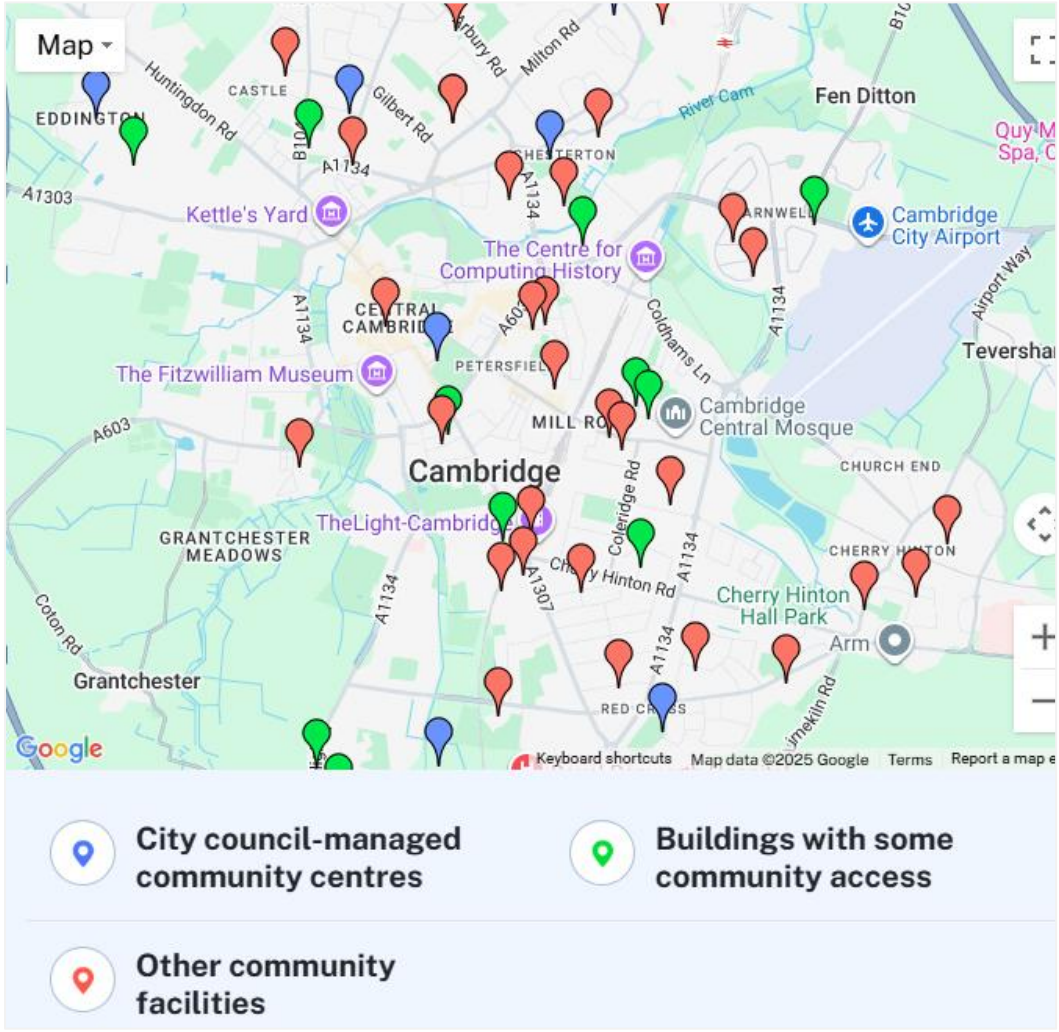

Figure B-7– Community centres in the City of Cambridge

Source: Community centres data. Available at: Community centres - Cambridge City Council.

B.4 Open space accessibility across Greater Cambridge

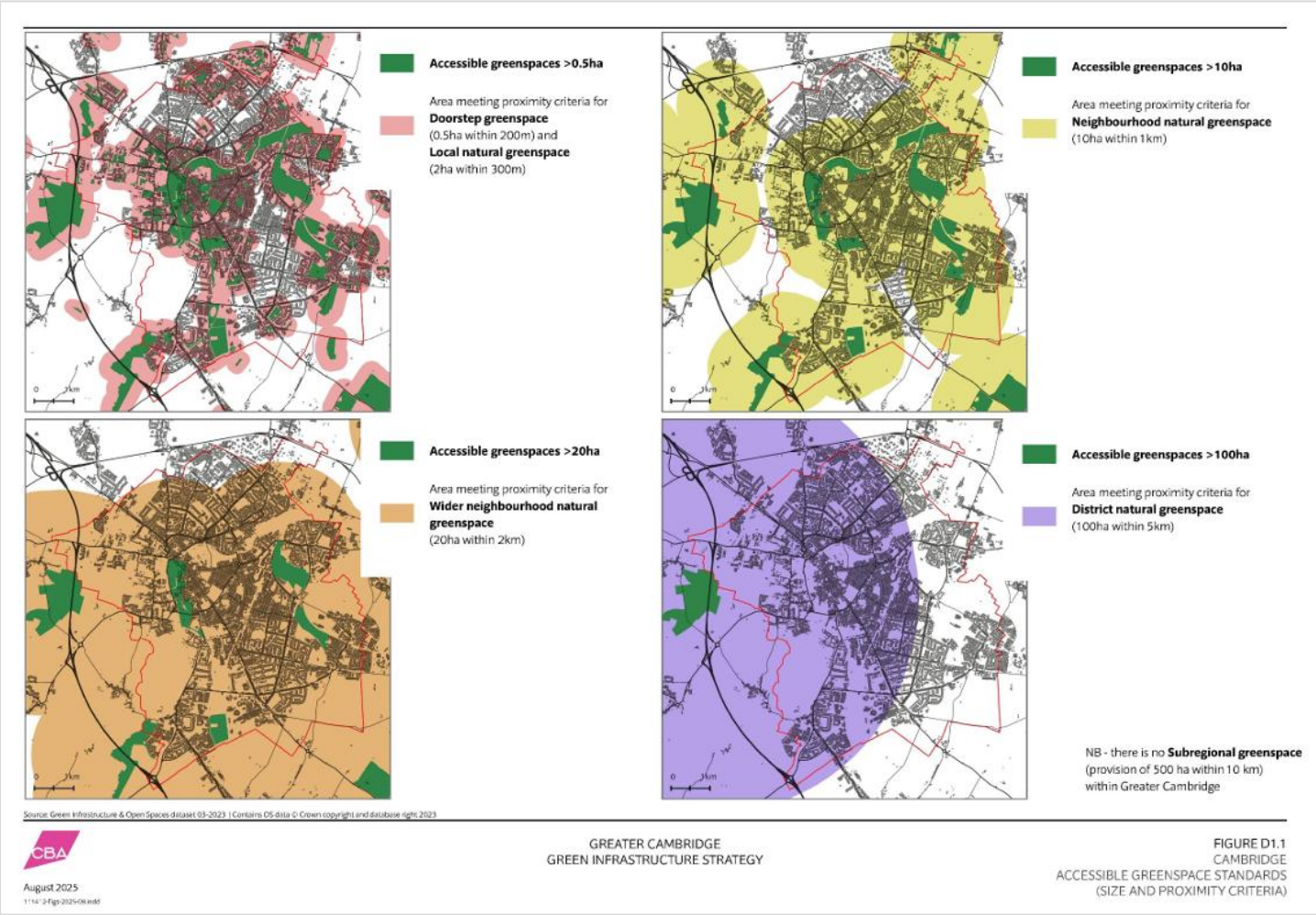

Figure B-8– Map for Open space accessibility across Greater Cambridge

Source: Greater Cambridge Green Infrastructure Strategy, published as part of the Draft Local Plan - Regulation 18 consultation, December 2025 - January 2026. Available at: Greater Cambridge Green Infrastructure Strategy Volume 2 - Supporting Evidence.