GREATER CAMBRIDGE LOCAL PLAN - INFRASTRUCTURE DELIVERY PLAN (IDP)

Greater Cambridge Shared Planning Service (GCSPS)

Proposed Submission Local Plan (Regulation 19) version

July 2026

Notice

This document and its contents have been prepared and are intended solely to provide information relating to the planning, funding and delivery of infrastructure required to support growth in Greater Cambridge, to inform the preparation of the Greater Cambridge Local Plan

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Acronyms

AAP	Area Action Plan
AGP	Artificial grass pitches
AGS	Accessible green space
AW	Anglian Water
AMP	Asset Management Period
BNG	Biodiversity Net Gain
CapEx	Capital expenditure
CBC	Cambridge Biomedical Campus
City Council	Cambridge City Council
CC	Cambridgeshire Constabulary
CCC	Cambridgeshire County Council
CEMP	Construction Environmental Management Plan
CFRS	Cambridgeshire Fire and Rescue Service
CGB	Cambridge Guided Busway
CGC	Cambridge Growth Company
CIL	Community Infrastructure Levy
CIS	Community Infrastructure Studies
CPCA	Cambridgeshire and Peterborough Combined Authority
CPPF	Cambridge Past, Present, and Future
CSETS	Cambridge South East Transport Scheme
CSLT	Cambridge Sports Lake Trust
CWS	City Wildlife Site
CWWTP	Cambridge Waste Water Treatment Plant
CPZ	Controlled Parking Zones
DCMS	Department for Culture, Media and Sport
DfE	Department for Education
DfT	Department for Transport
DNO	District Network Operators

DWF	Dry Water Flow
DWMP	Drainage and Wastewater Management Plan
EE	East of England
EHCPs	Education, Health and Care Plans
EiP	Examination in Public
EWR	East West Rail
FE	Form Entry
GCGIM	Greater Cambridge Green Infrastructure Mapping Project
GCLP	Greater Cambridge Local Plan
GCP	Greater Cambridge Partnership
GCTS	Greater Cambridge Transport Strategy
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
HRC	Household Recycling Centres
ICB	Cambridgeshire & Peterborough Integrated Care Board
ICP	Cambridgeshire & Peterborough Integrated Care Partnership
ICS	Integrated Care System
ISFS	Indoor Sports Facility Strategy
LAEP	Local Area Energy Plan
LNRS	Local Nature Recovery Strategy
LoRaWAN	Long-range, low-power wide area network
LPA	Local Planning Authority
LTCP	Local Transport and Connectivity Plan
MBT	Mechanical Biological Treatment
MNO	Mobile Network Operators
MWLP	Minerals and Waste Local Plan
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
PCN	Primary Care Network
PFI	Private Finance Initiative
PLSS	Public Library Service Standards
PPG	Planning Practice Guidance
PR	Price Review
P&R	Park and Ride
PRoW	Public Rights of Way
RCV	Refuse collection vehicle
RECAP	Cambridgeshire and Peterborough Waste Partnership
RPA	Raising the Participation Age
RSPB	Royal Society for the Protection of Birds

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
SFRA	Strategic Flood Risk Assessment
SME	Small Medium Enterprise
SOBC	Strategic Outline Business Case
SoCG	Statement of Common Ground
SPD	Supplementary Planning Document
SRN	Strategic Road Network
SuDS	Sustainable drainage systems
TWAO	Transport and Works Act Order
UKPN	UK Power Networks
WCS	Water Cycle Study

WINEP	Water Industry National Environment Programme
WRC	Water Recycling Centres
WRE	Water Resources East
WREN	Waterbeach Renewable Energy Network
WRMP	Water Resources Management Plan
WTS	Waste Transfer Station

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 delivery and affordability, sustainable economic growth, transport and traffic management, infrastructure delivery and climate resilience.

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 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 and this broad approach to growth was confirmed in the Regulation 18 Draft Plan which was published for consultation from December 2025 to January 2026.

The emerging Local Plan has been updated in response to the Regulation 18 consultation and the continued development of the council's evidence base. The Proposed Submission Plan (Regulation 19) sets out allocations meeting the identified need for 73,300 jobs and 48,069 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 identifies 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 Proposed Submission Local Plan has been influenced by a range of important strategies that inform the spatial strategy, policy framework and, in some cases, infrastructure delivery. Both the City Council[1] and SCDC[2] have declared climate and ecological emergencies and are implementing strategies and action plans to address biodiversity loss and environmental sustainability. The City Council's Biodiversity Strategy (2022–2030) and South Cambridgeshire's Zero Carbon (2020) and Doubling Nature (2021) 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 such, this IDP will be subject to a final review later in 2026, prior to the Local Plan being submitted to the Secretary of State for Examination and may be subject to further periodic review thereafter.

[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

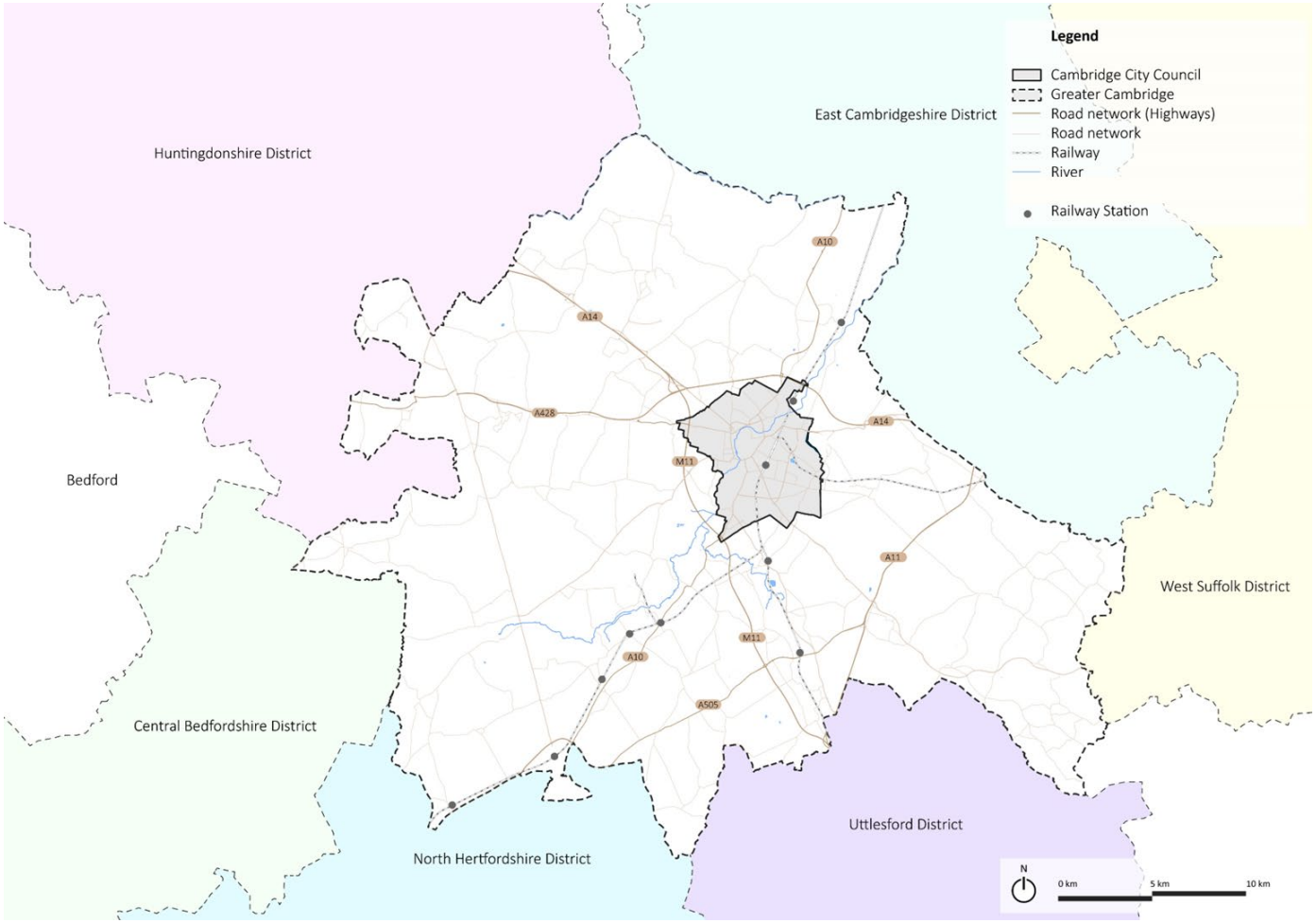

Figure 1-1 - Greater Cambridge Regional Context

Source: AtkinsRéalis (based on Figure 2: Greater Cambridge and 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 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 space and green infrastructures**, including food growing space, play spaces 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 Infrastructure Needs Assessment: Thematic chapters addressing Transportation, Power, Water Supply, Wastewater, Drainage and Flood Management, Waste Management, Digital Network, Education, , Emergency Services, Indoor Sports and Leisure, Outdoor Sports, Accessible Green Space and Green Infrastructure. Assessments identify the existing baseline, future needs, and priority projects for each category of infrastructure.

Chapter 18 Infrastructure Delivery: A comprehensive schedule of the infrastructure projects, costs, funding and delivery schedule to support sustainable growth.

The IDP is accompanied by the following **appendices**:

- **Appendix A:** Matters scoped out of the IDP.
- **Appendix B:** Selected maps of infrastructure provision where available.
- **Appendix C:** A focus on the infrastructure needs across selected Strategic Site allocations and Areas of Major Change.

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].

Preparing, reviewing and examining plans

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

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 delivery and developer contributions

NPPF Paragraph 35 addresses the need for developer contributions, such as Community Infrastructure Levy (CIL) charges and planning obligations secured via 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.

The NPPF states that Local Plans should set out the expected financial contributions from development to achieve this aim. Developer contributions (or delivery in kind) may only be secured to fund infrastructure provision where they meet the statutory tests detailed in the CIL Regulations 2010 and NPPF.

The Greater Cambridge Planning Obligations Supplementary Planning Document (SPD) (2026)[8] sets out the approach taken by the City Council and SCDC in respect of the use of planning obligations. The SPD details the range of infrastructure typically secured through Section 106 agreements and clarifies the processes to be followed. Where relevant, benchmarks for

[7] NPPF (2025) Paragraph 36

[8] Greater Cambridge Planning Obligations Supplementary Planning Document (SPD), adopted April 2026. Available at: greater-cambridge-planning-obligations-supplementary-planning-document-version-for-adoption.pdf

provision, evidence and strategy underpinning the SPD have been used inform infrastructure needs over the plan period.

The Councils are working towards the adoption of the **Community Infrastructure Levy (CIL)** under the current development plans. The revenue raised by CIL will be used to fund the strategic transport projects being delivered by the Greater Cambridge Partnership under the Greater Cambridge City Deal commitments. Section 106 agreements will continue to be used to mitigate the impact of developments by funding local infrastructure such as schools, libraries, doctor's surgeries, sports facilities, community centres, and green infrastructure. The Planning Obligations SPD 2026 will continue to be used to guide decision taking. The Councils are currently considering responses to the recent consultation on the proposed CIL charging schedule and are working towards implementing this in early 2027, following an Examination in Public.

Following the adoption of the CIL and the Local Plan, the Councils (or future Development Corporation) will review the business case for replacing the adopted CIL and Planning Obligations SPD with a comprehensive charging schedule whereby CIL becomes the primary focus of developer contributions.

National Planning Practice Guidance (PPG): Plan-making[9]

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[10]. This involves ensuring an adequate land supply, identifying necessary infrastructure, and establishing clear funding and delivery strategies.

The IDP plays a critical role in supporting the soundness of the Proposed Submission 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, policy and institutional reform

The legislative and policy environment within which 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 Act 2025 and related secondary legislation and associated changes to the NPPF and PPG will reshape the procedural and policy landscape in which infrastructure planning takes place.

Facilitated by the English Devolution and Community Empowerment Act 2026, 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. The newly established Development Corporation and the CPCA, in part through the preparation of a Spatial

[9] Planning practice guidance (PPG): Plan-making (2024). Available at: Plan-making - GOV.UK

[10] Planning practice guidance (PPG): Plan-making (2024) Paragraph 059 Delivery of Strategic Matters. Available at: Plan-making - GOV.UK

Development Strategy for the region, will have significant implications for the funding and delivery of new and improved infrastructure. While these shifts are acknowledged, this 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 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

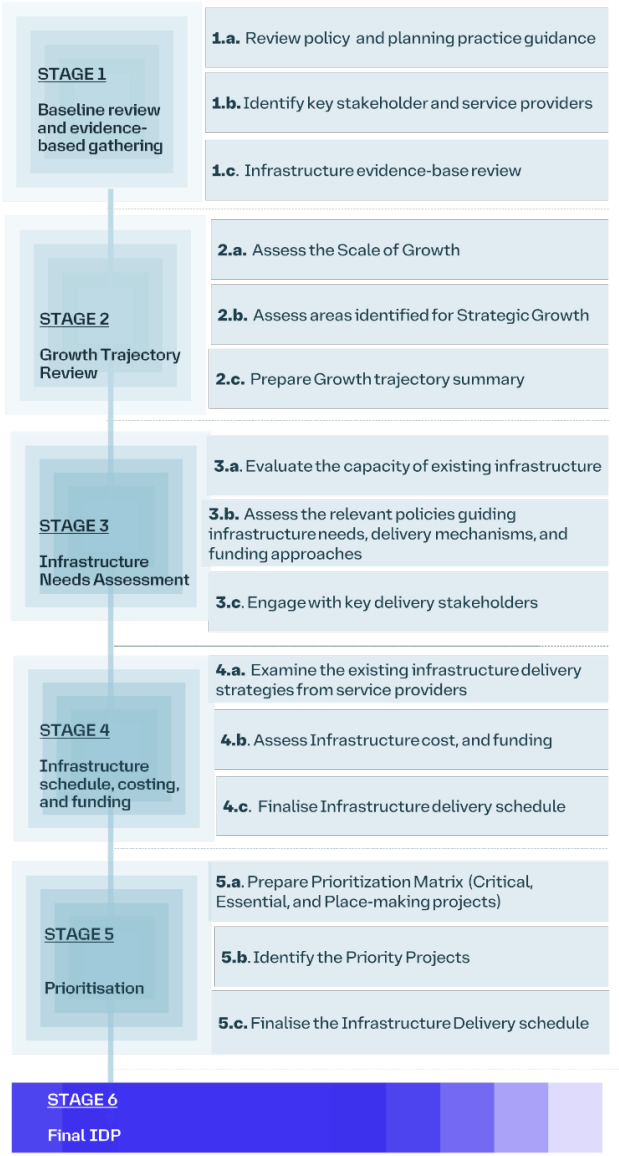

Figure 1-1 – Our Approach and Methodology

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

Analysis of the projected growth across Greater Cambridge, including strategic development sites and smaller locations identified as part of the housing and employment trajectories. The review ensures the infrastructure needs assessment is aligned with assumptions embedded in the Local Plan, including anticipated phasing of delivery throughout the plan period. For the purposes of the IDP, an important distinction is drawn between existing supply subject to planning permission and proposed supply via site allocation and windfall.

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. Need is expressed cumulatively across infrastructure themes, as well as on a site specific basis where appropriate (see also Appendix 3). 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, land availability 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 IDP supports the Local Plan's soundness, guides sustainable investment and enables effective partnerships for consultation and examination. The final IDP will include:

- A technical report with thematic commentary on each infrastructure type (refer to **Chapters 5 – 17**);

- A detailed Infrastructure Delivery Schedule outlining required infrastructure, costs, funding sources and gaps, delivery partners and delivery timelines (refer to **Chapter 18)**;

- Site-specific infrastructure delivery proforma for selected Strategic Site allocations and Area of Major Change identified in the Proposed Submission Local Plan (refer to **Appendix C**).

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 evidence, analysis and stakeholder input as of July 2026.

4. Growth Trajectory

This chapter sets out the growth trajectory for Greater Cambridge as established through the Draft Greater Cambridge Local Plan (GCLP). It provides the evidential baseline for the IDP, establishing the quantum, phasing, and spatial distribution of new development that will drive infrastructure requirements across the plan period from 2024 to 2045.

4.1 Scale of Growth

4.1.1 Overview

The GCLP sets a housing requirement of **48,069 dwellings** and an objectively assessed need for 73,300 jobs for the plan period 2024 to 2045, which reflects the up to date Standard Method calculation outcome for local housing need, and the most likely forecast for jobs respectively. The emerging Local Plan sets out allocations for homes and employment floorspace which meet and provide headroom above the identified needs within the plan period, and also a detailed trajectory for the delivery of housing 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 at least **51,568** new dwellings over the plan period, equating to an average of 2,456 homes per annum, to support population growth and address the minimum housing requirement of 48,069 dwellings (2,289 dwellings per year).

This IDP was prepared in the context of the housing requirement (based on the Standard Method) included in the Draft GCLP (Regulation 18) of 48,069 dwellings (or 2,289 dwellings per year), and a slightly amended Draft Local Plan housing trajectory. The amendments to the Draft Local Plan housing trajectory take account of the Councils no longer allocating North East Cambridge and instead have included a proxy of anticipated completions for North East Cambridge based on planning permissions, adopted allocations and pre-application discussions. The amended Draft Local Plan housing trajectory includes anticipated completions of 51,568 dwellings within the plan period, and comprises housing completions and commitments via planning permissions, a combination of existing site allocations that are carried forward into the new Plan and new site allocations and an allowance for windfall development, as below:

Table 4-1-1 – Housing delivery in the plan period[11]

Housing supply category	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
Completions / Existing Permissions	10,562	8,397	5,255	4,818	**29,032**
Allocations (Existing)	332	1,398	0	0	**1,730**
New Allocations	146	1,677	5,930	5,950	**13,703**
Windfall	329	2,099	2,125	2,550	**7,103**
Total					**51,568**

Source: GCSPS (Trajectory as of March 2026)

This equates to an estimated uplift in population of 118,137 over the plan period.

Completions and commitments

The largest single component of supply is completions and existing planning permissions, accounting for 29,032 dwellings (56.3% of total supply). This includes the long term delivery of major new settlements and urban extensions throughout (and beyond) the plan period at Northstowe, Waterbeach, Bourn Airfield and Cambourne West, alongside a large number of smaller sites with outline or full planning permission. The concentration of this supply in the early periods (10,562 dwellings in 2024–29 and 8,397 dwellings in 2029/30–33/34) reflects the advanced delivery stage of these sites and is an important consideration for the phasing of primary infrastructure, particularly education capacity and transport interventions.

Existing allocations

Existing adopted allocations, those carried forward from the Cambridge Local Plan 2018 and South Cambridgeshire Local Plan 2018, contribute 1,730 dwellings. Delivery of this component is concentrated in the period up to 2033/34, with no programmed output thereafter. This reflects the progression of sites such as Eddington future lots, the Cambridge Biomedical Campus and Cambridge East allocations through the planning and delivery pipeline.

Proposed allocations

Proposed new GCLP allocations contribute 13,703 dwellings, representing 26.6% of the total supply. This component is back-loaded to the middle and later periods, with 5,580 dwellings in the 2034/35–2039/40 period and 6,300 dwellings in 2040/41–2044/45. This phasing profile reflects the lead-in times required for master-planning, site preparation, and strategic infrastructure delivery at major new allocations such as

[11] Note: the figure of 51,568 new dwellings (2,456 homes per annum) is provided solely for infrastructure testing in relation to the Greater Cambridge development strategy.

Cambridge East (Airport), Grange Farm New Settlement, and Cambourne North. The IDP must therefore plan for significant forward investment in infrastructure to enable these sites to come forward in a timely manner.

Windfall allowance

The windfall allowance of 7,103 dwellings (13.8% of total) reflects a realistic and evidence-based assumption regarding the contribution of non-allocated sites, consistent with the approach established under the GCLP and informed by historic windfall rates within both districts. The windfall allowance increases progressively through the plan period, from 329 dwellings in 2024–29 to 2,550 dwellings in 2040/41–2044/45, acknowledging the inherent uncertainty in longer term supply projections. For IDP purposes, the delivery of new homes on windfall sites forms part of our assessment of overall infrastructure need but, given the inherent uncertainty in the location of these homes, it is not included in area-focused assessments set out in the Appendices.

Housing delivery beyond the plan period

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 Northstowe, Waterbeach, Cambridge East and Cambourne, 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 4-1-1**. It is estimated that **full build-out** of these sites will deliver a total of **77,243 new homes.** Nevertheless, the IDP solely focuses on infrastructure required to support planned growth within the plan period.

Employment growth

The commercial market continues to be particularly strong in Greater Cambridge across a number of market sectors. This is a result of a multitude of factors, including the globally significant agglomeration of businesses across the science and business parks, world leading institutions including Cambridge University and the associated pool of graduates and its location at the confluence of the UK innovation corridor and OxCam Arc.

As a result, there is a significant pipeline of planning permissions that will see an uplift in R&D floorspace in particular, as well as more conventional office floorspace, industrial and warehousing and logistics space. A net total of 2,273,263 sqm of employment generating floorspace is provided for in the plan, roughly split between existing commitments and allocated sites, albeit it is expected that a significant proportion of this would be likely to be delivered after the plan period. The amount of floorspace within different employment typologies is set out in This amount of floorspace is forecasted to support approximately 105,000 jobs directly (i.e. jobs arising directly from the floorspace provided, with total economy jobs from other sectors being additional to these), albeit as above a significant number of these would be likely to arise beyond the plan period. Around 35,102 jobs are expected to be supported directly by floorspace arising within the plan period, supporting the total economy jobs forecast of 73,300.

Table 4-1-2 below. The distribution of this additional employment generated floorspace is focused in areas of existing provision and strength.

This amount of floorspace is forecasted to support approximately 105,000 jobs directly (i.e. jobs arising directly from the floorspace provided, with total economy jobs from other sectors being additional to these), albeit as above a significant number of these would be likely to arise beyond the plan period. Around 35,102 jobs are expected to be supported directly by floorspace arising within the plan period, supporting the total economy jobs forecast of 73,300.

Table 4-1-2 – Commercial floorspace delivery identified in the Plan (full buildout)

Planning Status / Employment typologies	E(g)/B1 Floorspace (sqm)	E(g)(i)/B1(a) Office (sqm)	E(g)(ii)/B1(b) R&D (sqm)	E(g)(iii)/B1(c) Light industry (sqm)	B2 Floorspace (sqm)	B8 Floorspace (sqm)e	TOTAL (sqm)
Completions / Existing Permissions	214,195	303,278	652,982	21,004	-21,078	31,519	1,201,900
Total allocations	29,843	109,857	547,041	1,220	165,983	217,419	1,071,363
Total floorspace	**244,038**	**413,135**	**1,200,023**	**22,224**	**144,905**	**248,938**	**2,273,263**

Source: GCSPS (Forecast as of March 2026)

4.1.2 IDP Focus for Infrastructure Need Assessment

The IDP focuses on the **22,536 dwellings** arising from GCLP allocations (existing and proposed) and the windfall allowance (see **Table 4-1-3**). This is on the basis that in approving planning permissions, a determination will have been made that either there is sufficient capacity in existing infrastructure provision to accommodate additional need, or relevant contributions/commitments are made via s106 agreements to secure necessary provision. As such, the IDP sets out the infrastructure required to support residual housing growth on proposed allocations and any windfall housing to be identified and delivered through the plan period.

Infrastructure needs are identified having regard to the assumed phasing of delivery and with a particular focus on the Strategic Sites that are integral to the Councils' overall development strategy (see GCLP Policy S/DS).

Of the anticipated delivery of these 22,536 dwellings escalates sharply from 664 dwellings in the early part of the plan period to 8,850 dwellings towards the back end of the plan period, reflecting the phased release of major strategic Site allocations. This back-loading has important implications for infrastructure commissioning, requiring early engagement with infrastructure providers to ensure that capacity is planned and funded sufficiently in advance of first occupation. This is particularly critical for strategic transport schemes, secondary education provision, and primary healthcare facilities that have long lead times.

In parallel, beyond the existing consented schemes, the IDP has assumed the delivery of a further **388,992 sqm of employment generating floorspace** across sites allocated for a range of conventional B class uses / Use Class E(g), which is projected to accommodate around an additional 15,000 jobs in the plan period (see **Table 4-1-4**), with more of half of which anticipated to be R&D-related employment (N.B. when supplemented by jobs accommodated on consented floorspace and jobs in the wider economy, these figures would support the plan's total economy jobs forecast for the plan period of 73,300). 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 4-1-3 – Housing delivery considered by the IDP for Infrastructure Need Assessment

Supply Category	2024–2029	2029/30–2033/34	2034/35–2039/40	2040/41–2044/45	Total 2024–2045
Allocations (existing)	332	1,398	0	0	**1,730**
Allocations (proposed)	3	1,820	5,580	6,300	**13,703**
Windfall	329	2,099	2,125	2,550	**7,103**
Grand Total	**664**	**5,317**	**7,705**	**8,850**	**22,536**

Source: GCSPS (Trajectory as of March 2026)

Table 4-1-4 – Assumed Commercial floorspace delivery and jobs creation considered by the IDP for Infrastructure Need Assessment

Type of commercial floorspace	E(g)/B1 Floorspace (sqm)	E(g)(i)/B1(a) Office (sqm)	E(g)(ii)/B1(b) R&D (sqm)	E(g)(iii)/B1(c) Light industry (sqm)	B2 Floorspace (sqm)	B8 Floorspace (sqm)e	TOTAL (sqm)
Total allocations in the plan period (sqm)	10,115	23,696	196,814	403	70,952	87,012	388,992
Jobs created in the plan period (number)	556	1,862	9,234	9	1,971	1,367	14,999

Source: GCSPS (Forecast as of March 2026)

4.2 Spatial Distribution of Growth

4.2.1 Overview

Growth over the plan period is predicated on a spatial strategy that prioritises delivery in the Cambridge urban area and a series of strategic allocations. This includes areas within and on the edge of Cambridge, including Cambridge East, and Eddington/North West Cambridge, where there is an opportunity to create new urban districts, and strategic growth locations within South Cambridgeshire like Cambourne and Grange Farm that are the subject of long-term, multi-phase growth, and Northstowe and Waterbeach new town that are committed and in the process of building out.

The Local Plan characterises 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

The Greater Cambridge spatial strategy (Policy S/DS: Development strategy) directs the majority of growth to locations that can be most sustainably served by public transport and active travel modes, are accessible to the economic core of Cambridge, and can support the delivery of mixed and balanced communities. Consistent with the approach established in the GCLP Regulation 18 Preferred Options (2021), growth is concentrated at a limited number of strategic site typologies:

Local allocations within the Cambridge urban area: principally through small scale development and infill sites, estate regeneration schemes, and infill sites contributing to Cambridge City's housing land supply.

Edge-of-Cambridge sites: major urban extensions and intensification areas in proximity to Cambridge city centre, including the Cambridge East allocation (at Cambridge Airport), Eddington, North West Cambridge, and Cambridge Biomedical Campus. While an allocation at North East Cambridge is no longer proposed due to the withdrawal of government funding for the relocation of the Cambridge Waste Water Treatment Plant (WWTP), the area has been identified as an Area of Major Change reflecting the potential for intensification of existing employment uses and some residential and ancillary development and could still make a significant contribution to jobs and homes.

New settlements: large-scale new communities at Northstowe, Waterbeach New Town, Bourn Airfield New Village, Cambourne, and Grange Farm.

Research and employment-led growth areas in the Rural Southern Cluster: Babraham Research Campus and Wellcome Genome Campus.

Rural service centre and village allocations: a limited number of smaller allocations in South Cambridgeshire, consistent with the settlement hierarchy set out in the GCLP.

4.2.2 Distribution by Allocation Type

Table 4-1-5 below sets out the distribution of growth across the principal strategic sites and allocation clusters, drawing on the proposed and existing allocation figures from the trajectory. The table focuses on the allocations that form the IDP infrastructure assessment base.

Table 4-1-5 - Distribution of Housing Growth by Strategic Site — Allocations (Existing and Proposed)

Strategic Site	Existing supply[12]	Allocations	Plan Period Total
Babraham Research Campus (Policy S/RSC/BRC)	0	120	120
Bourn Airfield New Village (Policy S/BA)	3,500	0	3,500
Cambourne North (Policy S/CB / S/CBN)	0	2,550	2,550
Cambourne (Policy S/CB)	2,050	120	2,170
Cambridge Biomedical Campus (Policy S/CBC)	0	1,000	1,000
Cambridge East (including Springstead and Marleigh) (Policy S/CE)	2,169	3,950	6,119
Eddington / NW Cambridge including densification (Policy S/ED)	1,425	3,691	5,116
Grange Farm New Settlement (Policy S/GF)	0	2,550	2,550
North East Cambridge (Policy S/NEC)	425	240	665
Northstowe (Policy S/NS 10,180 dwellings)	6,229	0	6,229
Waterbeach New Town (Policy S/WNT 11,000 dwellings)	5,727	0	5,727
Wellcome Genome Campus (Policy S/GC 1,500 dwellings)	1,500	0	1,500
Other proposed allocations (smaller sites)	2,714	673	3,387
Total Allocations			**14,894**

Source: GCSPS (Trajectory as of March 2026)

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. With the Cambridge WWTP now anticipated to remain at its current location in the short term, a more conservative estimate of 665 new homes is made for growth at North East Cambridge (NEC) within the plan

[12] These include sites with planning permission or a resolution to grant planning permission. The existing supply is not the focus of the IDP for infrastructure need assessment (see Section 4.1.2).

period, alongside continued strong demand for additional employment space across the Science and Business Parks.

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 subject to existing site allocations or planning permissions to reach a total of 5,500 homes), and additional residential development as part of a mix of uses 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 southern cluster and rest of the rural area, supporting existing village communities and employment areas.

Windfall distribution

The windfall allowance is disaggregated between Cambridge City (3,124 dwellings) and South Cambridgeshire (3,979 dwellings), reflecting the differing windfall rates across the two authorities. Within Cambridge City, windfall is dispersed across the urban area and is expected to arise principally from small sites, permitted development right conversions, and intensification of existing residential plots. Within South Cambridgeshire, windfall is spread across the rural service centres and villages, consistent with historic patterns. For IDP purposes, the impact of windfall housing is assessed within each thematic chapter but is not attributed to specific locations or sites.

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.

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

4.3 Summary

The growth trajectory set out in this chapter establishes the following,

- Anticipated completions of 51,568 dwellings over the period 2024 to 2045, with a further significant quantum of growth beyond the plan period at Northstowe, Waterbeach, Cambourne North, and Grange Farm;
- IDP focus of 22,536 dwellings from GCLP allocations, escalating sharply from the later plan period phases and requiring programmed forward investment across all infrastructure categories;
- The spatial concentration of growth at edge-of-Cambridge locations and new settlements, consistent with the GCLP spatial strategy and the national policy context of prioritising sustainable, well-connected locations;
- Significant infrastructure dependencies at Cambridge East (Airport), Cambourne North and Grange Farm that require early engagement with infrastructure providers, funding bodies, and delivery partners;
- Substantial existing pipeline of permissions and carried forward allocations that will place cumulative pressure on infrastructure in the short to medium term, particularly in education, healthcare, and transport;
- The long-term growth horizon that extends beyond the plan period at several major sites, requiring the IDP to identify infrastructure with sufficient futureproofing to avoid stranded assets or inefficient patterns of delivery.

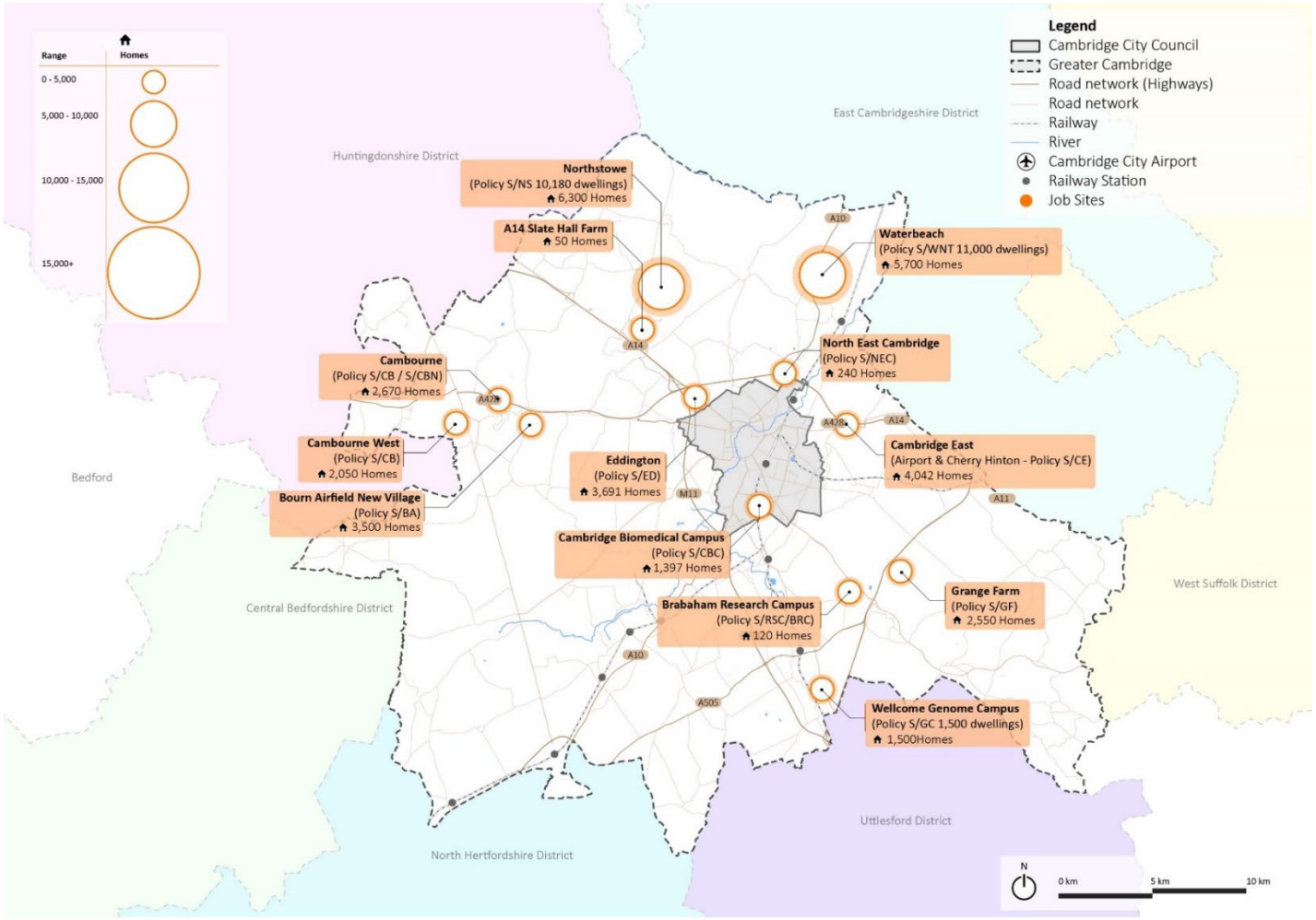

Figure 4-1 - Scale and Spatial Distribution of Growth

Source: AtkinsRéalis (based on the growth trajectory information shared by GCSPS)

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[14]. The reasons for this could be due to the rise of flexible working arrangements, with many commuters opting to work from home on weekdays. Despite these trends, congestion remains a common occurrence and actions and interventions to improve the efficient operation of the road network are integral to emerging transport strategy and the wider ambitions of the Local Plan.

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

[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

[14] 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

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 vehicle (121 million) compared to 37 million trips by active modes[15]. 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. 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)[16].

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). Cambridge North (adjacent to the proposed Area of Major Change at North East Cambridge) and, as of June 2026, Cambridge South (directly serving CBC) provide further rail connectivity for growth areas in urban Cambridge. 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, whilst March 2025 saw a general increase compared to March 2023[17]. 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 (CCC) 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, despite an anomaly in 2022 potentially due to data collection issues[18]. Similarly, the number of pedestrians in Cambridge is generally 10% higher than that of pre-COVID levels (June 2025 compared to June 2019). This indicates that active travel is becoming increasingly popular within the city.

[15] Quarterly Transport Data Updates, June 2025, Cambridgeshire County Council

[16] Quarterly Transport Data Updates, June 2025, Cambridgeshire County Council,

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

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

5.2 Future Needs

The transport issues associated with the growth set out 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 Draft GCTS has been approved by the CPCA Transport Committee and published to support the Local Plan Regulation 19 consultation, however its findings have yet to be incorporated into this IDP and this will happen as part of a future update. 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.

This IDP focuses on the high-level implications of housing and employment growth on the highway, public transport and active travel networks through the plan period, including opportunities for better linking employment and housing.

The delivery of a range of transport interventions to support development over the plan period is crucial in meeting objectives around sustainable and inclusive growth. Targeted interventions to facilitate sustainable and active travel will also contribute to meeting the ambitions of the councils and their partners in relation to climate resilience, improving air quality, and supporting equity of access to affordable housing and local services. Furthermore, a large amount of development is expected to be focused around defined 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 addressed and that growth is delivered in a way that is consistent with the sustainable travel objectives enshrined in national policy and the emerging Local Plan. Transport interventions are categorised to reflect the scale of intervention and extent of impact:

- **Strategic interventions** extending beyond any single site or location and necessary to ensure the efficient operation of the transport network and/or playing a key role in the delivery of the ambitions of the emerging Local Plan (see Table 5.1). Specific reference is made to the Greenways schemes delivered by GCP given their importance in facilitating sustainable travel (see Table 5.2)

- **Local interventions** that relate to a single area or transport corridor (see Table 5.3)

- **Internal measures** that are contained within individual Strategic Sites (see Table 5.4)

Due to the different stages of development for these priority schemes, the level of available detail on anticipated projects costs, funding streams and delivery bodies is variable. Information relating to long-term and committed projects has been included where this information is available. Further, a range of cost estimates have been determined for Local and Internal interventions where scheme descriptions and outline specifications have been provided. This exercise has been undertaken working closely with CCC and CPCA in order to develop credible and robust project costs that are appropriate and proportionate to inform plan-making. These scheme costs – particularly those to be delivered in later phases of the Plan - will naturally evolve as a result of ongoing feasibility work and design development.

An overview of significant strategic transport infrastructure projects within the Greater Cambridge area, and the status of these projects, is provided below. Project details may be subject to refinement following completion of the GCTS:

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 and a station at Cambridge East have more recently been added to the project scope.

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 opened in June 2026.

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.

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 with a public inquiry expected in Autumn 2026.

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.

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.

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.

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 district19. Additionally, the proposals for the city of Cambridge involved the

[19] CPCA- South Cambridgeshire Bus improvements

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. 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 below.**

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	CCC to submit TWAO to DfT (on behalf of GCP)	Critical infrastructure	By 2035
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	CCC submitted TWAO to DfT (on behalf of GCP)	Critical infrastructure	By 2030
Additional P&R spaces	Additional 1,000 Park and Ride spaces in Cambridge.	10	GCP CCC	Essential infrastructure	By 2035
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	CCC submitted TWAO to DfT (on behalf of GCP)	Critical infrastructure	By 2035
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	30	GCP CCC	Critical infrastructure	TBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing
	site to the proposed A11 travel hub and to the wider corridor.				
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 (Phase one)	GCP (Phase one) / Developer(s) (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
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 CCC	Essential infrastructure	By 2035

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing
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.	43	GCP Homes England Developer(s)	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 2030

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

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:

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 completed in Barton Village and some sections on Barton Road. Planning applications on the remaining sections have been submitted.

Project	Description	Cost (£ million)	Current Stage
Bottisham Greenway	Improvement of existing walking and cycling facilities between Stourbridge Common, Cambridge, to Bell Road, Bottisham.	10.3	Construction aims to begin late 2026 (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	Construction completed in Coton, Comberton and Adams Road. Planning applications on the remaining sections have been submitted.
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, aiming to be complete late 2026. 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.
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	Construction work is now complete on Newmarket Road in Little Abington (2024) and Linton Village (2026). Remaining sections to be constructed throughout 2027 and 2028.

Project	Description	Cost (£ million)	Current Stage
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 to construct the Shepreth spur is underway.
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, primarily the busway maintenance track, 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.
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	Essential infrastructure	By 2030	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.	9.4	GCP	Essential infrastructure	By 2035	South Cambridge City Centre
A1134 Cycle Plus	Improved active travel and public transport infrastructure.	10	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.	15	GCP CPCA CCC	Essential infrastructure	By 2035	District wide
Electric vehicle (EV) charging points	Installation of EV charging infrastructure at GCP-led travel hubs, including: • Scotland Farm, • Granta Park, • Cambridge South West, • Waterbeach,	TBC	Developer CCC SCDC	Placemaking 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 CCC	Essential infrastructure	By 2030	District Wide
Active travel improvements on West Cambridge Access Road	Enhancement of existing highway and cycleway infrastructure to provide improved access to local employment, sports centre and the proposed Cambourne to Cambridge public transport scheme.	1.36	Developer CCC	Essential infrastructure	By 2035	Eddington
Active travel improvements on Huntingdon Road	Enhancement of existing highway and cycleway between Girton College and the A14 overbridge	2.40	Developer CCC	Essential infrastructure	By 2035	Eddington
Active travel connections to a variety of villages	New active travel routes along existing highway and public rights of way (and bridges over	4.69	Developer CCC	Essential infrastructure	By 2035	Eddington

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
connecting to Eddington	watercourses) including western end of Huntingdon Road, Madingley and Coton.					
Active travel connection at Madingley Road junction	Enhancement of junctions including the provision of enhanced cycle facilities to link with wider GCP Scheme	4.71	Developer CCC	Essential 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	2.29	Developer CCC	Essential infrastructure	By 2040	Cambridge East
Active travel connections to transport corridors near Cambridge East	Installation of 6x Toucan crossings to facilitate active travel at Cambridge East	2.13	Developer, CCC	Essential Infrastructure	By 2040	Cambridge East
Active travel connections to transport corridors near Cambridge East	Provision of enhanced cycleway at Ditton Meadows	2.25	Developer, CCC	Essential infrastructure	By 2040	Cambridge East
Active travel connections to transport corridors near Cambridge East	Including other connections to: • Routes from the site to south Cambridge via Barnwell RoadA1134-Fendon Road to the Biomedical Campus, Cherry Hinton Queen Ediths Way and Gazelle Way	TBC	Developer CCC	Essential infrastructure	By 2040	Cambridge East

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
	• 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.					
Improvements to public transport	High quality, direct public transport route through the site from the Newmarket Road Travel Hub.	4.5*	Public transport operator CPCA	Essential infrastructure	By 2040	Cambridge East
Active travel connections to transport corridors near Babraham Research Campus	Improved active travel connections between the Babraham Research Campus and Sawston Road towards Sawston village.	0.40	Developer CCC	Essential infrastructure	By 2040	Babraham
Active travel connections to transport corridors near Babraham Research Campus	Routes to the public rights of way network including the bridleway to Stapleford.	1.61	Developer, CCC	Essential infrastructure	By 2040	Babraham
Active travel improvements along the A505	Active travel improvements along the A505 to connect Babraham site to Whittlesford Parkway station.	3.59	Developer CCC	Essential infrastructure	By 2035	Babraham
Active travel connection to the CSET travel hub	High quality shared path connection to the CSET travel hub and active travel path.	0.66	Developer CCC	Essential infrastructure	By 2040	Babraham

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Babraham off-site highway mitigations	Off-site improvements to increase vehicular capacity at key junctions	8.43	Developer, CCC	Essential infrastructure	By 2040	Babraham
Shuttle / commuter services between Babraham and key railway stations	Provide attractive staff commuter public transport enhancements, connecting the site with Whittlesford Station, Cambridge South Station and Cambridge, either through collaboration with Granta Park and Genome Campus commuter services, improvements to existing services and / or provision of new services.	9*	Public transport operator CPCA	Essential infrastructure	By 2040	Babraham Grange Farm
Active travel connections and improvements surrounding Grange Farm	Active travel connection along A505 towards Whittlesford Parkway and Genome Campus	12.6	Developer, CCC	Essential infrastructure	By 2040	Grange Farm
Active travel connections and improvements surrounding Grange Farm	A1307 Active Travel Underpass (near Fourwentways) (Phase 1)	11.0	Developer, CCC	Essential infrastructure	By 2040	Grange Farm
Active travel connections and improvements surrounding Grange Farm	Newmarket Road Active Travel Connection (shared-use path) (Phase 1) and Overbridge (over A11)	2.90	Developer, CCC	Essential infrastructure	By 2040	Grange Farm

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Off-site highway/mitigation including appropriate site access arrangements	CSET Highway Works (signals & crossovers at Newmarket Road / A1307) (Phase 2)	1.78	Developer, CCC	Essential infrastructure	By 2040	Grange Farm
Off-site highway/mitigation including appropriate site access arrangements	Fourwentways Capacity Improvements	10.8	Developer, CCC	Essential infrastructure	By 2040	Grange Farm
Off-site highway/mitigation including appropriate site access arrangements	Further junction improvements in the area associated with local highways impacts	54.1	Developer, CCC	Essential infrastructure	By 2040	Grange Farm
Bus service enhancements	Package of bus service enhancements connecting the site with Granta Park, Babraham Research Campus, Genome Campus, Cambridge Biomedical Campus, North East Cambridge, Cambridge railway stations (including Cambridge South and Whittlesford Parkway station), Linton and Haverhill.	6*	Public transport operator CPCA	Essential infrastructure	By 2040	Grange Farm

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Cycleway improvements to Addenbrookes Road	Improvement of the cycleways along Addenbrooke's Road between the Biomedical Campus and Trumpington Park and Ride, including new bridge over railway line	15.6	Developer	Essential infrastructure	By 2035	CBC
Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Widening and enhancement of existing paths at Babraham Road, south of Nine Wells to typical Greenway specification	3.44	Developer, CCC	Essential infrastructure	By 2040	CBC
Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Proportionate contributions to Addenbrooke's Road to Shelford Tier 2 active travel network (LCWIP route).	3.65	Developer, CCC	Essential infrastructure	By 2040	CBC
Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Installation of shared use path/cycleway running alongside Babraham Road and to Babraham Park and Ride.	1.88	Developer, CCC	Essential infrastructure	By 2040	CBC
Active travel connections and improvements surrounding the	Active travel improvements focused on footway widening to Fendon Road / A1134 to Barnwell Road and Queen Edith's Way	6.28	Developer, CCC	Essential infrastructure	By 2040	CBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Cambridge Biomedical Campus	connecting the Campus with east Cambridge.					
Introduction and/or expansion of Controlled Parking Zone(s) (CPZ)	Highways works associated with the creation/expansion of CPZs in residential areas in the vicinity of CBC	1.51	GCP, CCC	Essential infrastructure	By 2035	CBC
Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Other improvements 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.	TBC	Developer CCC	Essential infrastructure	By 2040	CBC
Implementation of extensive Campus wide public transport improvements	To deliver new and upgraded bus routes and provide sufficient capacity to accommodate travel demands, including: • Employee specific coach / bus services where a need is identified in the vision-led Transport Assessment. • Extension of bus service start and finish times to match staff shift patterns.	15.8*	Public transport operator CPCA	Essential infrastructure	By 2040	CBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
	• DRT services.					
Connection to Dry Drayton Road and A1307	Active travel connections to Dry Drayton Road and a segregated route to the A1307 shared-use path, and onwards to Oakington.	4.33	Developer CCC	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.	2.70	Developer CCC	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 CCC	Essential infrastructure	By 2045	Slate Hall Farm
Active travel connections and improvements surrounding Slate Hall Farm	Connections to Dry Drayton Road and a segregated route to the A1307 shared-use path, and onwards to Dry Drayton village.	3.19	Developer, CCC	Essential infrastructure	By 2045	Slate Hall Farm
Bus services improvements	Two new bus stops with bus shelters for bus services improvements connecting the site with local residential communities including Bar Hill, Northstowe, villages towards St Ives, and Cambridge.	0.24	Public transport operator CPCA	Essential infrastructure	By 2045	Slate Hall Farm

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
New bus stops	Two new bus stops are proposed to the southwest of the Site on both sides of the A1307 at the primary Site access.	0.24	Public transport operator CPCA	Essential infrastructure	By 2045	Slate Hall Farm
Bus services	Connect the site with rail services (either to a future EWR station at Cambourne, or Cambridge North or Cambridge station) by sustainable modes.	1.5*	Public transport operator CPCA	Essential infrastructure	By 2045	Slate Hall Farm
Bus services	Off-peak bus services to cover staff shift patterns	3*	Public transport operator CPCA	Essential infrastructure	By 2045	Slate Hall Farm
Highway mitigation	Off-site improvements to increase vehicular capacity at (four) key junctions	30.06	CCC / Developers	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 CCC	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 CCC	Essential infrastructure	By 2045	Cambourne
Active travel connections to key active travel corridors	Connections to the Cambourne to Cambridge active travel route and Comberton Greenway.	TBC	Developer CCC	Essential infrastructure	By 2045	Cambourne

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
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 CCC	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	Essential 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 CCC	Essential infrastructure	By 2045	Cambourne
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 CCC	Essential 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	Essential infrastructure	By 2030	District wide

*Bus service costings assumed annual operating costs over 5 years of operation
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 .

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	CCC	Essential infrastructure	2029 – 2034	NEC
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	CCC	Essential infrastructure	2024 – 2029	NEC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
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	CCC	Placemaking 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	CCC	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 CCC	Essential infrastructure	2024 – 2029	NEC
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	CCC	Essential infrastructure	2024 – 2029	NEC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Mobility hubs	A network of Mobility Hubs at key public transport and active travel corridors.	TBC	Developer CCC Public transport operator	Placemaking 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 CCC	Placemaking 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)	CCC / Landowners	Placemaking infrastructure	By 2040	NEC
Parking barns	Provide parking within parking barns to consolidate parking within the site and make sustainable travel more attractive.	TBC	Developer	Placemaking infrastructure	By 2045	NEC Cambridge East Grange Farm

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
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	Placemaking infrastructure	By 2035	CBC
Mid-Street	Upgrades to Hospital Street between Francis Crick Ave and Papworth Road Junction.	TBC	Developer	Essential 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	TBC	Developer	Essential infrastructure	By 2035	CBC

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
	is to include pedestrian and cycle infrastructure.					
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 Addenbrookes Road	Improvement of the cycleways along Addenbrooke's Road between the Campus and Trumpington Park and Ride	15.6	Developer	Essential infrastructure	By 2035	CBC
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

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
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 planning policies should be aligned with the investment plans of a range of infrastructure providers, including those in the utilities sector[20]. Furthermore, it states that plans should set out a positive strategy for energy from renewable and low-carbon sources[21], 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-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 Greater Cambridge area is undergoing a transformative shift in its approach to energy planning. The Cambridgeshire Local Area Energy Plan (LAEP) was published in March 2026 to provide a spatial framework for delivering a resilient, inclusive and low-carbon energy system. The LAEP models the energy needs arising through housing and employment growth and sets out a "holistic transition scenario" which identifies the energy infrastructure required to ensure that planned and future growth is aligned with local and national decarbonisation targets.

The LAEP identifies that Greater Cambridge is currently served by 22 primary substations, a number of which are forecasted to exceed their headroom capacity in the very near future under the holistic transition scenario. To address immediate capacity constraints and long-term sustainability goals, power infrastructure in Greater Cambridge is therefore undergoing significant upgrades.

UK Power Networks (UKPN), the regional electricity distributor, is actively reinforcing the grid by constructing three new primary substations at East Cambridge, Trumpington and Kings Hedges. 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 £35 million. 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.

However, despite these efforts, the electricity grid in Greater Cambridge is ageing and lacks sufficient spare capacity. Energy

[20] NPPF (2025) Paragraph 27

[21] NPPF (2025) Paragraph 165

network modelling conducted by CCC in March 2026[22] estimated the majority of primary substations serving Greater Cambridge will have zero or negative headroom capacity by 2034 if growth brought forward by the emerging Local Plan is delivered (see Figure 6.1) in the absence of major reinforcements. This presents challenges in supplying new developments, particularly energy-intensive developments in some of Cambridge's prestigious research and innovation clusters.

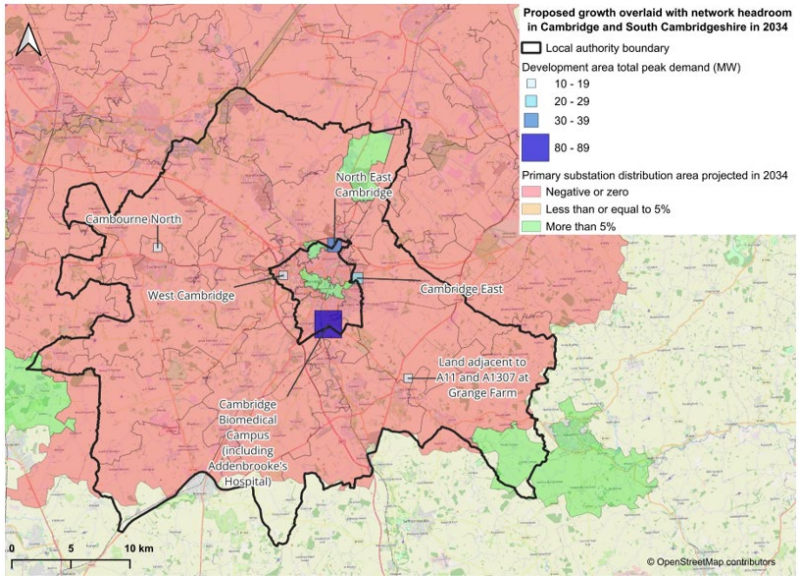

Figure 6-1 - Proposed growth overlaid with projected network headroom in Greater Cambridge in 2034

Source: CCC

CCC is leading several large-scale renewable energy projects aimed at transitioning to a low-carbon energy system. Within the Greater Cambridge area, these include the smart energy grid at Babraham Road Park and Ride that completed construction in November 2025. The City Council also continues to progress on the expansion of the City Centre Heat Network project, developing a network of air / river source heat pumps to decarbonise heritage buildings at the city centre. There are ambitions to expand the existing district heating area at the city centre to the entire Cambridge City. While the focus has been on connecting existing buildings to the Network, opportunities for connection for new development could be considered through Development Management. The role of the Network will likely evolve as a result of the emerging heat network zone regulations.

6.2 Future Needs

The Cambridgeshire LAEP models future energy needs at each of the five Local Planning Authority areas using growth assumptions based on CCC's mid-2023 dwelling stock estimates[23]. Within Greater Cambridge, the LAEP sets out that the combined impacts of anticipated population growth, the electrification of transport and heating, expansion of key strategic sites and the continued transition to Net Zero could potentially result in more than tripling of current energy demand across Greater Cambridge.

Supplementary modelling conducted by CCC in March 2026 refines the LAEP growth assumptions by directly considering the housing and employment growth projected over the period

[22] CCC (2026). Local Area Energy Planning: Detailed Energy Infrastructure Analysis for Growth Areas (Greater Cambridge).

[23] CCC (2025). Cambridgeshire County Council's 2023-Based Dwelling Stock Forecasts. Available at: 2023-Based-Dwelling-Stock-Forecasts.xlsx.

of the emerging Local Plan. In particular, the analysis focuses on seven Strategic Sites will deliver significant housing and employment growth and identifies where additional headroom capacity and/or additional infrastructure will be required to meet demand.

In collaboration with UKPN, the modelling team have identified the following priority reinforcements at the Strategic Sites:

- **Cambridge Biomedical Campus**: Energy demand will be covered by the already reinforced Radnor Primary substation and the new Trumpington Primary which is currently under construction.

- **Cambridge East**: A new 'Teversham substation' will need to be built adjacent to the new Newmarket Road Travel Hub to supply energy to this site alongside the existing Fulbourn Primary.

- **Cambourne and Cambourne North**: The existing Bourn Primary substation will need to be reinforced with large transformers to deliver both sites. The reinforcement will also be facilitated by the establishment of the new West Cambridge Grid Substation and the laying of multiple new circuits.

- **Grange Farm**: The longer term delivery timeframes mean there is greater uncertainty. Early development phases will likely be supplied via Sawston Primary substation, but reinforcement/expansion of Linton Primary may be preferable later in the plan period. This will need to be kept under review and costs identified at a later stage subject to ongoing optioneering assessments from UKPN.

- **North East Cambridge**: While modelling only considers the reduced number of homes expected outside the WWTP odour control zone, the continued delivery of new and expanded employment space across the various Science and Business Parks (including R&D space) is accelerating demand for network connections. The committed reinforcement at Milton Road Primary substation is expected to provide sufficient capacity for the initial phase of development, but an additional primary substation will be required to link up with Milton Road Primary to cover the site in its fullness.

- **West Cambridge**: The existing Madingley Road Primary substation has enough capacity to cover energy demand from this site when considered in isolation, but the cumulative impact of major developments to the West of Cambridge will require the establishment of a new West Cambridge Grid substation and laying several circuits to 'tie in' the network in the area.

To complement investments in the above networks, the LAEP also proposes a range of locally tailored decarbonisation interventions across buildings, transport and energy generation. It recommends locations within Greater Cambridge for the deployment of district heating networks, industrial decarbonisation clusters, community level renewable energy generation and batteries infrastructure.

The emerging Local Plan requires the preparation of an energy masterplan for all strategic developments exceeding 250 dwellings or 10,000sqm of non-residential floorspace and proposals for new data centres. The masterplan must consider existing grid capacity, potential reinforcement requirements and

the incorporation of a range of site-specific low-carbon technologies.

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.

Some of the network reinforcement projects identified in **Table 6.1** are commitments in the existing UKPN Business Plan (ED2) and will be delivered early in the plan period. Other identified projects will form part of the emerging Business Plan 2028 – 2033 (ED3), subject to regulatory approval by OFGEM. The ED3 submission will be directly supported by modelling carried out by CCC in March 2026 as part of the LAEP. More substantial investments are likely required at future business planning cycles to allow for network expansion to serve the latter phases of the Local Plan.

It is expected that capital funding via OFGEM will fully cover the identified costs of the projects and developer contributions will only be required in exceptional circumstances where short-term demands arise outside the funding cycles. Site specific costs may arise for individual developers in connecting to established networks, with costs reflecting the nature of the development and proximity to the existing network. While costs for committed projects are known, those for reinforcements to be delivered in later plan phases should be treated as indicative and will be subject to refinement when the location of new facilities and the specification of reinforcements are better known.

Power demand is dynamic and while UKPN prepare and monitor a range of demand scenarios to forecast need, energy planning is required to be agile and able to respond to connection requests (permanent and temporary) from different types of major developments at different points in time. As such, the need for network reinforcement through future phases of the Plan will need to be kept under regular review.

Table 6-1 – Summary of Strategic Power Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
West Cambridge Grid project	Provision of a new Grid with associated circuit laying as a major strategic intervention in the high voltage network	20	UKPN / OFGEM	Critical	2030 - 2041	West Cambridge
Primary substation expansion/upgrade	Reinforcement/expansion of Bourn Primary	10	UKPN / OFGEM	Critical	2024 - 2029	Cambourne
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	15	UKPN / OFGEM	Critical	2030 – 2034	Cambridge East
Primary substation expansion/upgrade	New transformer to increase capacity of the existing Milton Road substation	4	UKPN / OFGEM	Critical	2024 - 2029	NEC
Primary substation expansion/upgrade	Provision of a new primary substation to meet future demand from employment-driven growth in NEC	15	UKPN / OFGEM	Critical	2036 – 2041	NEC
Primary substation upgrade(s)	Reinforcement / expansion at Linton Primary	TBC	UKPN / OFGEM	Critical	2036 - 2041	Grange Farm

Source: AtkinsRéalis analysis based on CCC's Local Area Energy Planning: Detailed Energy Infrastructure Analysis for Growth Areas (Greater Cambridge) (2026)

7. Water Supply

This chapter focuses on water supply and challenges around water scarcity. Wastewater infrastructure, drainage, and flood management are 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. The Cambridge Water supply zone includes Greater Cambridge and part of Huntingdonshire District. Greater Cambridge also falls within Water Resources East (WRE), which is one of the five regional groups across England for water resources planning; 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 currently supplies around 90 million litres of water per day (Ml/d), which is treated to drinking water standards. During high-demand or dry periods, this can rise to 95–100 Ml/d - and occasionally higher – on a daily basis, but this is not a sustainable baseline. Since 2025, Cambridge Water has applied an enhanced assessment of new non-household connection requests, where the water company will not facilitate supply requests exceeding 20 m^3 per day for non-domestic purposes until additional water supply is available to the Greater Cambridge area by 2032. Cambridge Water currently has sufficient water to meet demand. However, as explained further in Section 7.2 below, there remain challenges in the period before 2032 and after 2040, arising as a result of environmental factors including a reduction in water abstraction to protect the environment, resilience to climate change and extreme droughts, and the additional demands arising as a result 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 Cambridge has increased significantly since the Covid-19 pandemic, with growth largely seen in the biomedical research and development sector. Moreover, the UK Government's high aspirations for sustained economic growth in the Cambridge region will create further demand for water amongst non-household customers throughout the Local Plan period. Recognising these challenges, the Government formed the Cambridge Water Scarcity Group in 2023. This brings together key stakeholders including water companies, regulators and local planning authorities to identify solutions for water scarcity and resource issues in Greater Cambridge.

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 plans 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 scenarios 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 (below) 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 Water Supply Evidence Report (2026) accompanying the emerging Local Plan concludes that 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, further 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 Water Supply Evidence Report (2026) is relatively modest, particularly given that there are further rounds of water resources 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, two further rounds of water resources planning will have been conducted. This will give time for Cambridge Water, the WRE regional planning group and the Cambridge Water Scarcity Group 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).

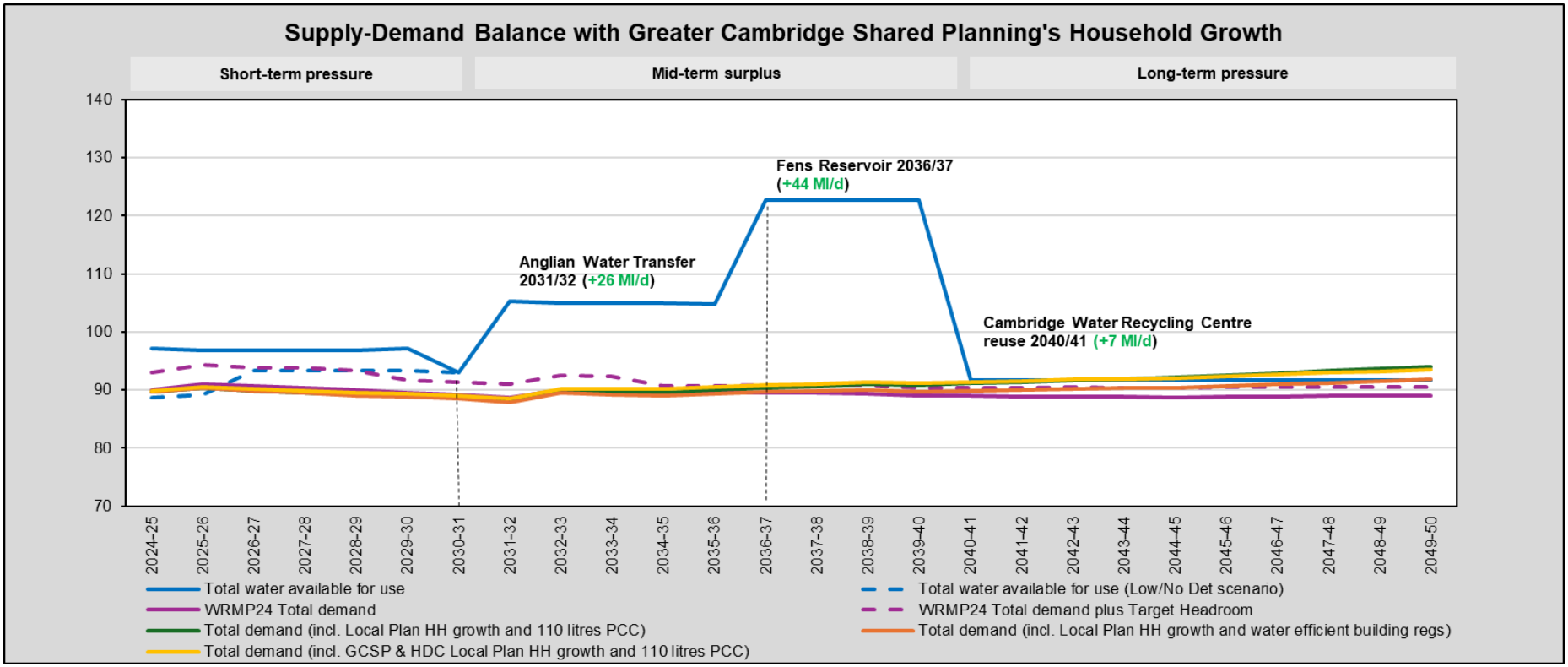

Figure 7-1 - Total Demand for Water and Cambridge Water's WRMP24 Preferred Plan

Source: Cambridge Area Water Supply Evidence (2026)

7.3 Priority Projects

A suite of strategic projects is being developed by Cambridge Water, Anglian Water and WRE 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.

Work to develop the Grafham Water Transfer scheme is underway by Anglian Water, who anticipate the formal planning process taking place in 2026, construction starting in 2027 and full capacity being delivered in 2032.

The Fens Reservoir project has been subject to three stages of public consultation, the latest being in late 2025. A Development Consent Order application is anticipated in 2027, and construction to begin in 2030 with the reservoir to be in supply by 2037.

Water company investment is currently secured via Ofwat and reviewed on a five-yearly basis. Ofwat carries out pricing reviews every 5-years, the most recent of which being the Price Review 2024. Through that process, water companies were allocated funding to progress and develop future schemes. The continued funding of water resource schemes, such as the Fens Reservoir, follows the gated process whereby, at each gate, water companies submit information on progress towards their solution for Ofwat to review and determine whether continued funding should be provided. Projects can be delivered by water companies directly, or by third parties and it is possible that facilities will be delivered and operated privately following competitive tender.

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	2024-2034	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	2030-2045	External transfer to the Greater Cambridge area
Effluent re-use scheme	Effluent re-use scheme from the Cambridge Water Recycling Centre	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

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[24] 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).

Wastewater treatment needs at Greater Cambridge are currently primarily met by 33 Wastewater Treatment Plant (WWTP) within the area and four cross-boundary wastewater treatment works, all operated by Anglian Water (AW). The WCS identifies that a number of WWTPs 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 WWTP infrastructure will be required to accommodate the growth outlined in the emerging 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

Sewerage companies are required to produce Drainage and Wastewater Management Plans (DWMPs) that will inform investments in the Business Plan for the upcoming five-yearly regulated Asset Management Period (AMP) cycle. Proposals within the current DWMP (2023), Water Industry National Environment Programme (WINEP) and Price Review 2024 (PR24) Business Plan covering 2025-2030 will result in capacity constraints being addressed at Uttons Drove (Bar Hill) and Melbourn WRCs.

The Councils commissioned a Water Cycle Strategy which includes exploration of wastewater capacity. The study accompanying the Draft Local Plan has been supplemented by a further report to accompany the Proposed Submission Local Plan. In addition a Statement of Common Ground (SoCG) has been prepared to establish areas of agreement around the growth proposed in the Local Plan and the impact on

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

wastewater infrastructure. AW have made the following statements regarding future wastewater treatment capacity needs related to the main new sites proposed in the Local Plan:

- Uttons Drove WWTP particularly serves significant growth areas including **Cambourne, Northstowe and the proposed logistics sites on the A14**. This means that further funding will need to be sought at future AMP cycles for additional capacity and resilience within the WRC catchment as growth assumptions are refined and investment needs are confirmed.

- **Cambridge City and parts of the surrounding area** are served by the Cambridge WWTP. In April 2025, DEFRA's Secretary of State granted development consent for the Cambridge WWTP Relocation Project; however, funding supporting the relocation was withdrawn in August 2025. AW is now reconsidering options and funding mechanisms for interim solutions on the current Cambridge WWTP site and longer-term measures to address the challenges of wastewater treatment in Cambridge.

- **Land at Grange Farm** is not directly associated with existing WRC catchments. The preferred solution is off-site discharge via AW to the existing Sawston WWTP (also serving Wellcome Genome Campus) which will require upgrades to address development needs. The alternative option is a separate on-site WWTP developed and funded by the master-developer, with the option for adoption by AW if specific design and operational requirements are met.

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 water scarcity and wastewater treatment capacity arising from 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 Local Plan and the wider government growth ambitions for Cambridge).

AW is currently preparing its next DWMP which will cover the period 2030-2055 and inform investments of wastewater treatment infrastructure in the next PR29 Business Plan (covering 2030-2035). The DWMP is anticipated to be published by Q4 2028. 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.

8.3 Priority projects

Section 8.2 captures the range of issues facing the area across wastewater. Table 9-1 sets out the waste infrastructure needs identified by RECAP and GCSWS. While detailed capital expenditure (CapEx) estimates are not yet available, where appropriate high-level assumptions have been used to provide indicative costs.

Table 8-1 - Summary of Strategic Wastewater Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Uttons Drove WWTP Upgrade	Upgrade to increase capacity at Uttons Drove WWTP or alternative solutions	TBC	AW	Critical	2030-2045	Uttons Drove to supply Cambourne, Northstowe, A14 logistic sites
Cambridge WWTP Upgrade	Upgrade solutions on the current Cambridge WWTP site to address longer term growth at Cambridge City area.	TBC	AW	Critical	2030-2045	To supply Cambridge City area
Sawston WWTP Upgrade	Upgrade to increase wastewater capacity at Sawston WWTP (or an alternative) to serve development at land adj. to A11 and A1307 at Grange Farm.	TBC	AW	Critical	2034-2045	Grange Farm

Source: AtkinsRéalis analysis

9. Waste Management

This chapter outlines the strategic provision of waste management and waste collection infrastructure, including waste transfer, bulking and processing facilities.

9.1 Existing Provision

Waste infrastructure in Greater Cambridge covers the systems for 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.

CCC is the designated Waste Disposal Authority for the Greater Cambridge area and is responsible for waste processing and disposal, including the provision of delivery points for waste collected by District Councils and Household Recycling Centres (HRCs), and the management of closed landfills. Meanwhile, collection services for municipal waste are delivered jointly by the City Council and SCDC under the Greater Cambridge Shared Waste Services (GCSWS), operational since 2016. To deliver cost effective waste services across a broad geographical area, the authorities are part of the voluntary Cambridgeshire and Peterborough Waste Partnership (RECAP).

Policy 14 of the MWLP mandates that new residential and commercial schemes be supported by a Waste Management Guide Toolkit – detailing provision for storage, collection, and recycling in accordance with GCSWS standards set out in the latest RECAP Waste Management Design Guide SPD (2026).

The latest RECAP Waste Management Design Guide SPD (2026) and the Greater Cambridge Planning Obligations SPD (2026) set out expectations for on-site provision and developer contributions towards off-site waste infrastructure. Subject to an assessment of need at the planning application stage, developers may be required to pay financial contributions for provision or upgrade of facilities such as Bring Banks and/or Household Recycling Centres (HRCs) in the locality.

Construction waste management should be set out in the Construction Environmental Management Plans (CEMPs) for individual developments. These must follow the waste hierarchy and apply the five R's: Refuse, Reduce, Reuse, Repurpose, and Recycle. The emerging Local Plan also mandates the submission of a Circular Economy Statement for major developments, demonstrating how materials will be reused or recycled in ways that are 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.

CCC currently has a 28-year Private Finance Initiative (PFI) contract with Thalia until March 2036 (with an option to extend for up to 5 years) which includes:

- Treatment and disposal of residual waste;

- Composting of garden and food waste collected by the district Waste Collection Authorities;
- Operation of two transfer stations at Alconbury and March; and
- Management of the HRCs.

CCC currently operates a network of nine HRCs across the County, including facilities at Milton, March, Whittlesey, St Neots, Thriplow, Wisbech, Bluntisham, Witchford, 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 2023-24 reporting period, around 50% of the municipal waste processed by CCC was reused, recycled or composted. Much of the remainder, 39.3%, was sent to landfill, and less than 10% was incinerated with energy recovery. This runs counter to national and regional priorities which aim to phase out landfill in favour of recovery and recycling of waste.

Dry Mixed Recycling is delivered to a Waste Transfer Station (WTS) at Waterbeach, where it is bulked up and then sent on to a Material Recovery Facility (MRF) in Northern Ireland for sorting and processing.

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. When the facility is unavailable due to breakdowns, maintenance, or upgrades, residual waste is sent directly to landfill or alternative treatment facilities.

Food and garden waste is currently 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. With the introduction of mandatory weekly food waste collection for every household since April 2026, this has allowed segregated food waste to be sent to local Anaerobic Digestion facilities provided by the market and separated garden waste to composting facilities.

Within the Greater Cambridge area, Milton and Thriplow HRCs represent key strategic assets in the waste infrastructure network. Milton HRC is CCC'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 reuse shop to promote circular economy principles. Upon completion, the site is expected to serve up to 100,000 households. Thriplow HRC, operated under the PFI contract between CCC and Thalia, will continue to provide HRC services for residents in the southern part of Greater Cambridge. During periods of closure at Milton HRC, Thriplow and other HRCs outside the Greater Cambridge area will also provide contingency capacity.

9.2 Future Needs

The latest RECAP Resources and Waste Strategy (2026) provides the strategic direction for the RECAP partnership in the period 2025-2031. To deliver sustainable and integrated waste management, it sets out the ambition to ensure there is adequate, affordable and energy efficient waste management infrastructure near Cambridgeshire and Peterborough that is available to receive, accept and/or process municipal waste from RECAP authorities, accounting for future changes in population growth and waste policy.

The RECAP Strategy also recognises the evolving landscape of waste management and collection services under the prospect of local government reorganisation. It is therefore important to develop strategic waste infrastructure that is shared across multiple authorities, both within and outside Cambridgeshire, and local infrastructure that enables the application of the proximity principle by locating closely to the point of origin of waste. By carefully locating waste infrastructure facilities to ensure accessible coverage across the RECAP areas, this will drive efficiency and resilience of the waste services, ensuring that any shifts in responsibility will not disrupt essential services.

WTS capacity is a key focus of the RECAP Strategy, as adequate WTS facilities allows increase in the application of the proximity principle and provides flexibility for RECAP to implement initiatives on waste reduction, reuse and recycling. Within Greater Cambridge, RECAP faces operational limitations and a lack of sufficient coverage of WTS facilities due to reliance on the single WTS at Waterbeach. To improve the efficiency of waste transfer logistics, additional WTSs will need to provide facilities for segregation, pre-treatment and consolidation of waste. They should ideally be sited near where waste is collected and processed so waste will not need to be transported for significant distances. Considering land availability, RECAP has indicated that two additional WTSs will likely be required to address the strain on WTS capacity arising from planned new housing and jobs at Greater Cambridge and the introduction of mandated food waste and soft plastic waste collection by legislative changes. These new facilities will not necessarily be located within Greater Cambridge. Costs of a new WTS vary depending on size and complexity, but a small-scale WTS may cost approximately £150 per tonne of waste. 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.

The RECAP Strategy has also identified the need for longer term provision of a MRF within Cambridgeshire to minimise the carbon footprint from bulk waste haulage and support local employment. The catchment of the MRF will likely cover an area broader than Greater Cambridge, so the MRF would need to be sited in a regionally significant location that enables cross-boundary partnerships.

A facility to replace the process capacity of the MBT, currently located at Waterbeach, once the PFI contract has expired, is also needed. This provision may be in the form of guaranteed disposal capacity via other existing Energy from Waste treatment facilities within the RECAP area, rather than a stand-alone processing facility itself.

In response to the mandatory weekly food waste collection requirement introduced by recent legislative changes, additional infrastructure to treat segregated food waste may be required, which could include anaerobic digestion, as recommended by

the national Resources and Waste Strategy[25]. The cost of delivering an anaerobic digestor is influenced by a range of factors including scale, plant configuration, digestate offtake 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. This quantum of capacity means any new anaerobic digestion facility will likely be a strategic infrastructure asset that is able to treat food waste collected from multiple RECAP authorities.

GCSWS also intends to electrify a significant proportion of its waste collection fleet and is leading the Waterbeach Renewable Energy Network (WREN) project to establish a solar-powered electric refuse vehicle charging station adjacent to its depot. 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. The vehicles also incorporate split body features that accommodates the collection of all four waste streams (recycling, organic, food and residual waste) without the risk of cross-contamination. The capital costs of a new electric RCV are typically around £453k, and developers will be required to provide financial contributions to cover the costs of additional RCVs required in response to housing growth.

The redevelopment and expansion Milton HRC allows for the capture of waste not collected at the kerbside, thus diverting that waste from landfill. Its expansion allows CCC to keep pace with the increasing population, while still maintaining the level of landfill diversion currently achieved.

It should be noted that waste management services are subject to a long-term PFI contract, and as such, much of the cost of infrastructure required is met by the market. The RECAP Strategy also sets out the aspirations for local authority owned infrastructure considering it as a potential revenue source for the RECAP authorities, as well as creating employment and circular economy opportunities. To enable the economic benefits to be accessed by multiple authorities, it is understood that RECAP is exploring different models of funding and ownership arrangements for potential local authority owned infrastructure.

The RECAP Strategy also identifies a longer-term aspiration to increase opportunities for waste prevention and reuse, which are the highest levels of the waste hierarchy. This will require collaboration with charities and community sector in promoting behavioural change towards reducing waste generation and extending the lifecycle of materials. RECAP is currently considering the viability of having community-based services around waste prevention and reuse (e.g. library of things, repair cafes) in new developments, with pilot schemes anticipated in the early years of the emerging Local Plan period. Subject to the outcomes of future pilot projects, these services could be enabled through the provision of multi-functional community facilities within major new developments and communities.

[25] HM Government (2018). Our Waste, Our Resources: A Strategy for England. Available at: https://assets.publishing.service.gov.uk/media/5c18f11740f0b60bbee0d827/resources-waste-strategy-dec-2018.pdf.

9.3 Priority Projects

Section 9.2 captures the range of issues facing the area across waste collection and transfer, material recovery and waste treatment. **Table 9.1** sets out the waste infrastructure needs identified by RECAP and GCSWS. While detailed capital expenditure (CapEx) estimates are not yet available, where appropriate high-level assumptions have been used to provide indicative costs.

Table 9-1 – Summary of Waste Infrastructure Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Waste transfer station(s)	Expansion of current facilities and/or provision of new waste transfer facilities.	TBC	CCC / GCSWS	Essential mitigation	2034 - 2045	TBC – but located to address growth north and south of urban Cambridge
Material Recovery Facility	Provision of a new strategic facility in Cambridge to process DMR waste closer to the source of collection	TBC	CCC / Private provider(s)	Essential mitigation	2030- 2045	TBC, may be external to Greater Cambridge
Anaerobic digestor	Provision of a new strategic facility in Cambridgeshire to both manage newly captured waste from the current population and accommodate food waste from future population growth.	TBC	CCC / Private provider(s)	Essential mitigation	2030- 2045	TBC, may be external to Greater Cambridge
Milton HRC expansion	Expansion of the existing temporary facility to accommodate household growth up to 2070.	4.81	CCC/ Developers	Critical	2024 - 2030	Milton
Electric vehicle fleet and WREN	Establish WREN and expansion of the waste collection fleet with 18 RCVs because of growth in the number of households.	8.15	GCSWS/ Developers	Critical	2024 - 2045	Various locations

Source: AtkinsRéalis analysis

10. Digital Network

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

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[26], 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[27]. 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

Several capital programmes have been, and continue to be, delivered to improve broadband connectivity across Cambridgeshire & Peterborough. Openreach announced a £30m investment to bring fibre to 100,000 more homes and businesses in Cambridge in 2022 and this programme was expanded in 2024 and the Central Government-led Project Gigabit has led to investment in high speed broadband infrastructure across areas of Cambridgeshire with poor connectivity. 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' have invested 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

[26] NPPF (2025) Paragraph 86

[27] NPPF (2025) Paragraph 119

Full Fibre broadband at 80.1%, though there remain areas in South Cambridgeshire where provision is lacking[28].

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 to boost network strength 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

[28] Think Broadband Coverage Mapping, September 2025.

monitoring and the secure transfer of data. LoRa operates like 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, 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.

10.2 Future Needs

Broadband

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. Building Digital UK recently confirmed that further phases of this programme will not be delivered. The emerging Local Plan requires developers to reach agreements with broadband network operators for the provision of gigabit capable services as part of their planning application. 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 from regular comprehensive survey work – the latest being undertaken 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 on development sites – and at the local level this can be affected by building heights and materials. 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 around the extent and quality of mobile coverage, which are subject to ongoing discussions with Homes England and the MNOs. Building from the experience at Northstowe, Connecting Cambridgeshire is currently identifying priority areas for mobile network enhancements. These include Strategic Sites such as Cambridge East, Cambourne, Grange Farm and Cambridge

Biomedical Campus, where similar challenges will likely arise due to their location and scale. Whilst specific network enhancements projects are yet to be identified, it is anticipated that investment of £60,000-100,000 at each priority area will be needed to provide interim mobile connectivity for occupiers of the early phases of developments.

The emerging Local Plan requires developers to assess whether the current mobile coverage and capacity is suitable for the proposed developments as part of their planning application. Early engagement with the MNOs during the development process is also expected to reach agreements on the required network enhancements. Where there isn't the critical mass to justify MNOs making an 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. In some cases, it might be appropriate for developers to provide forward funding to cover initial phases of delivery.

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. Pilot deployment of the LoRa network for at the Wellcome Genome Campus may provide a good model for future expansion.

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. This approach is supported in the emerging Local Plan, which requires all planning applications for major development to submit a Utilities Statement that includes consideration of the availability and capacity of telecommunications and digital infrastructure.

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	Connecting Cambridgeshire, CCC, 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
Interim Measures on Mobile Connectivity	Interim telecommunications infrastructure to provide mobile coverage during the early phases of delivery in Strategic Sites.	0.4	Mobile Network Operators / Developers	Critical	2025- 2045	Cambourne, CBC, Grange Farm, Cambridge East

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 for 38 weeks in a year. This represents a step change in the Early Years environment and has contributed to increasing demand for early years provision across the county, including across Greater Cambridge. A £1.02 m capital funding grant from the Department for Education has enabled the provision of an additional 241 early years places across the county[29], with projects funded in Cambourne, Willigham and Longstanton. Major consented developments at Darwin Green, Springstead (Cambridge East), Northstowe, Waterbeach and Bourn Airfield will all provide additional early years provision as part of the delivery of new primary schools.

There are 1,145 providers of Early Years provision across Cambridgeshire[30], 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

[29] CCC (2025) Education Sufficiency Assessment

[30] Cambridgeshire School Organisation Plan 2023/2024.

period up to 2029[31]. 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 playgroups, supported by 119 registered childminders[32]. 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.

In both areas, school-age childcare exists through breakfast clubs, after school clubs and holiday schemes.

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).

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. Falling birth rates and demographic changes had led to declining pupil numbers across a number of schools – a trend expected to continue. As of January 2025, primary schools across Greater Cambridge had capacity for up to 27,030 children and 20,784 enrolled[33].

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. A further 17 primary schools are located in the South of the River Cam planning area.

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.

Across Greater Cambridge, new primary schools are being delivered alongside major development sites to meet additional demand. These are generally designed to incorporate Early

[31] Draft Cambridgeshire Childcare Sufficiency Assessment, 2025.
[32] CCC (2025) Draft Cambridgeshire Childcare Sufficiency Assessment 2025.
[33] CCC (2025) Education Sufficiency Assessment.

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 St Paul's CE Primary and The Spinney Primary) to larger three-form entry schools (such as St Matthew's and Trumpington Park).

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.

As of January 2025, there were 19,183 secondary school places available across Greater Cambridge and 15,948 pupils enrolled. 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.[34]

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. Two of the Cambridge City's secondary schools, Chesterton and Netherhall, offer sixth-form places, though capacity is more limited. Comberton Village College, to the West of Cambridge, is the largest sixth form setting, with nearly 500 pupils enrolled in January 2025.

[34] 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

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 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 latest SEND data identifies 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 2020 and 2025, the number of children with EHCPs in Cambridgeshire grew by more than 71%, with projections indicating continued growth. The most recent education sufficiency assessment identified that 11,876 children and young people across Cambridgeshire received SEN support, with a further 8,009 having an EHCP.

Key specialist providers include:

- Castle School (Cambridge) – catering for children aged 2–19 with severe learning difficulties and autism.
- St Laurence Catholic School (Cambridge) – Social, Emotional and Mental Health Specialist Resource Base.
- The Grove Primary School (Cambridge) – Autism Specialist Resource Base.
- Granta School (Linton) – catering for children aged 2-19 with moderate and severe learning difficulties.
- Martin Bacon Academy (Northstowe) – specialising in autism spectrum conditions and moderate to severe learning difficulties, for children aged 2-19.
- The Cavendish School (Impington) – specialist provision for children with autism, from ages 5-19.

Specialist Resource and school led Support 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

CCC have adopted pupil yield factors that estimate the number of children generated for every 100 new dwellings[35], 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.

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. Emerging Local Plan policies on housing mix and affordable housing provision have been used to determine an overall housing mix to which CCC's adopted Pupil Yields can be applied. To calculate the projected number of school age pupils, the appropriate pupil yield factors have been applied to each housing allocation distinguishing between those locations within Cambridge City/Cambridge Fringe and South Cambridgeshire:

Table 11-1 – Estimated Child Yield

Age group	1-bed	2-beds	3-beds	4+ beds	Total
0–3 years	-	1,638	2,440	1,655	5,733
4–10 years	-	1,755	2,677	2,297	6,729
11–15 years	-	619	1,791	1,718	4,128

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

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

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[36]. Increased demand 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[37]. However, the dynamic between mainstream and vocational education and training for the 16+ cohort has undergone considerable change

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

in recent years and, despite the commitments referenced above, it will be important to keep this position under review. This is particularly the case for those locations where housing delivery is focused in the later phases of the plan period.

SEND provision

The County Council adopted an updated SEND multiplier of 2.17% in February 2025[38]. 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/Specialist Resource Base.

The overall number of additional primary and secondary school-aged children is anticipated to be 10,857. This suggests that housing growth will lead to an additional 236 school-age 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. Satellite provision affiliated to Martin Bacon Academy opened in Swavesey, whilst an expansion of the academy to provide a 20 places sixth form satellite has also been completed. Greensand Academy, a new 60-place special school for those with social, emotional, and mental health needs is set to open in Gamlingay in 2029[39].

The DfE White Paper on SEND reform, *Every Child Achieving and Thriving*, was published in February 2026. A central theme of the white paper was inclusion and a clear steer that SEND provision be incorporated within mainstream school settings where practicable. As a result, a grant system has been established and is administered by CCC to allow for increased SEND provision within existing schools.

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.

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

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

Table 11-2 - Summary of Education Projects

Project	Description	Cost (£ million)	Delivery partner(s)	Prioritisation	Phasing	Location
13 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 13 × New Primary Schools	Assumes a combination of 2FE and 3FE Primary Schools to meet the two pupil scenarios identified above ((inc. nursery).	263	CCC / Local Authorities / Developers	Essential	2024 – 2045	Cambridge East, Grange Farm, Cambourne North
4 × New Secondary School	Assumes a combination of 6FE and 8FE Secondary Schools delivered across major growth locations.	120	CCC / Local Authorities / Developers	Essential	2024 – 2045	Cambridge East, Grange Farm, Cambourne North
1 × Special School	New build SEND for up to 240 places	30	CCC / Local Authorities / Developers	Essential	2024 – 2045	TBC
Mainstream SEND provision	Investment and/or expansion of existing mainstream schools to provide additional SEND provision	TBC	CCC / Local Authorities / Developers	Essential	2024 – 2045	TBC

12. Healthcare

This chapter focused on primary healthcare, community and mental health, acute, secondary healthcare and wider primary POD services such as pharmacies, dispensing GP practices, optometry and dentistry.

12.1 Primary healthcare

12.1.1 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.

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, as well as dental, optometry and pharmacies; and hospital, emergency ambulance services, and community care.

As of April 2026, three NHS Integrated Care Boards (Cambridgeshire and Peterborough ICB / Bedford, Luton and Milton Keynes ICB and part of Herts and West Essex ICB) merged to form a single NHS Central East ICB, which manages and oversees the delivery of high quality, safe, and affordable health and care services for people across the whole of Bedfordshire, Cambridgeshire, Hertfordshire, Milton Keynes and Peterborough. Central East ICB is responsible for the NHS budget for 3.5 million people.

Greater Cambridge is currently served by 42 GP practices organised into 10 Primary Care Networks (PCNs) that services a wider area encompassing Greater Cambridge and other Local Authorities areas: Cambridge Northern Villages, Cambridge City, Cambridge City 4, Cam Medical, Granta, Meridian, Cantab Medical Practices, Huntingdon, Ely North and Ely South. Evidence from the NHS Property Services indicates capacity pressure across some of the healthcare facilities. The scale of planned growth across Greater Cambridge is expected to place further pressure on healthcare services requiring investment in existing health infrastructure and in some locations, particularly new strategic sites, the delivery of new healthcare facilities will be necessary to meet future demand.

The primary care estate accounts for 55% of properties within the former ICS boundary[40], pointing to dispersed delivery, and

[40] Cambridgeshire & Peterborough ICS Estate Strategy 2023 - 2033

within this there is considerable variety in terms of quality, ownership and scale. Almost half of the estate is owned freehold by GPs or third parties and much of the pre-2000 estate does not meet modern standards for room sizes and specifications, and around a third of these older premises are in converted buildings that were not originally designed for the delivery of medical services. Converted premises, many of them old residential buildings on small plots make reconfiguration and extension a huge challenge.

To meet the current demand for primary healthcare within Cambridgeshire and Peterborough, the primary care estate is estimated to be undersized by up to 7,000 sqm, reflecting increasing space requirements associated with population growth, additional roles and the expansion of integrated, neighbourhood-based care and GP services[41].

While primary care capacity is currently insufficient in some locations, there are opportunities to address this through the provision of new, improved and extended health floorspace across the locality.

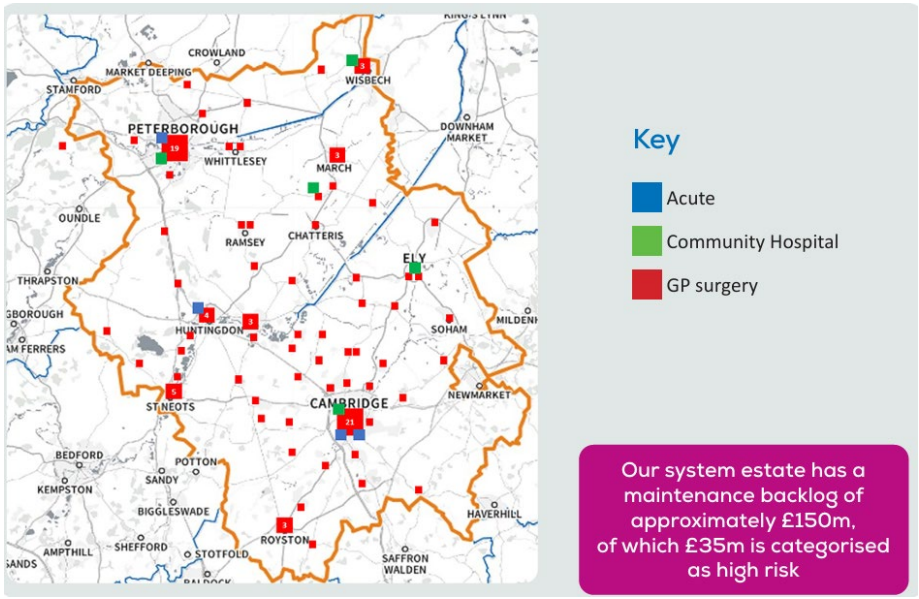

Figure 12-1 Cambridgeshire & Peterborough Current Clinical Estate (2022)[42]

Source: Cambridgeshire and Peterborough ICS Estate Strategy (2023-2033)

12.1.2 Future Needs

Over the past 10 years, the number of people aged 85 or over registered with GP practices across Cambridgeshire and Peterborough has increased by 32%[43]. Population growth over the plan period and a forecasted increase in the proportion of

[41] Cambridgeshire & Peterborough ICS Estate Strategy 2023 - 2033

[42] Please note: references included in this figure were accurate at the time of publication in 2022

[43] Cambridgeshire & Peterborough ICS Estate Strategy 2023-2033, February 2023. Available at: Cambridgeshire & Peterborough Health and Wellbeing and Integrated Care Strategy summary

residents over the age of 85 is expected to increase pressure across the primary care estate.

The NHS estimates that around 7,860 sqm of additional primary care space will be required to support future growth in Greater Cambridge, at an estimated cost of £9.5 million for refurbishments or extensions, and £42.0 million for new-build facilities. This analysis is derived from the ongoing NHS study focus on allocations and excluding consented/permitted development as described in Section 4.1.2. A mixed mitigation approach is anticipated, subject to a site-by-site analysis.

Expansions of existing premises at Arbury Road, Cambridge and Over and Harston Surgeries in South Cambridgeshire have been recently completed via NHS England's Estates and Technology Transformation Fund (ETTF). New facilities to serve major growth areas at Northstowe, Waterbeach, Bourn Airfield, Darwin Green, Wellcome Genome Campus, and Eddington are secured as part of s106 Agreements for existing planning consents and will be delivered as those schemes are built out. Similar provision will be required to address the demands created by new residential-led site allocations.

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

These themes 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 (former) Cambridgeshire and Peterborough ICS'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. GCSPS is currently working with the ICB to align the Neighbourhood Health Hub Model with the planned growth brought forward by the emerging Local Plan. Further assessment will be undertaken to identify gaps in current and future primary healthcare capacity and provision, which will inform a high-level blueprint of the model and potential locations for the creation of Neighbourhood Health Centres. This will also likely inform and expand upon the healthcare infrastructure provision currently outlined above in this chapter.

12.2 Community and mental health

12.2.1 Existing Situation

Community healthcare refers to a wide range of NHS services delivered outside acute hospital settings and core GP practices, with a focus on prevention, rehabilitation, early intervention and supporting people to live independently in their communities as highlighted in the NHS 10 Year Health Plan. In Cambridgeshire, community care includes district and community nursing, therapies (such as physiotherapy and occupational therapy), intermediate and reablement care, community mental health services, outpatient-style community clinics, and elements of diagnostic and urgent care delivered closer to home. These services are provided primarily by Cambridgeshire and Peterborough NHS Foundation Trust (CPFT) and the East of England Community Health and Care NHS Trust (EECHC NHS Trust), working alongside GP practices, PCNs, local authorities and the voluntary and community sector. Community healthcare plays a critical role in reducing pressure on acute hospitals, supporting hospital discharge, and enabling integrated, neighbourhood-based models of care aligned with ICS and NHS transformation priorities.

Community healthcare services in Greater Cambridge are already aligned with a strong regional shift away from acute hospital dependency towards neighbourhood-based care delivered closer to home. The EECHC NHS Trust deliver a wide range of services from homes, clinics and community hospitals, supporting people across the life course, including community nursing, therapy services, children's services, end-of-life care and support for long-term conditions[44]. These services operate from a dispersed estate, with provision split between a small number of larger NHS campuses and a wide range of smaller shared or non-NHS sites.

Key community and mental health facilities serving Greater Cambridge include Fulbourn Hospital and the Brookfield Campus. These sites support services not only for the Greater Cambridge population but also for wider sub-regional catchments, thus placing pressure on local estate capacity. New facilities at the Princess of Wales Hospital, Ely and at Wisbech play an important role in the delivery of community healthcare across the region.

Existing community care provision faces several systemic pressures. Growing demand, workforce constraints and long waiting times, particularly for assessment and planned community interventions, have challenged delivery, with the Trust identifying the need to consistently meet the constitutional

[44] EECHC NHS Trust Clinical and Care Strategy April 2026 – March 2031. Available at: east-of-england-community-health-and-care-nhs-trust-clinical-and-care-strategy.pdf

18-week waiting standard and ensure community nursing coverage 365 days a year[45].

In Greater Cambridgeshire, the delivery of community healthcare is already increasingly structured around neighbourhoods and place-based teams, working alongside primary care, social care and voluntary sector partners. However, digital integration, proactive population health management, and coordinated estate provision remain variable, limiting the ability to deliver fully joined-up and preventative care at local level.

Across the Greater Cambridge area, a significant proportion of community services are delivered from non-NHS or informally secured accommodation, including rooms within GP practices, community centres and other local buildings. There are 19 existing EECHC NHS Trust sites providing community, mental health and learning disability services to Cambridgeshire residents, of which the following are located in Greater Cambridge:

- Addenbrookes Hospital CB2 0QQ: Mental Health (incl. specialist services)
- Brookfields Health Centre CB1 3DQ: Community Hospital and Clinic
- Brookfields Hospital CB1 3DF: Community Hospital
- Chesterton Medical Centre CB4 1PX: Mental Health and Learning Disability
- Darwin Nursery Prospect Farm CB1 5AT: Mental Health and Learning Disability project
- Douglas House CB2 2AH: Mental Health Services
- Fulbourn Hospital CB21 5EF: Mental Health and Learning Disability (incl. specialist services)
- Ida Darwin Hospital CB21 5EE: Mental Health (incl. specialist services)
- Mitchell Day Centre (Cambridge Psychosis Centre) CB1 2DP: Mental Health Services
- Union House CB4 1PR: Mental Health Services

Outside of the major formal settings, this provision is often arranged on an ad-hoc/informal basis by local clinicians, with limitations on operating hours and access. The combined effect in Greater Cambridge is an estate that is fragmented, incompletely understood and not always aligned with current or emerging models of community care, despite the presence of large NHS sites within the area.

12.2.2 Future Needs

Future community healthcare requirements in Greater Cambridge will be shaped by planned housing growth, demographic change and service transformation, alongside increasing pressure on acute services. There is a growing need to shift activity away from hospital settings and deliver more care closer to home, particularly for people with long-term conditions, mental health needs and frailty[46]. This puts pressure on the neighbourhood estate in the form of community and primary care sites and demands a rethink of structural estate reprovision.

[45] CPFT Clinical Strategy 2026-2031. Available at: CPFT clinical strategy 2026-31 FINAL

[46] CPFT Clinical Strategy 2026-2031. Available at: CPFT clinical strategy 2026-31 FINAL

The Cambridge Community Services (CCS) (now formally part of EECHC NHS Trust)[47] Annual Report 2024-2025 sets out that, in line with the NHS Long Term Plan, their work will become more important as the NHS seeks to prevent ill health, support an ever growing older population, deal with the increasing level of obesity (in children and adults) and manage the complexity of care required to support people to live independently in community settings. Similarly, the CUH 2026–2031 Strategy[48] focuses on delivering the NHS 10 Year Health Plan by shifting care away from hospital settings and into the community. It emphasises developing new care pathways, in partnership with community services and patients, that enable people to access specialist input without needing to attend hospital. The strategy also includes plans to introduce new community-based models for urgent and emergency care, alongside progressing a new emergency hospital. Central to this approach is partnership working to establish integrated neighbourhood teams and NHCs, supporting people to stay well locally, improving access to urgent care closer to home, and delivering targeted interventions within neighbourhood settings through collaboration with aligned organisations[49].

Mental health and community services provided by CPFT will continue to require sufficient and flexible estate to support prevention, early intervention and integrated care across neighbourhoods, in line with the CPFT Strategy 2026–2031 and wider ICS priorities.

This assessment represents a proportionate strategic-level assessment and further details on community and mental health provision will come through additional work and ongoing NHS modelling and monitoring.

12.3 Acute

12.3.1 Existing Situation

Acute healthcare for the Greater Cambridge area was previously commissioned within the Cambridgeshire and Peterborough ICS, which, as of 1 April 2026, forms part of the NHS Central East ICB. Acute provision is delivered through a network of four hospitals: Cambridge University Hospitals NHS Foundation Trust (comprising Addenbrooke's Hospital and The Rosie), Royal Papworth Hospital (Cambridge), Hinchingbrooke Hospital (Huntingdon) and Peterborough City Hospital. Collectively, these facilities provide urgent and emergency care, elective and inpatient services, and a range of specialist tertiary care for a population that extends beyond Greater Cambridge, in total costing c.£178m annually and spanning over 600,000 sqm of the current estate footprint. The acute estate represents 71% of the Cambridge & Peterborough ICB's total health estate in terms of floorspace, and 82% of the annual estate cost.

Addenbrooke's Hospital, the Rosie Hospital, and Royal Papworth Hospital together form part of the Cambridge Biomedical Campus, a nationally significant centre for acute

[47] CCS NHS Trust Annual Report 2024-2025. Available at: cambridgeshire-community-services-nhs-trust-annual-report-and-account-2024-2025.pdf (Please note, CCS has merged and now forms part of EECHC NHS Trust)
[48] CUH NHS Trust 2026-2031 Strategy. Available at: Strategy_Document_Final.pdf
[49] Cambridgeshire & Peterborough ICS Estate Strategy 2023-2033, February 2023. Available at: Cambridgeshire & Peterborough Health and Wellbeing and Integrated Care Strategy summary

care, specialist services, research and innovation and thus serving a wider population than the Greater Cambridge area alone. Hinchingbrooke Hospital serves a wider sub-regional catchment and has faced significant estate challenges associated with the presence of reinforced autoclaved aerated concrete (RAAC). Across the system, acute hospitals are operating under sustained pressure as a result of population growth, changing demographics and increasing prevalence of long-term and complex health conditions.

The Acute Care Strategy Interim Report for Cambridge University Hospitals (CUH) NHS Foundation Trust highlights significant challenges within its acute estate, describing it as no longer fit for purpose and costly to maintain. More than 70% of the estate is classified as in poor or bad condition, with over half dating back more than 50 years.

This is driving increasing pressure on hospital services and deteriorating access to care. Since September 2025, CUH has been in Full Capacity Protocol on 66 days (including some partial days) and continues to benchmark poorly against peer trusts on the four-hour standard. Primary care is also experiencing a rising volume of urgent care requests, limiting its ability to focus on proactive care for people with complex needs. Population growth, people living longer with more complex needs, people over 75s are projected to growth which will further increase demand for specialised care at CUH, all these increase the demand for highly specialised and personalised care as well as local urgent and emergency care. Across the East of England,[50]. .

There are significant acute capacity pressures, with CUH facing an estimated inpatient bed deficit of around 162 beds in 2025/26, its Accident and Emergency (A&E) Department is built only for a quarter of the patients it receives, and regional Major Trauma capacity is frequently breached since CUH was designated the Major Trauma Centre for the East of England. More widely, the East of England has the lowest access to neurosciences, the fewest hospital beds and the lowest number of clinical staff per patient of any NHS region, highlighting fundamental constraints in staffing, funding and physical capacity limiting the system's ability to meet future demand even if the existing care model were operating optimally.

12.3.2 Future Needs

Population growth associated with planned housing delivery across Greater Cambridge will significantly increase demand for acute healthcare services, particularly urgent and emergency care, acute medical admissions, major trauma and neurosciences.

The NHS 10 Year Health Plan[51] sets a strategic direction which will reshape the role of acute hospitals. While hospitals will remain essential for specialist, emergency and complex care, the plan envisages a reduction in avoidable admissions and increased delivery of care in community-based settings. This will require acute hospitals to work in closer integration

[50] Cambridgeshire & Peterborough ICS Estate Strategy 2023-2033, February 2023. Available at: Cambridgeshire & Peterborough Health and Wellbeing and Integrated Care Strategy summary

[51] NHS 10 Year Health Plan for England, July 2025. Available at: Fit for the future: 10 Year Health Plan for England

with emerging Neighbourhood Health Centres (NHCs), Urgent and Emergency Care (UEC) hubs and community diagnostic services, ensuring that acute capacity is used appropriately and efficiently.

CUH has modelled demand against a range of growth scenarios[52]. Maintaining current care models would require unfeasible increases in beds and Emergency Department capacity, exceeding land, workforce and funding limits and worsening performance, patient safety and elective recovery. Such an approach is considered unsustainable and unaffordable, and incompatible with national NHS policy or sustainable development objectives.

To address these challenges and improve population health, care quality, equity and value for money, CUH's Acute Care Strategy sets out a new model of acute care aligned with the NHS 10-Year Plan, based on:

- A "left shift" from hospital-based, reactive care towards prevention, early intervention and care delivered closer to home.
- Enhanced urgent and emergency care pathways, reducing avoidable ED attendances through digital triage, alternative settings and community-based provision.
- Retention and enhancement of CUH's role as a regional and national centre for Major Trauma and Neurosciences.
- Replacement of ageing and sub-standard estate through delivery of modern, flexible and compliant acute facilities on the Cambridge Biomedical Campus.

The strategy demonstrates that, with full implementation of this model, future acute healthcare needs generated by Greater Cambridge growth can be met more efficiently, but only if strategic infrastructure investment is brought forward in parallel with development.

12.4 Secondary

12.4.1 Existing Situation

Secondary care refers to specialist NHS services, typically following referral from primary or community care and commonly delivered in hospital and acute settings and includes outpatient clinics, day-case procedures, planned inpatient care and urgent or emergency hospital treatment, supported by access to specialist staff, diagnostics and technical facilities. Secondary care offers more intensive investigation, diagnosis and treatment than general practice, including outpatient, inpatient and emergency care. Acute hospitals act as the primary locations for delivering secondary care, providing patients with access to specialist assessment, intensive treatment and coordinated care within the wider health system.

Secondary healthcare for the Cambridgeshire and Peterborough ICS (now forming part of the wider NHS Central East ICB) is provided primarily through four acute hospitals:

[52] Cambridgeshire & Peterborough ICS Estate Strategy 2023-2033, February 2023. Available at: Cambridgeshire & Peterborough Health and Wellbeing and Integrated Care Strategy summary

Cambridge University Hospitals NHS Foundation Trust (Addenbrooke's Hospital), Royal Papworth Hospital (Cambridge), Hinchingbrooke Hospital (Huntingdon) and Peterborough City Hospital.

The acute estate represents the majority of the ICS health estate footprint and cost, accounting for around 71% of total health estate floor area and approximately 82% of annual estate costs. Two of the four acute hospitals (Royal Papworth and Peterborough City Hospital) operate under whole-hospital Private Finance Initiative (PFI) contracts, shaping both operational costs and the approach to estate change.

The ICS has faced a major challenge in terms of estate condition and safety, in addressing reinforced autoclaved aerated concrete (RAAC) in the walls at Hinchingbrooke Hospital. Structural supports have also been inserted under end bearings, alongside numerous roof leaks, which has led to the decanting of wards to carry out the work. In a worst-case scenario, this would lead to the closure of the hospital, with service reprovision via other options across the system. Even in a best-case scenario, decant provision would need to be considered during development works.

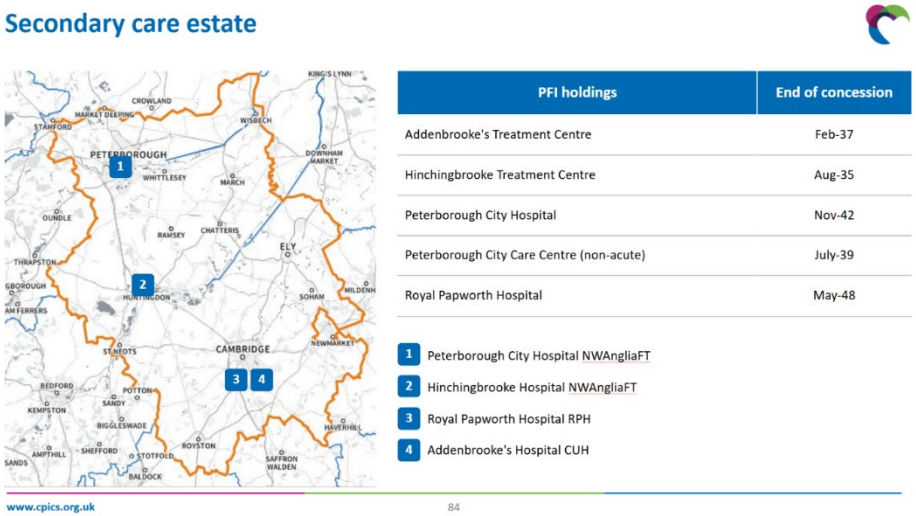

Figure 12-2 Cambridgeshire & Peterborough Secondary Care Estate

Source: Cambridgeshire and Peterborough ICB

12.4.2 Future Needs

Planned housing and employment growth across Greater Cambridge, alongside demographic change, is expected to increase demand for secondary care. There is a continued rise in the number of people who are attending the emergency department. In addition, people are living longer with more complex needs, increasing the demand for highly specialised and personalised care as well as local urgent and emergency care. Across the East of England, over 75s are projected to be the fastest growing group, which will further increase demand

for specialised care at CUH[53].Similarly over 85+ population is projected to growth; which is associated with higher levels of long-term conditions and multi-morbidity, and increased use of urgent, emergency and elective hospital services.

The NHS 10 Year Health Plan sets a direction of travel that will influence the future role and configuration of secondary care: moving activity from hospitals into community settings where clinically appropriate; a stronger focus on prevention; and digital transformation. For the acute estate this is expected to translate into (i) continued demand for specialist and complex care, (ii) the need to reduce avoidable admissions and support earlier discharge, and (iii) closer functional links with new and expanded neighbourhood and community hub provision (including potential community diagnostics).

Future secondary care requirements will therefore be shaped by a combination of growth-related demand, estate constraints (including PFI arrangements and condition/safety issues), and service transformation. A key requirement is to align acute hospital investment and redevelopment with a refreshed, system-wide estates strategy and campus-level master planning, ensuring that acute sites remain safe, operationally resilient and capable of adapting to changing models of care.

12.5 Wider Primary Care POD Services

12.5.1 Existing Situation

Wider primary care services in Greater Cambridge comprise community pharmacies, dispensing GP practices, optometry and dentistry, which together play a key role in supporting population health, reducing pressure on GP practices and acute services, and improving access to preventative and early-intervention care. Across Cambridgeshire and Peterborough, responsibility for commissioning pharmaceutical, general ophthalmic and dental services sit with the ICB.

The Pharmaceutical Needs Assessment (PNA) 2025–2028 identifies that, overall, Cambridgeshire and Peterborough have a good geographical distribution of pharmaceutical services, delivered through a mix of community pharmacies and dispensing GP practices, reflecting the rural character of parts of the area.

As of April 2025, there were 93 community pharmacies in Cambridgeshire (including dispensing Appliance Contractors and distance selling pharmacies), alongside 35 dispensing GP practices within the wider Cambridgeshire & Peterborough area reflecting the rural character of parts of the county[54]. The majority of residents are able to access a pharmacy or dispensing practice within a 20-minute drive.

There are also five hospital pharmacies serving the Cambridgeshire & Peterborough population, which include:

[53] Cambridgeshire & Peterborough ICS Estate Strategy 2023-2033, February 2023. Available at: Cambridgeshire & Peterborough Health and Wellbeing and Integrated Care Strategy summary

[54] Cambridgeshire and Peterborough Pharmaceutical Needs Assessment 2025-2028. Available at: Microsoft Word - Cambridgeshire and Peterborough PNA 2025 Approved for Publication

Addenbrooke's; Papworth; Hinchingbrooke; Cambridgeshire and Peterborough Mental Health Trust, Fulbourn; and Peterborough City Hospital.

While the area has a below-average supply of community pharmacies, with 13.8 pharmacies per 100,000 population, compared to the England average of 20.8 per 100,000, this lower density is partially mitigated by the presence of dispensing GP practices reflecting the rurality of the district, and by residents accessing pharmacies just outside the administrative boundary.

There is generally good coverage of community pharmacies across Cambridgeshire and Peterborough, with a range of opening hours; however, the PNA identifies limited availability on Sundays. There are currently 11 '100-hours' pharmacies in Cambridgeshire, of which only one is operating at the full contracted 100 hours, with the remainder typically opening between 72 and 79 hours per week. These pharmacies are permitted to reduce their core hours to a minimum of 72 hours in response to mounting financial pressures and insufficient NHS funding, reflecting wider strategic challenges associated with workforce shortages and funding constraints.

The distribution of pharmacy locations can be found in Figure **12-3**.

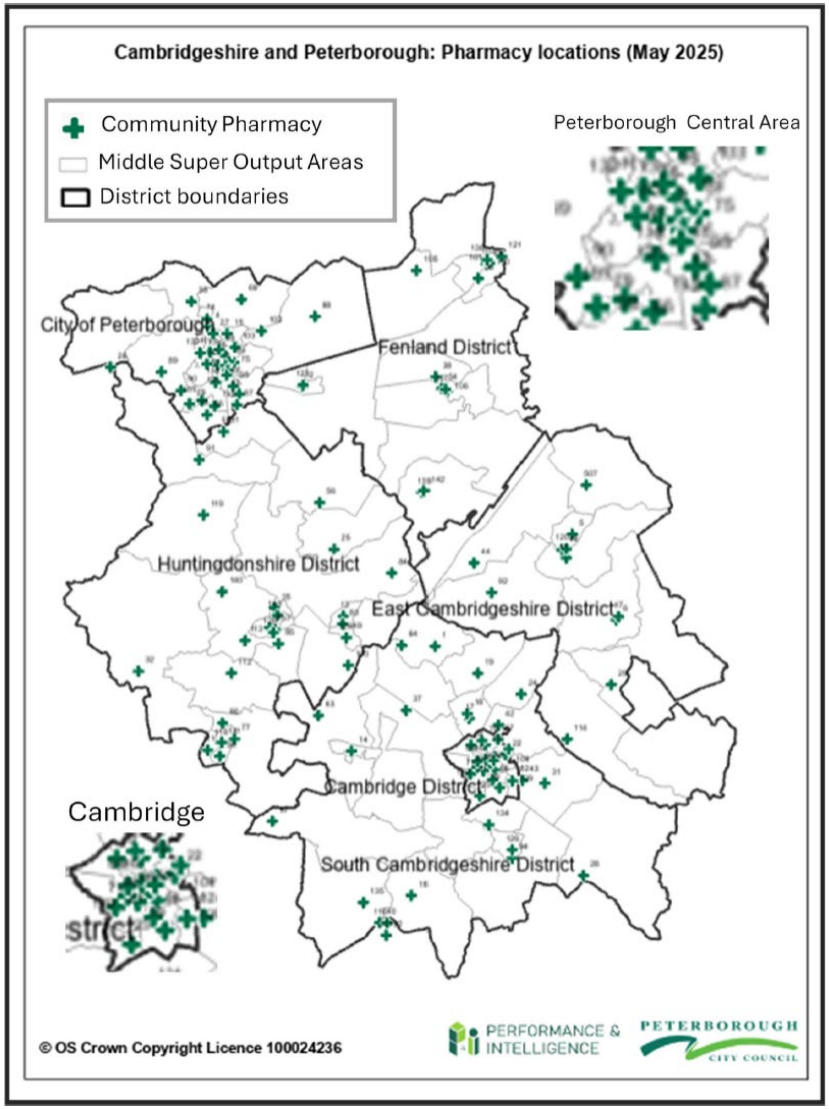

Figure 12-3 – Pharmacy Locations in Cambridgeshire and Peterborough (May 2025).

Source: Cambridgeshire and Peterborough Pharmaceutical Needs Assessment (2025-2028)

It is understood that data on optometry and dentistry capacity across the ICS remains evolving and will continue be monitored by the ICB. The ICB acknowledges that both sectors face challenges around workforce recruitment, financial viability and uneven access, particularly for NHS dental services, and investment and service transformation over time will be required to address these challenges. Optometry and dentistry services are not directly planned through the local planning system, and unlike GP or community health facilities, they are rarely delivered as dedicated infrastructure within new developments. Instead, provision is typically market-led and influenced by contractual incentives and workforce availability. Despite this, the ICB recognises that an increase in population size is likely to generate an increased need for POD services and will therefore continue to monitor localised demand for additional services.

12.5.2 Future Needs

Population growth and demographic change across Greater Cambridge, particularly the projected increase in older age groups, is expected to increase demand for POD services. Older residents are more likely to require regular access to pharmacy services and are more likely to experience visual impairment and oral health needs, increasing reliance on optometry and dentistry.

National and local policy places increasing emphasis on prevention, self-care and community-based support, with community pharmacies recognised as a key asset in delivering health improvement, early intervention and enhanced local services. Pharmacies already provide essential, advanced and locally commissioned services and are well placed to help reduce pressure on GP practices and acute services if appropriately supported.

Future needs for POD services will therefore be shaped by the aspects below. However, it should be noted that future need is subject to evolving models of care

- Continued housing growth, particularly at strategic sites and new settlements.
- An ageing population with higher levels of morbidity.
- Ongoing challenges in workforce recruitment and retention, especially in dentistry.
- Changes to commissioning priorities and funding arrangements over time.
- Emerging healthcare models – potential for co-location of POD services into neighbourhood health settings

A key limitation is that the PNA involves a short-term review of infrastructure needs, as it does not factor in the infrastructure requirements associated with anticipated Local Plan growth. Given the shorter-term nature of capacity planning for POD services, longer-term modelling would be beneficial to understand future requirements. This will need to be monitored and reviewed regularly through updates to the PNA and through ICB commissioning processes, rather than fixed long-term infrastructure standards.

Focus areas for future infrastructure delivery, should safeguard existing pharmacies and dispensing practices, particularly in deprived communities and growth areas should, where appropriate. Supporting delivery of community-based services across multiple locations, including better use of shared and NHS owned estate to accommodate outreach and neighbourhood services. Work with the ICB to improve data on dental and optometry capacity, access and estate constraints to inform future iterations of the IDP and Local Plan evidence base. Ensure major developments within Greater Cambridge provide

suitable, flexible commercial or community space capable of accommodating POD services where future needs are identified.

12.6 Priority Projects

Based on the initial high-level assessment by the NHS, priority projects have been identified for primary healthcare. It is important to note that ongoing estates planning work around acute, secondary, community health and POD services is being undertaken by NHS Property Services following the publication of the 10 Year Plan and considering the reorganisation in the ICB. This will inform and confirm the likely localities for these provisions.

A mix of delivery and funding mechanisms will be needed to implement healthcare infrastructure. As per NHS England's Capital Guidance 2026/27-2029/30, "NHS organisations should work with local authorities to secure developer contributions for extra capacity". This will ensure that adequate primary care mitigation is delivered to address the additional demand deriving from new residential developments."

Primary healthcare - Based on an initial high-level assessment undertaken by NHS Property Services, an approximate investment of £42 million in new facilities, equivalent to 6,087 sqm, and £9.4 million of expansion and/or refurbishment of the existing facilities, corresponding to 1,773 sqm will be required. It should be noted that the identified investment is in addition to existing facilities upgrades and new facilities provision that have been secured through planning obligations for consented developments (as described in Section 12.1.1).

Table 12-1 – Summary of Primary Healthcare Infrastructure Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
New healthcare facilities	3 new modern healthcare facilities to be built	42	ICB / NHS / Developers	Essential mitigation	2034 – beyond plan period	Cambourne North, Grange Farm, Cambridge East
Expansion of healthcare facilities	Approximately 1,773 sqm of expansion and/or refurbishment of existing facilities	9.5	ICB / NHS / Developers	Essential mitigation	2024 - 2034	Several GPs across GC

Source: AtkinsRéalis analysis based on infrastructure need assessment undertaken by NHS Property Services (June 2026)

13. Community and Culture

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

13.1 Community Centres

13.1.1 Existing Situation

The City Council 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 ongoing Cultural Infrastructure Strategy[55] has audited 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[56].

Cambridge City is home to 21 community centres and 2 village halls[57], with new and expanded centres at Cherry Hinton, including a refurbished library, and Mill Road recently[58]. 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.

While there are 32 community centres and 76 village halls within South Cambridgeshire[59]. 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.[60]

Greater Cambridge has a good network of spaces supporting community life and a good proportion of these are multi-functional buildings. However, distribution of community facilities is not equally spread and other facilities need to be modernised or better maintained[61].

[55] Genecon Greater Cambridge Cultural Infrastructure Strategy, 2026.
[56] Cambridge City Council Cultural Strategy 2024 - 2029
[57] Community Infrastructure Studies - Needs Assessment 2026. Rooted in Place.
[58] Cherry Hinton Hub - Cambridge City Council
[59] Community Infrastructure Studies - Needs Assessment 2026. Rooted in Place.
[60] Cambridgeshire Acre South Cambridgeshire Community Facilities Study, 2025. Available at: SCFA_Report
[61] Community Infrastructure Studies - Needs Assessment 2026. Rooted in Place.

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[62] and validated by the Community Infrastructure Needs Assessment 2026[63]. The housing trajectory anticipates an overall population increase of 118,137 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 58,363 residents over the plan period. This generates a need for at least an additional 7,530sqm community space. Through benchmarking delivery costs, including against recent models of delivery in Greater Cambridge, this equates to a capital cost of £30.3 million and £885,157 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.[64] The services offered within the community facilities will be bespoke and depend on the requirements of the local residents. Other community centres are also being planned for the strategic sites, including at Cherry Hinton North.

The Cultural Infrastructure Needs Analysis 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. The CIS also notes that Strategic Growth Areas should not be expected to deliver identical cultural infrastructure, but each area should contribute to a balanced cultural infrastructure network. 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

[62] South Cambridgeshire Community Facilities Study, 2025.
[63] Community Infrastructure Studies - Needs Assessment 2026. Rooted in Place.
[64] South Cambridgeshire Community Facilities Study, 2025.

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[65].

The County Council operates a network of 33 libraries across the county; however, in many cases, these are managed in partnership with the district councils[66]. Library provision includes 30 libraries and 3 mobile libraries that stop at 98 villages, 27 of which are within Greater Cambridge according to the Community Infrastructure Study Needs Assessment[67]. There are roughly 12 community-run libraries located in smaller villages or remote locations with support from a local parish, community group or volunteers. [68]

Cambridge Central Library is the flagship facility in Greater Cambridge[69]. 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.

CCC 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[70]. 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 CCC Planning Obligations Strategy[71], it is anticipated that a minimum of 2,630 sqm of libraries space is required to meet future needs and could cost minimum £13.1m.

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[65] Genecon Greater Cambridge Cultural Infrastructure Strategy, 2025.
[66] Cambridgeshire County Council libraries data. Available at: Your library | Cambridgeshire County Council.
[67] Community Infrastructure Studies - Needs Assessment 2026. Rooted in Place.
[68] Genecon (2025) Greater Cambridge Cultural Infrastructure Strategy.
[69] Cambridge Central Library data. Available at: Cambridgeshire Online | Cambridge Central Library.
[70] Greater Cambridge Planning Obligations Supplementary Planning Document, 2026. Available at: Greater Cambridge Planning Obligations Supplementary Planning Document .
[71] CCC, 2016. Available at: Planning_Obligations_Strategy_V1_2

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 Storey's Field, with reference to Museums, Libraries and Archives guidance on fit-out costs[72].

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[73] 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[74] 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 over 100 small Church of England churches with associated graveyards exists in villages throughout South Cambridgeshire, with most being managed by the respective parish councils. Most of these burial grounds serve their

[72] Museums, Libraries & Archives, 2010. Available at: MLA Standard Charge May 2010

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

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

immediate community, with over half having 20+ years of additional burial space available and only 6 parishes reporting any immediate capacity concerns[75]. The provision of new burial space forms part of the delivery of strategic sites including the new towns at Waterbeach (Waterbeach Cemetery) and Cambourne (Cambourne burial ground). However, a suitable location for a cemetery in Northstowe has not been found as a result of a high water table[76]. The Cambourne burial ground opened in 2016 and offers over 200 plots. Planning permission for an expansion of Waterbeach cemetery to provide up to 850 additional burial plots was granted planning permission in 2016 (S/2770/16/FL). Additionally, the Arbory Trust manage the Barton Glebe Woodland Burial Ground to the west of Cambridge, between Comerton and Barton, which offers green burial and is the only private cemetery within Greater Cambridge.

13.3.2 Future Needs

According to the Burial Study[77], the mortality projection suggests that the number of deaths will be up to approximately 66,900 during the plan period. The current ratio of cremations and burials are 80/20. If 20% of deaths are burials, approximately 13,400 burial plots will be needed during the plan period, of which approximately 1,850 would be required for residents of the strategic allocations and new settlements. The majority of villages within Greater Cambridge have existing or potential future space for burials. However, the provision for Cambridge City residents is forecast to run out within 5 years and despite ongoing engagement with Homes England, a solution is yet to be identified for Northstowe. Despite a number of the rural parishes having adequate capacity to manage demand for burial through the plan period, others proximate to major growth locations will likely have insufficient capacity to meet demand. The overall estimated shortfall in burial spaces is approximately 3,120 during the plan period. For each burial space required, a cemetery area requirement of 5.06 sqm should be applied for municipal-type cemeteries and 6.32 sqm for green burial sites. This would occupy a minimum area of approximately 1.6 hectares, assuming the full complement is provided in a municipal-type cemetery. However, more natural burial grounds would likely be at lower densities and would therefore require more land, approximately 2 hectares for the full complement.

This burial need is not concentrated in a single location but is distributed across Cambridge City and the new settlements. As such, it would be preferable to establish at least two new burial grounds, unless a single site can be identified that would adequately serve both Cambridge City and the northern and north-western settlements[78].

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. In the absence of suitable sites within the Cambridge urban area, one or more new burial grounds should be delivered in locations that benefit from good transport connections to the city. The burial study also highlights a preference for burial within a number of faith groups, particularly the Muslim, Baha'I and Jewish communities,

[75] Greater Cambridge Burial Study. Lanpro (2026)
[76] Greater Cambridge Burial Study. Lanpro (2026)
[77] Greater Cambridge Burial Study. Lanpro (2026)
[78] Greater Cambridge Burial Study. Lanpro (2026)

and this may have a bearing on the desired location of future facilities.

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 equates to a cost of approximately £200,000.

13.4 Priority Projects

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

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Community centre space	Provision of 7,530 sqm community space	30.2	Councils, Developers	Essential mitigation	2024-2045	Northstowe, Waterbeach, Cambourne, Bourn Airfield, NEC, Cambridge East, Grange Farm
Library provision space	Provision of minimum 2,630 sqm library space to be delivered as community, key and/or hub libraries (TBC)	13.1	CCC / Developers	Essential mitigation	2024-2045	Across growth locations
Cemetery and burial space	Provision of 2hectare capacity for cemeteries and burial space	0.2	Councils / Parish Councils / Developers	Essential	2034-2045	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. The Service within the Greater Cambridge area is operating at capacity and modernisation of the police estate to make premises fully fit-for-purpose for modern policing is a priority.

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 a requirement 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 constraints to achieving these response rates within urban Cambridge, on the edge of the city at Trumpington and outside the City at Northstowe and Waterbeach due to traffic management measures linked to development and network congestion.

Through reviewing historic incident data, CFRS have identified that this requires them to have 14 active fire appliances 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.

The Service within the Greater Cambridge area is operating at capacity and increased reliance is being placed on appliances from neighbouring Districts to attend to and manage incidents arising.

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 an Ambulance Service Response Post (ASRP) at Kings Hedges (close to the A14/B1049) that has capacity for a single waiting ambulance.

14.2 Future Needs

Police

CC advise that planned housing and population growth over the plan period will have a significant impact on demand for policing, requiring additional service capacity to be funded in part through developer contributions. 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 2025/26 – 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 int he North of the County (£1.1m) and an expansion of the HQ to deliver a new ICT block.

Analysis of the impacts of growth indicates that the following investment priorities are required to increase capacity in order to mitigate the impact of planned housing growth:

- A City Centre police station presence - £850,000[79]
- Histon police station modernisation - £700,000
- Sawston police station modernisation - £325,000
- Cambourne police station modernisation - £300,000

While longer term needs to address the 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, CC has developed standard charge guidance through analysis of existing infrastructure and

[79] Of which £350,000 is expected to be provided via developer contributions

baseline population, to help maintain and increase service capacity in response to planned growth.

The standard charge guidance for housing is £195 per dwelling. The standard charge guidance has been developed to recognise that a wide range of infrastructure is required to increase capacity and maintain an efficient, effective, modern and agile service. This includes:

- Additional or enhanced police station floorspace and facilities
- Custody facilities
- Interview suites, including for vulnerable victims
- Touch down points
- Communications and ICT infrastructure
- Speed camera / ANPR technology
- Police vehicles and drone technology

Investment in additional staff resources, equipment and training are all anticipated to increase as the demands on the service increase to reflect the growing population.

The application of the recommended standard charge would suggest a necessary investment in the wider police estate in the region of £4.3m over the plan period to meet the additional demands created by development.

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 advise that planned housing and employment growth will have a significant impact on service delivery and that additional investment, including from developer contributions, will be required to increase capacity and 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, combined with incidents arising through employment growth, it would equate to an additional 2,000 incidents per year – a 20% increase in the number of incidents. This demand would increase gradually as homes and employment sites are delivered through the plan period.

The CFRS Estates Strategy 2024-2029 focuses on ensuring that the Estate is fit-for-purpose to respond to demands within the community. The ageing estate is unable to address the increased demands arising from planned growth, with the majority of ‘on call’ stations not sufficiently equipped to accommodate and manage increased crewing models such as Nucleus or Day Crewing.

Analysis of planned growth indicates that 2x additional fire appliances will be required within Greater Cambridge by 2030 and 2035 and 2x new Fire Stations by 2035 and 2040, within (or in close proximity to) Eddington and Cambridge East respectively. 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 estimated to cost £2.5 – 3m to deliver (excluding land costs).

Each new fire appliance is estimated to cost £375,000. Further investment to modernise existing fire stations to increase their operating capacity may be identified through future revisions to the Estates Strategy. Each growth area will require new fire hydrant provision, but this is likely to be secured via planning condition on major planning permissions.

CFRS has developed standard charge guidance through modelling existing fire and rescue infrastructure with baseline population and employment provision, to create a tool which can be used to help maintain and increase service capacity in response to planned growth. The standard charge is £200 per dwelling and £7.32 per sqm for employment development.

The standard charge guidance recognises that a range of fire and rescue infrastructure is required to increase capacity across the estates and maintain an efficient and effective service. This includes:

- Additional or enhanced fire station floorspace
- Operational crew drop-down points
- Fire service plant/equipment/PPE
- Fire and rescue vehicles, inflatable boats and drones
- Digital hardware, software and communications

Investment in additional staff resources, equipment and training are all anticipated to increase as the demands on the service increase to reflect the growing population.

The application of the recommended standard charge would suggest a necessary investment in the wider police estate in the region of £7.3m over the plan period to meet the additional demands created by development.

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, indicating a need for an additional ambulance to accommodate population increases arising through site allocations and windfall development.

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 the need for investment to modernise and expand facilities in Greater Cambridge is

recognised, there are other projects in the wider region 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 ASRP expansion	Expansion of the existing Kings Hedges ASRP 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 ASRP in North Cambridge with capacity for ambulance parking and staff welfare facilities.	TBC	EE / Developers	Essential	TBC	TBC
Ambulance New Ambulance provision	Provision of an additional ambulance to expand capacity in the vehicular fleet	0.15	EE / Developers	Essential	TBC	n/a
Fire North West Cambridge Fire Station	Single-storey building and associated operational and staff parking at North West Cambridge.	2.75	CFRS / Developers	Essential	2034 - 2039	Eddington (North West Cambridge)
Fire Cambridge East Fire Station	Single-storey building and associated operational and staff parking at Cambridge East.	2.75	CFRS / Developers	Essential	2039 - 2045	Cambridge East

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
Fire New Fire Appliances	Provision of two new fire appliances to expand capacity in the vehicular fleet	0.75	CFRS / Developers	Essential	2029 - 2034	n/a
Police Milton Police Station	Delivery of a new police station in Milton.	23.5	CC	Essential	2024 - 2029	Milton
Police Cambridge City Police Station	Delivery of a new police station in Cambridge City Centre.	0.85	CC / Developers	Essential	2025-2030	Cambridge City Centre
Police Histon Police Station modernisation	Investment to increase operational capacity of existing station	0.7	CC / Developers	Essential	TBC	Histon
Police Sawston Police Station modernisation	Investment to increase operational capacity of existing station	0.33	CC / Developers	Essential	TBC	Sawston
Police Cambourne Police Station	Investment to increase operational capacity of existing station	0.3	CC / Developers	Essential	TBC	Cambourne

Source: AtkinsRéalis analysis

15. Indoor 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 29 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 swimming 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 City Council's 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, of which 8 are main swimming pools, and 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. Another 6 pools are for registered membership use only, mainly located on sites attached to hotels or golf clubs.

The provision of indoor sports and leisure facilities across Cambridge and South Cambridgeshire also includes 51 health and fitness suites, 11 indoor tennis courts, 31 squash and padel courts, 2 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.

Based on population over 15 years, large oversupply of health and fitness in the City, while more modest undersupply in South Cambridgeshire- but people commuting or using from

neighbouring authorities. Evidence of commercial facilities close to major employers, Nuffield Health at Granta Park.

15.2 Future Needs

The Strategic Growth Areas Leisure Needs Analysis (2031-2045) and the Indoor Sports Facility Strategy (ISFS), prepared by Strategic Leisure, updates baseline data around existing facilities and their capacity, assesses the need for indoor sports facilities across Greater Cambridge, provides recommendations and an action plan. It considers the full build-out infrastructure requirements for each development, including where planning permission has already been granted and delivery is underway and 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.

In order to meet future needs, the ISFS suggests new on-site provision as part of larger new developments where land and scale allow; off-site contributions and enhancement and reconfiguration of existing sites to increase capacity and quality. Investment will therefore be required to maintain and modernise existing facilities and to expand the range of provision in areas experiencing growth. This investment will be from new S106 Agreements, existing S106 funds, play and pay, new leisure management contracts and Sports England. Partnership with education facilities will also need to be in place to meet future needs.

For this iteration of the IDP, indoor sports facility requirements are derived using Sport England's Calculator[80], informed by population growth assumptions across Greater Cambridge (see Section 4.1.2), with the assessment focused on needs arising over the Local Plan period to 2045. Indicative investment costs have also been informed by outputs from Sport England's Sports Facility Calculator and the ISFS, while spatial distribution is informed by the ISFS and engagement with stakeholders.

Sports Halls

It has been estimated that about 4 sports halls (equivalent to 16 badminton courts) are needed to meet future growth and will cost £12,352,305[81].

Swimming pools

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 618 sqm or equivalent to 3 swimming pools (25 m x 2.125m) or 12 lanes of swimming pool will be needed and will cost £13,747,444. It has been anticipated that new swimming pools will be located where demand will increase most, such as larger strategic sites, including Cambourne, Eddington, and Grange Farm. New pools have recently been completed at Perse School and the Genome Campus, though with limited public access. Provision for new swimming facilities has been partly secured at Northstowe, Waterbeach and Milton.

[80] Available from https://www.activeplacespower.com/pages/sportsfacilitycalculator

[81] This infrastructure provision is based on population growth of 58,403 over the plan period

The ISFS establishes the need for a regional swimming pool (50m x 12 lanes) in Cambridge East to serve the north, northeast and east of the city. Co-locating a significant amount of water space in one location would benefit other sports facilities of a similar regional scale. This provides a sustainable, accessible offer for communities, as well as being the most effective operationally.

Indoor bowl centres

With regards to indoors bowl centres, 0.12 bowl centre will be needed (equivalent to 5-rink indoor bowl centre) or 0.72 bowling rink and will cost £338,904[82]. The ISFS suggest additional indoor bowling rink could be provided 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 across South Cambridgeshire, suggesting that new provision might better relate to unmet demand.

Health and fitness

The strategy recommends the provision of additional facilities for gyms 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. Health and fitness and racket sports infrastructure needs within the plan period are derived as proportional to the population. The inclusion of these facilities would increase the cost of provision by a proportionate amount.

Indoor racket sports

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.

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. This is the case for the Genome Campus where a new swimming pool will be provided for the use of employees and onsite residents.

The ISFS suggests that it is expected that significant capital investment will come from new S106 agreements. However, a new leisure management contract will also seek to capital investment across Greater Cambridge. Negotiations with Sports England is ongoing to also provide capital investment. In addition, partnerships working with education sites will be an opportunity to improve the offer and operation while widely benefiting the community.

[82] Sports England Facilities Calculator

15.3 Priority Projects

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

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Potential location
Sports hall	Provision of 4 sports halls (4 badminton court sizes) to meet future demand.	12.35	SCDC, City Council, Developers	Essential mitigation	2024 - 2045	Cambridge East, Eddington, Cambourne, Grange Farm
Swimming pools	Provision of 618 sqm of swimming pools to meet future demand.	13.75	SCDC, City Council, Developers	Essential mitigation	2024 - 2045	Cambourne, Eddington, Grange Farm
Regional swimming pool (50m x 12 lanes)	Provision of a regional swimming pool to serve north, northeast and east of Cambridge	TBC	SCDC, City Council, Developers	Essential mitigation	2031- 2045	Cambridge East
Indoor bowling rinks	Provision of 0.72 indoor bowling rinks	0.34	SCDC, City Council, Developers	Placemaking	2024 - 2045	Chesterton Indoor Bowls Club and Cambridge and County Bowls Club or via new provision in South Cambridgeshire
1.85x Health & fitness suites	Provision of health and fitness suites	0.9	SCDC, City Council, Developers	Placemaking	2024 - 2045	Across growth locations
4.81x new Tennis Courts	Provision of indoor tennis courts	0.5	SCDC, City Council, Developers, LTA	Placemaking	2024 - 2045	Across growth locations

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Potential location
2.2x new Squash courts	Provision of squash courts.	0.11	SCDC, City Council, Developers	Placemaking	2024 - 2045	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. Outdoor sports facilities form an essential part of social infrastructure, supporting health and wellbeing and community cohesion.

16.1 Existing Situation

Outdoor sports facilities across Greater Cambridge are provided through a mix of publicly accessible sites and facilities associated with schools, universities, sports clubs and community organisations. Many sites also perform a wider multifunctional role, contributing to public open space, biodiversity and climate resilience alongside formal sporting use.

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".* [83]

The Greater Cambridge Playing Pitch and Outdoor Sports Facility Strategy and Action Plan (2031-45) provides the most up-to-date assessment of the existing situation. It identifies a number of structural issues currently affecting outdoor sports provision across the area, including:

- An existing under-supply of playing pitches and associated changing facilities, particularly within Cambridge City, where physical land constraints significantly limit opportunities for on-site provision and expansion.
- Heavy reliance on education sites and other non-local authority facilities for community use, often with limited security of tenure or restricted access, creating vulnerability in the supply of pitches.
- Quality and capacity issues at several key sites, including over-use of pitches, constrained ancillary facilities and uneven distribution of provision between locations.
- Limited availability of artificial grass pitches (AGPs) suitable for competitive football and hockey, increasing pressure on grass pitches and reducing opportunities for year-round play.

The Strategy also highlights changing patterns of use and participation. These include increasing informal and flexible use of facilities, greater demand for floodlit and all-weather surfaces, and rising use linked to employment locations, with people combining commuting, work and exercise.

16.2 Future Needs

Planned population growth across Greater Cambridge over the Local Plan period to 2045 will generate substantial additional demand for outdoor sports provision. The Outdoor Sports Facilities Strategy demonstrates that, without intervention,

[83] NPPF (2025) Paragraph 104.

existing shortfalls would be exacerbated and the capacity of the current network would be insufficient to meet future needs.

The evidence identifies the need for additional grass pitches and artificial surfaces across all main pitch sports, alongside associated infrastructure such as changing accommodation. Requirements include provision for football, rugby, cricket and hockey, with particular pressure identified for 3G artificial grass pitches to support both training and competitive play.

Meeting these needs will require a combination of approaches, including:

- New on-site provision as part of larger new developments where land and scale allow;
- Strategic off-site provision to serve wider catchments, particularly for specialist facilities such as large AGPs and hockey pitches;
- Enhancement and reconfiguration of existing sites to increase capacity and quality.

The Strategy recognises that delivery will be constrained in some areas by land availability, particularly within the urban area, and that pooled investment and coordination across developments will be essential to secure appropriate and timely provision. Pitch provision should be planned strategically and co-ordinated across developments.

Future demand is also shaped by ongoing changes in participation patterns, including increased use of small-sided formats, mixed and informal activity, and a growing expectation for year-round, floodlit facilities. Strategic planning and investment will therefore be required not only to match the scale of growth, but also to respond to the evolving nature of demand over the plan period.

For the purposes of this iteration of the IDP, facility requirements were derived using Sport England's Playing Pitch Calculator and Sports Facilities Calculator (in the case of outdoor tennis courts), informed by population growth assumptions and existing participation data for Cambridge City and South Cambridgeshire, with the assessment focused on needs arising over the Local Plan period to 2045. Indicative investment costs have also been calculated using the Sport England Playing Pitch Calculator and Sports Facilities Calculator, which apply national participation rates to population growth to estimate demand and associated capital costs.

Please note that the Playing Pitch and Outdoor Sports Strategy identifies both existing shortfalls in provision and additional demand arising from future population growth. The infrastructure requirements and costs presented in this IDP relate specifically to demand generated only by planned development over the Local Plan period (up to 2045 only). These should therefore be read alongside the wider evidence base, and individual development proposals should have regard to the Playing Pitch Strategy to ensure that local provision responds appropriately to existing capacity constraints as well as future needs.

The following are definitions of each type of facility:

Adult football pitch (11v11, grass) A full-size natural grass pitch designed for adult competitive football, used primarily at weekends, typically forming part of multi-pitch community sites.

Youth football pitch (11v11 / 9v9, grass) Grass pitches designed for junior and youth age groups. The strategy treats

these as equivalent provision because FA format changes from 2026/27 increase reliance on smaller pitches.

Mini-soccer pitches (7v7 / 5v5, grass) Smaller grass pitches for younger age groups and informal play, often delivered through reconfiguration of larger sites rather than standalone pitches.

3G Artificial Grass Pitch (AGP) A floodlit, full-size synthetic pitch suitable for football (and in some cases rugby union), enabling intensive, year-round use. Cost band reflects base, carpet, fencing and lighting. Can be sand-based or 3G.

Cricket facility (square / equivalent) A cricket provision unit, typically a square containing multiple grass wickets and associated outfield. Costs vary depending on size, soil profile and preparation standard.

Rugby union pitch (grass) A natural grass pitch suitable for senior or junior rugby, typically delivered as part of club sites with shared training and match facilities.

Outdoor tennis courts Outdoor tennis court equivalents, based on a four court (26.58 x 64.01m) macadam and fenced facility with artificial sport lighting. *Note that the Sport England Sport Facilities Calculator (SFC) does not provide estimates for changing rooms in these cases, so none have been costed for in the infrastructure needs below.*

All costing figures below are for the capital cost of facilities, are indicative, exclude land acquisition and abnormal costs, and will be subject to further refinement as proposals come forward.

Contribution by strategic sites

Based on the scale of development at each site, each site is expected to contribute proportionately toward the delivery of strategic outdoor sports infrastructure as identified in the Playing Pitch and Outdoor Sports Strategy.

In general:

- Large new settlements are likely to deliver on-site multi-pitch provision.
- Urban or constrained sites are expected to contribute to strategic off-site hubs.
- AGPs should be strategically located, not provided piecemeal.
- Changing rooms should be provided as shared facilities, with locations to be defined as part of detailed planning

Funding mechanisms for outdoor sport delivery

Outdoor sports provision is delivered through a combination of on-site facilities provided directly by developers as part of larger strategic developments, and off-site or strategic infrastructure funded through Section 106 contributions. Section 106 agreements are typically used to secure contributions towards shared facilities such as artificial grass pitches and multi-pitch sites, as well as associated phasing, management and maintenance arrangements

16.3 Priority Projects

Table 16-1 – Summary of Outdoor Facilities Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
23x 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. Plus 45 changing rooms	12.28	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
25x Youth Football Pitches	Smaller sized natural grass pitches for 11-a-side for youth age groups (typically 15 – 18yrs). Plus 29 changing rooms.	8.67	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
22x Mini Soccer Pitches	Small natural grass pitches to support 5-a-side and 7-a-side play, typically for younger age groups (Under 10s). Plus 0 changing rooms.	0.69	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
4x 3G Artificial Grass Pitches (AGP)	Full size floodlit third-generation turf pitches designed primarily for football (and sometimes rugby training) for year-	6.09	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
	round use. Plus 7 changing rooms.					
4x Cricket squares and outfields	Natural grass cricket pitches, including square and surrounding field. Plus 8.63 changing rooms.	3.43	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
2x Sand Based AGPs	Full-size sand-dressed or water-based artificial surfaces suitable for competitive hockey. Plus 4 changing rooms.	2.74	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
4x Rugby Union pitches	Natural grass pitches for rugby union (adult or junior). Plus 8 changing rooms.	2.3	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations
8x outdoor tennis courts	Standard outdoor tennis courts with appropriate floodlighting to allow evening and winter play.	0.94	Delivered on/off-site by the developer as policy requirement.	Essential mitigation	In line with the development trajectory.	All locations

Source: LUC analysis

17. Accessible Green Space and Green Infrastructure

This chapter considers accessible green space (AGS), green infrastructure (GI), provision for children and young people, and food growing space. Outdoor sports and leisure are covered under **Chapter 16**, while indoor sports facilities are in **Chapter 15**.

17.1 Key Definitions

Accessible green space (AGS)

The broader term "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".*

Since the introduction of the Natural England GI Framework in 2023, increasingly references are being made to 'accessible green space' instead of open space. The Greater Cambridge GI Standards Framework (2026) sets a package of standards which includes a standard for AGS based on the Headline GI Standards set out in the Natural England GI Framework. The Framework defines this as "all publicly accessible green spaces including: parks, natural / semi-natural greenspace, amenity greenspace, community gardens (where publicly accessible), accessible SuDS [sustainable drainage systems] with naturalised character."

In order to qualify as accessible greenspace the following conditions should be met:

- The space must be freely (i.e. no paid entry, although parking can be paid-for) accessible to everyone at most reasonable (e.g. daylight) hours.
- The space must be mostly comprised of natural rather than man-made surfaces (e.g. grass, woodland, water).
- The space must allow a range of pastimes.

There is significant crossover between the provision of AGS and green infrastructure, as much of green infrastructure is provided within areas of AGS.

The term "public realm" can also qualify as "open space" – but has a focus on accessibility and civic function and differs somewhat from AGS. It 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/AGS. 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 ("play space")

The Greater Cambridge GI Standards Framework defines play space as "outdoor areas designed to support children and young people in play, physical activity, exploration and social interaction". It notes that play may be equipped or informal (and the resulting standards distinguish between the two) but all should be safe, inclusive and accessible.

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)[84]. 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.

Food growing space

The Greater Cambridge Food Growing Study (2026) describes a number of settings that can qualify as 'food growing space'. Traditionally, food growing space has been focussed on allotments – a space with the primary purpose of cultivating food by allotment holders/members for their own consumption. Under the Small Holdings and Allotments Act 1908, local authorities have a legal duty (with limitations) to provide allotments to meet demand[85]. 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*"[86].

However, the study notes the growing importance and prominence of a number of other, often more collective, settings – including community gardens, community orchards,

[84] NPPF (2025)

[85] Small Holdings and Allotments Act 1908, Section 23. Available at: Small Holdings and Allotments Act 1908.

[86] NPPF (2025)

community farms, informal growing spaces, roof gardens and "edible landscaping".

The Greater Cambridge GI Standards Framework (2026), as informed by the Food Growing Study, sets a dedicated standard for food growing space, expressed as a benchmark in hectares per 1,000 population.

Food growing spaces 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

Accessible green space (AGS)

According to the Greater Cambridge Green Infrastructure Strategy, Greater Cambridge currently has approximately 7.0 ha of publicly accessible green space per 1,000 population (based on a 2024 population of 322,000)[87]. See **Figure 17.1** for existing distribution of green space typologies. 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, this figure would be likely to decrease.

The GI 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 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. Work is currently ongoing (as of 2026) to provide a partial update of these quality assessments. However, the Greater

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

Cambridge Green Infrastructure Strategy 2025 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.

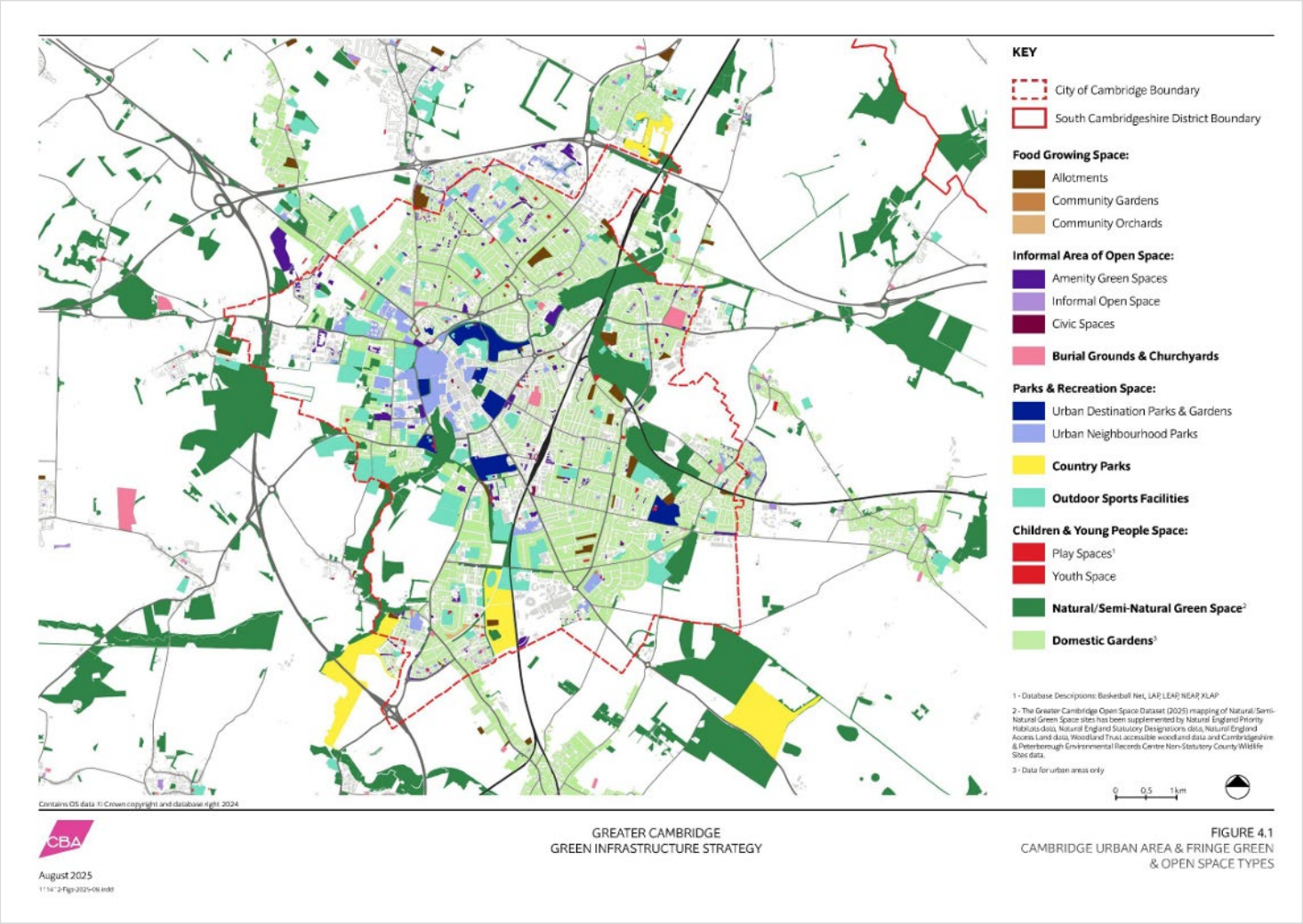

Figure 17-1 - Mapping of open space typologies within Cambridge city and fringes

Source: Greater Cambridge Green Infrastructure Strategy – Volume 2: Supporting Evidence, 2025

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%[88]

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

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

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 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 ("play space")

The Greater Cambridge GI Strategy 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'[89].

In terms of quality, existing assessments at the Greater Cambridge scale do not give a clear guide. However, the Greater Cambridge GI Strategy 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 Cambridge City Council (City Council) published a Play Strategy in 2024[90], 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.

Food Growing Space

The draft Greater Cambridge GI Strategy (2026) sets out that there are currently 136 "Food Growing Space" sites across Greater Cambridge, including allotments, community gardens, and community orchards. The existing provision was calculated to be 0.41 hectares of total food-growing space per 1,000 people.

The Greater Cambridge Food Growing Study notes that the majority of allotments sites are in the mid-range bracket, with half-plots common. The study found that while many allotment sites have demand that broadly aligns with supply, there are a handful of popular sites with historically very long waiting lists – most commonly within the Cambridge City Council area.

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

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

Alternative food growing provision in Greater Cambridge includes community food growing planters provided at the Fanshawe Road development and Darwin Nurseries – a 3-hectare site owned and operated by the NHS. Roof gardens are currently uncommon due to difficulties in obtaining planning permission and practice issues related to maintenance.

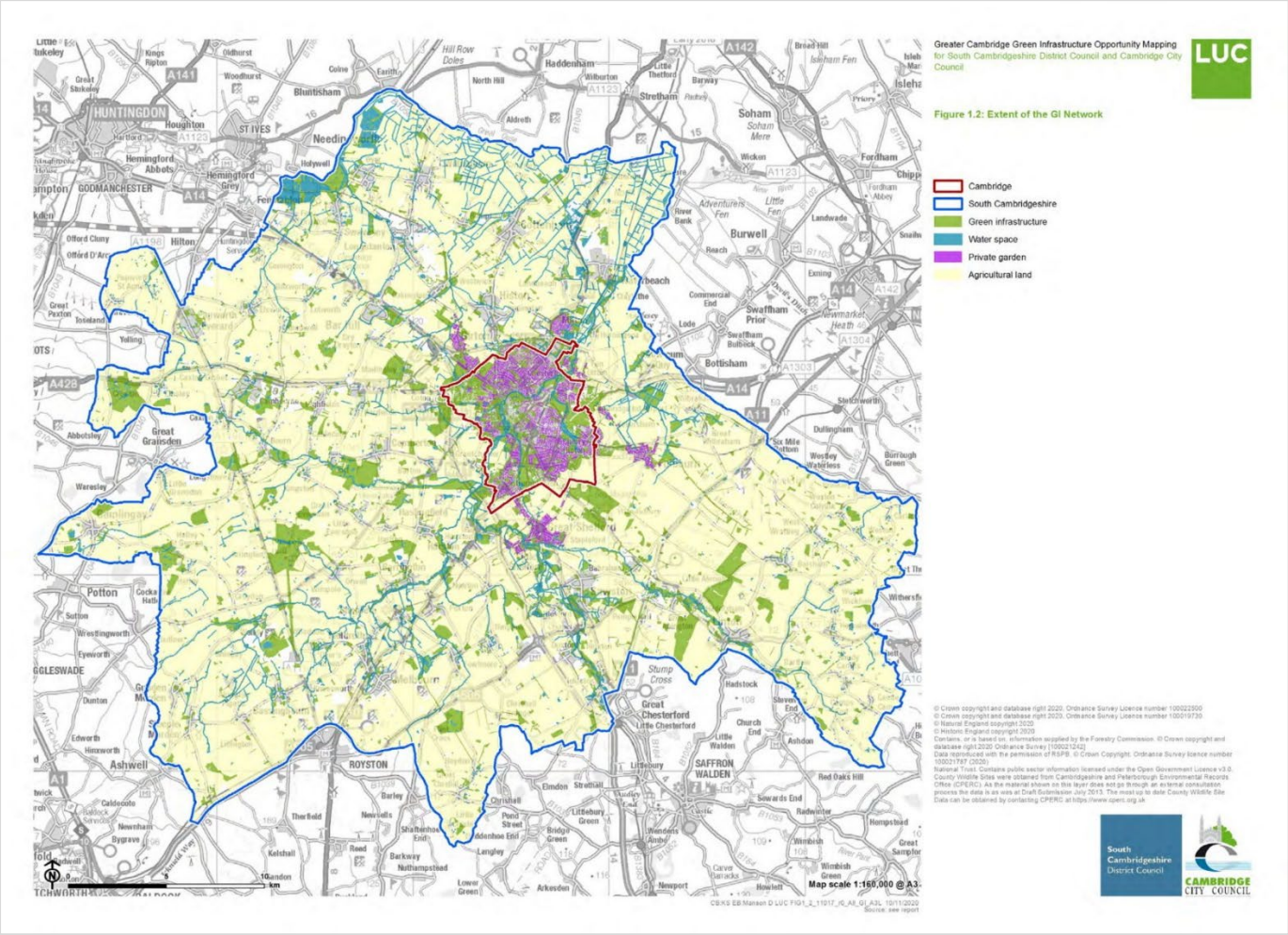

Figure 17-2 - Mapping of GI, water spaces, agricultural land and private gardens in Greater Cambridge

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.

Accessible Green Space

There are no nationally mandated standards for the provision of AGS, however the Natural England GI Framework (2023) forms key advisory policy for AGS. 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 (or GI) Strategy or Local Plan. The Greater Cambridge GI Standards Framework (2026) forms the basis for the needs calculated within this IDP. The resulting standards are summarised below in **Table 17.1.**

Given the projected extent of commercial development in Greater Cambridge over the plan period, and high levels of daily in-commuting by employees using these sites, the GI Standards Framework also applies an accessible green space (AGS) standard to commercial sites for uses classes associated with lab and office developments – uses E(g)(i), E(g)(ii). Qualifying major commercial developments (i.e. > 2,000m2 additional floor space) will be required to provide 2.0 hectares of accessible green space per 1,000 employees.

This requirement has been set on the basis that providing informal green space either within these settings or off-site nearby can mitigate the recreational impact on surrounding green spaces, as well as support employee physical and mental health during the working day. The space 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, 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.

Table 17-1 - Summary of AGS Standards for residential-led development from the Greater Cambridge GI Standards Framework

Typology of space	Proposed GI standard)
Accessible green space (for residential-led schemes of >10 units)	7.0 ha/1,000 population
Accessible green space (for commercial developments of use classes E(g)(i) and E(g)(ii)	2.0 hectares per 1,000 employees

Summary of needs

Accessible green space standards are intended to ensure that accessible green space provision keeps up as the population increases as a result of new development. Provision for accessible green 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 proposed GI standards). This will be delivered either on-site or, where on-site

provision is not practicable, or through off-site measures (as per guidelines in policy). 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 accessible green 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. The Greater Cambridge GI Standards Framework (2026) sets out a series of GI standards to be applied through policies in the emerging Local Plan, in line with the guidance in the Natural England GI Framework. The standards to be applied are:

- A **GI Strategy Standard –** which requires a GI Plan to be submitted along with qualifying planning applications.
- An **accessible green space (AGS) standard** – as set out above, applying to both qualifying residential and commercial sites.
- An **Urban Greening Factor** requirement for major development – this has not been included in the IDP as an infrastructural item as this is a design tool rather than infrastructural element.
- A **Food Growing Standard** – as set out below.
- A **Play Space Standard –** as set out below.

Summary of needs

The Greater Cambridge GI Strategy (2026) 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:** GI can play a role in mitigating poor air quality in affected locations.

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 Baseline Report.[91] 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 2021 Greater Cambridge Green Infrastructure Opportunity Mapping Recommendations 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.

GI stakeholders engaged during the evolution of this IDP made clear that all major GI sites across Greater Cambridge are currently experiencing pressure from being over-capacity (i.e. more users than the site has capacity for), often year-round. Proposed growth is likely to substantially increase recreational demand unless GI investment keeps pace with that growth.

Sustainable access (e.g. via greenways and other cycle links) is also seen as essential to relieve car-pressure on sensitive sites.

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

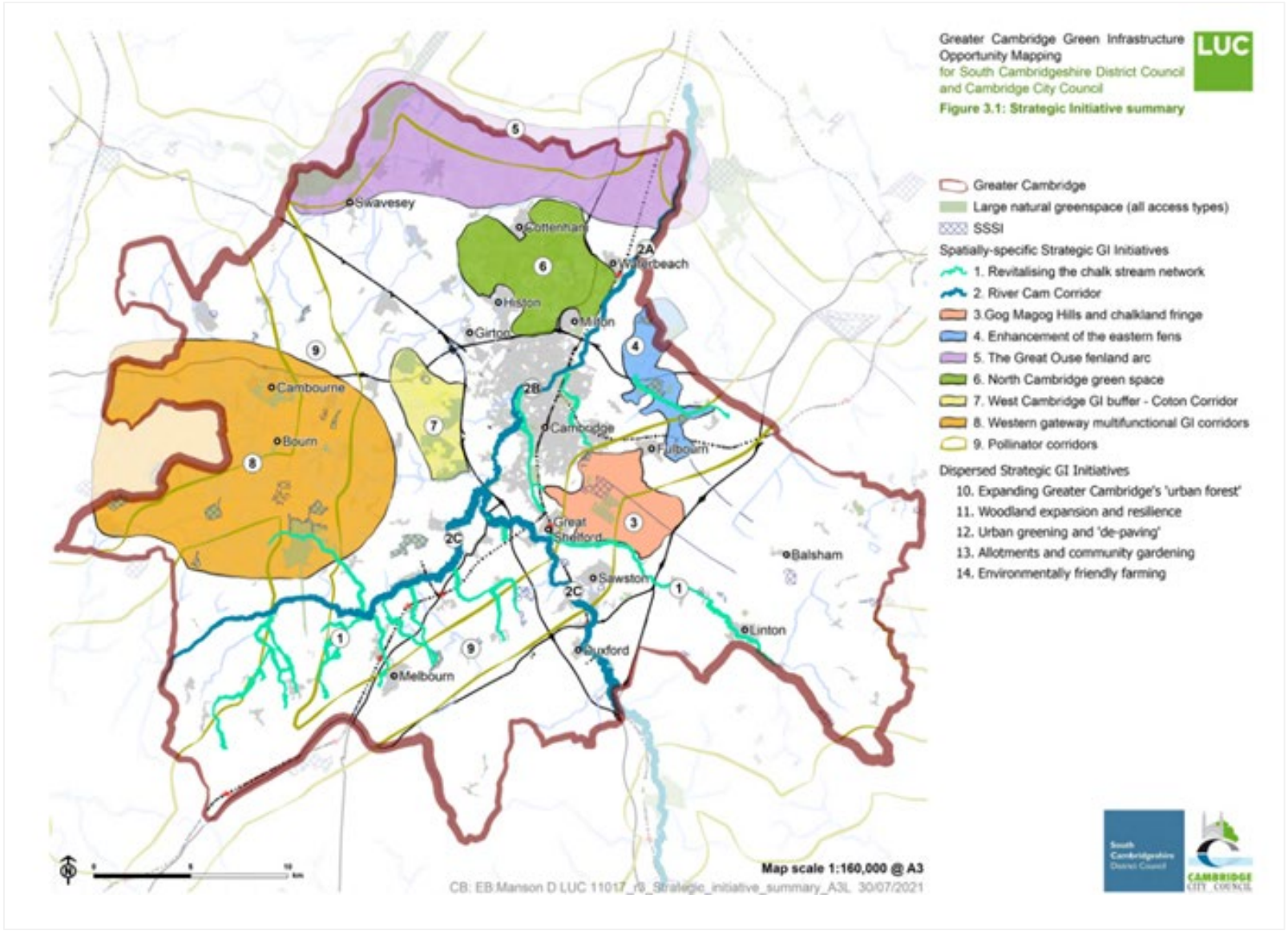

Figure 17-3 - Mapping of priority Strategic GI Initiatives

Source: Greater Cambridge GI Opportunity Mapping Recommendations Report (2021)

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, see Table 17-2.

These Strategic Projects broadly align with the opportunities identified in the 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 GI Mitigation and Enhancement 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, the City Council, other landowners.	Contributes to the objectives 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). There is significant existing visitor over-capacity e.g. at Wandlebury Country Park. There is currently no single, coherent project but various stakeholders with different plans. Future need to unify this landscape with an overall strategic plan.
Milton Country Park (MCP) Extension	Cambridge Sports Lake Trust (CSLT).	Contributes to the objectives of Strategic Initiative 2A (River Cam Corridor – NE Cambridge to	Expansion of MCP (including land purchase) to address severe over-capacity, potentially accompanied by a new watersports facility and

Strategic GI projects	Key stakeholders	Contribution to the needs identified in the 2020 Greater Cambridge GI Opportunity Mapping	Areas where investment is required
		Waterbeach). Required to address capacity constraints at MCP.	large-scale 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). Delivery partly reliant on strategic regional water storage decisions but would provide regionally significant recreation destination, relieving pressure on nature reserves and city commons.
RSPB Fen Drayton enhancements + wider Ouse Valley Landscape Recovery Scheme	RSPB; Wildfowl and Wetland Trust; Wildlife Trust for Bedfordshire, Cambridgeshire, Northamptonshire.	Contributes to objectives 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 objectives 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

Strategic GI projects	Key stakeholders	Contribution to the needs identified in the 2020 Greater Cambridge GI Opportunity Mapping	Areas where investment is required
			heritage interpretation and restoration of natural floodplains to provide habitat.
Cambourne Forest	N/A	Contributes to objectives of Strategic Initiative 8 (Western Gateway multifunctional GI corridor) and 11 (Woodland expansion and resilience). Mitigation against recreational pressure on existing vulnerable habitats such as Gransden Woods/Wimpole Woods.	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 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 objectives 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 objectives 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 objectives 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 to accommodate visitor pressure,

Strategic GI projects	Key stakeholders	Contribution to the needs identified in the 2020 Greater Cambridge GI Opportunity Mapping	Areas where investment is required
			disperse recreational pressure to protect SSSIs, creating new accessible green spaces and improving connections toward surrounding developed areas. As a whole, this investment would offer large-scale alternative recreational destination to the north east of Cambridge City. Emerging Spatial Framework for the project, with further project details and indicative costings, is due to report in summer 2026.
Cambridge Canopy Project	Cambridge City Council (lead) + water companies, CPPF, Tree Council and others.	Contribute to the objectives of Strategic Initiative 10: Expanding Greater Cambridge's 'urban forest.' Investment will be important in relation to sites in areas of heat stress or canopy inequality where canopy cover will be needed to mitigate against cumulative growth impacts and to support wellbeing of new population.	Wider project seeks to increase tree canopy cover in Cambridge City from 17% to 19% by the 2050s. Cambridge Canopy Project 2 – "Growing the Urban Forest Together" aims to catalyse improvements on privately owned land through engagement, planting, SuDS and school micro-woods. Physical elements planned up to 2029 include: Coleridge Road flagship demonstrator site (£100,000); five school micro-woods (£50,000). Future phases likely to identify further costed projects.

Source: LUC analysis

Figure 17-4 sets out the broad location of each of the more spatially-specific Strategic GI Projects set out in Table 17-2 alongside the location of the 'strategic sites' being proposed within the emerging Local Plan.

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 and the complex nature of delivering strategic GI interventions, 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.[92]

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

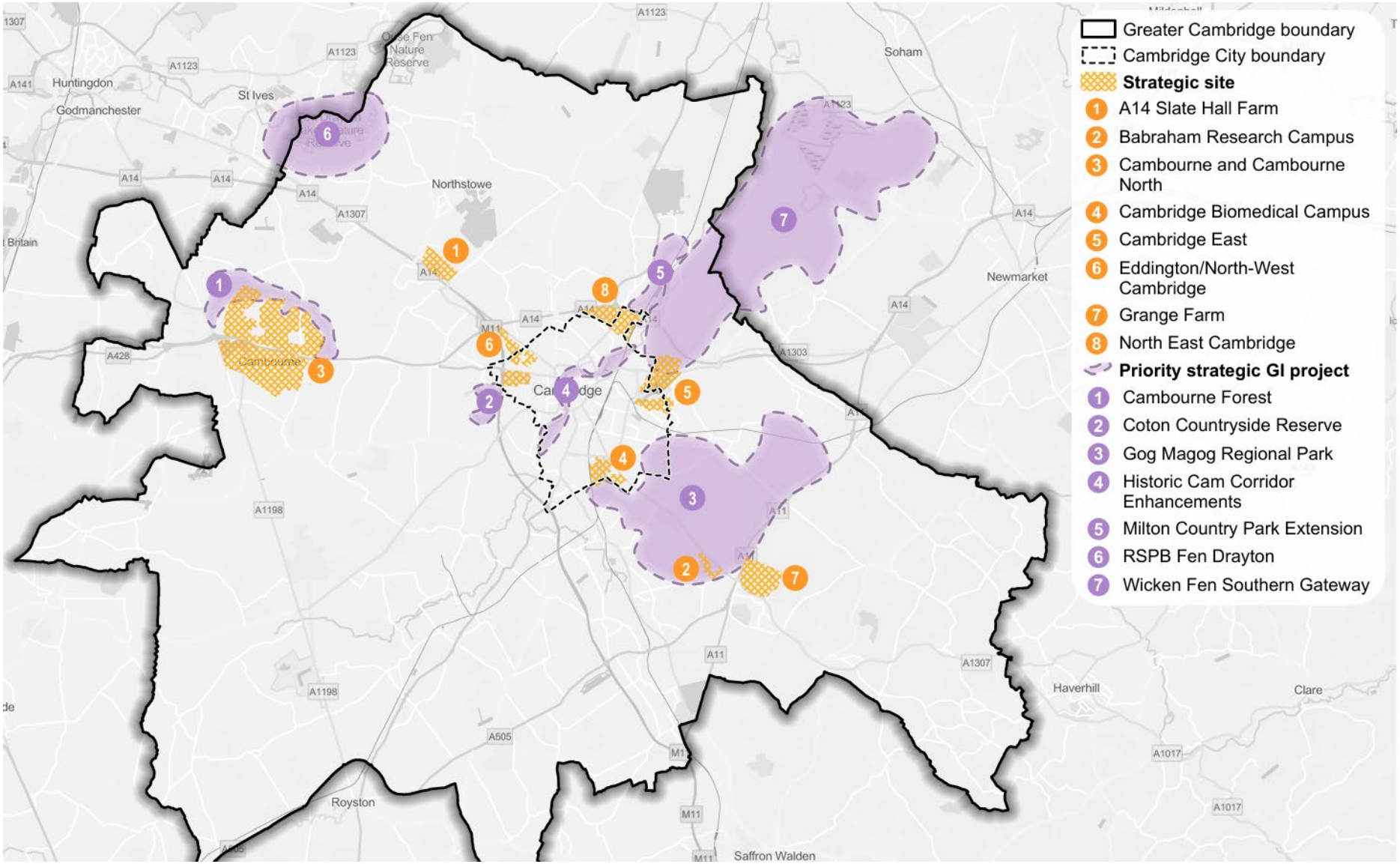

Figure 17-4 – Broad location of spatially-specific Strategic GI Projects

Provision for children and young people ("play space")

The Greater Cambridge GI Standards Framework (2026) proposes the following standards for the provision of play space at a level of 0.6 ha per 1,000 population. This is broken down as follows:

Table 17-3– Proposed Play Space Standards

Type of play space	Proposed standard (hectare per 1,000 population)
Equipped designated play areas	0.25 (minimum)
Informal play	0.3
Total play space	0.6

Source: Greater Cambridge GI Standards Framework (2026)

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 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.

Food growing space

The Greater Cambridge GI Standards Framework (based on the findings of the draft Greater Cambridge Food Growing Study) sets a standard for food growing space (of all types) of 0.4 ha/1,000 people, however it notes that this standard will only realistically be met with any certainty on the largest sites. The study as such sets out a recommended approach for different typologies of sites – which has formed the basis for the calculated needs set out in this study. Crucially, the study notes that new forms of food growing (beyond allotments) are becoming increasingly popular for shared activities and that community spaces/informal growing spaces are more space-efficient than allotments in terms of the numbers that they serve. Proposals for the type of spaces that could be accommodated on each allocated site is provided in the full study.

Summary of needs

As noted under section 17.2, 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, importantly, the draft Food Growing Study notes that food growing can be achieved in the smallest of spaces, up walls, on roofs or even indoors. It notes that the post-war model of growing taking place on large allotment plots is no longer appropriate – and that food growing spaces required on new sites should focus less on “feeding a family” and more on a shared experience that enhances wellbeing and provides a space where biodiversity can thrive. Broadly speaking, the study sets out that:

- Large greenfield sites should explicitly require allotments, community growing spaces, and other food growing opportunities.

- Medium and small sites should include edible landscaping, informal growing or roof gardens, with financial contributions where standards cannot be met.
- Windfall sites should also contribute to food growing provision via on-site or off-site measures.

17.4 Priority Projects

For the purposes of this iteration of the IDP (and as set out in **Table 17.4**), requirements for accessible green space, play space and food growing provision have been derived by applying the quantitative standards set out in the Greater Cambridge GI Standards Framework (2026) to population growth over the Local Plan period to 2045. Indicative capital costs have been calculated using benchmark cost assumptions from the Infrastructure Costings Review (Greater Cambridge Planning Obligations SPD, July 2025).[93]

These costs are intended to provide an order-of-magnitude estimate of investment required. They exclude land acquisition and abnormal costs and will of course be refined through masterplanning and planning applications. For AGS and play space, 15-year maintenance costs have been applied based on standard management assumptions, while Local Plan policy requires a 30-year Operations & Management Plan, this does not imply that initial maintenance costs must be paid upfront for the total period. The 15-year period has instead been used to indicate early-stage establishment and management costs for infrastructure planning. However these maintenance costs have not been applied to the cost estimates for food growing spaces - reflecting their typically different delivery and stewardship models, including community-led management as identified in the Greater Cambridge Food Growing Study.

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.

[93] Greater Cambridge Shared Planning Services (July 202). Infrastructure Costing Review- Greater Cambridge Planning Obligations SPD. Available at: https://www.greatercambridgeplanning.org/media/e2gcrb5n/draft-greater-cambridge-planning-obligations-spd-costings-update-paper-july-2025.pdf

Table 17-4 - Summary of Accessible Green Space needs/GI Projects

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
437 hectares of accessible green space (AGS)	Total informal open space, delivered within the site (or off-site) in line with Local Plan GI standards – breakdown for each strategic site is provided in the full IDP schedule. As per Local Plan standards, a portion of this provision may be provided off-site and should be prioritised where possible toward the 'Strategic GI projects' identified within Chapter 17 of the IDP.	130.04	Delivered on/off-site by the developer as a policy requirement.	Essential mitigation	2024-29: £7.2m 2029-34: £27.2m 20345-39: £41.01m 2039-45: £48.3m	Across the plan area – either within development sites or off-site (targeted toward strategic GI projects listed below).
Children and teenagers' provision ("play space") 14.0 hectares of equipped play 17.8 hectares of informal play	Play space, delivered within the site in line with Local Plan GI standards – geographical breakdown provided in full IDP schedule.	48.15	Delivered on/off-site by the developer as a policy requirement.	Essential mitigation	2024-29: £1.5m 2029-34: £10.59m 2034-39: £15.95m 2039-45: £18.79m	Across the plan area – within development sites.

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
23.8 hectares of food growing provision	Food growing space, delivered within site in line with Local Plan GI standards – geographical breakdown provided in full IDP schedule.	3.01	Delivered on/off-site by the developer as a policy requirement.	Essential	2024-29: 0.18m 2029-34: 0.67m 2034-39: 1.01m 2039-45: 1.19m	Across plan area – either within development sites or off-site.
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 where there is functional relationship: NEC
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 where there is functional relationship: North West Cambridge.
Historic Cam Corridor Enhancements – Grantchester Meadows to Ditton Meadows	Projects not yet defined – Needs include access, green space links, heritage interpretation, and floodplain habitat restoration.	TBC	CCC, Gonville & Caius College, Greater Cambridge Partnership (GCP)	Placemaking	n/a	Cambridge City. Relevant strategic sites where there is functional relationship: NEC, Cambridge East.
Cambourne Forest	Proposed woodland area to buffer Cambourne and	TBC	Unclear	Essential	n/a	West of the plan area.

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
	mitigate recreational pressure on vulnerable sites.					Relevant strategic sites where there is functional relationship: 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 where there is functional relationship: Eddington/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 sites where there is functional relationship: Eddington/North West Cambridge.
Gog Magog Regional Park	Strategic 80–100 hectares linking SSSIs, LNRs, chalk downland, and expanding Gog Magog green spaces.	Estimated £6.5 – 7.5 million (including land acquisition)	Cambridge Past, Present and Future (CPPF);	Placemaking	n/a	South of Cambridge. Relevant strategic sites where there is functional

Project	Description	Cost (£ million)	Delivery Partner(s)	Prioritisation	Phasing	Location
			Wildlife Trust; Magog Trust.			relationship: CBC, Grange Farm, Cambridge East
Wicken Fen Southern Gateway	Extend Wicken Fen Vision project to the edge of the city. 5,000-hectare nature-rich countryside with gateways and visitor facilities.	£9-10 million for projects costed so far (further costs to come through emerging Spatial Framework, 2026).	National Trust	Placemaking	n/a	East of Cambridge. Relevant strategic sites where there is functional relationship: Cambridge East.
Cambridge Canopy Project	Initial investment required at Coleridge Road flagship demonstrator + 5 x school 'micro woods'.	£250,000 (for initial projects up to 2029)	Cambridge City Council (lead)	Placemaking	n/a	Cambridge City. Relevant strategic sites where there is functional relationship: Cambridge East; Eddington/North West Cambridge.

Source: LUC 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 Company, AWGCSWS, 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 and investment programmes, capital and programme funding administered by key partners and statutory bodies, developer contributions via S106 agreements and/or potential CIL charges and a host of other funding streams, some of which might only materialise over the plan period. 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.

Funding provided via developer contributions / s106 agreement, include the following options:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the operator 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.

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. In some cases bespoke metrics have been used to estimate infrastructure costs, while others are drawn from appropriate 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. In a small number of cases, infrastructure strategies and plans are still in preparation, costing information is currently unavailable for some identified projects (indicated as TBC). 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. However, Land acquisition and abnormals for some local and internal transport interventions, have only been included by exception where scheme descriptions and specifications have been sufficiently developed and these costs are important factors in delivery.

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

Typology	Total Cost Estimate (£ million)	Total Funding (£ million)	Total Residual Gap	Expected cost for developers (million)
Transport	**2,600.89**	**1,755.23**	**845.66**	**417.22**
Strategic Transport	2,150.10	1,694.90	**455.20**	**105.30**
Local Transport	378.91	60.33	**318.58**	**240.04**
Internal Site Transport	71.88	-	**71.88**	**71.88**
Utilities	**2,786.36**	**2,727.81**	**58.55**	**8.55**
Power	74.00	24.00	50.00	-
Water Supply	2,699.00	2,699.00	-	-
Wastewater, Drainage and Flood Management	-	-	-	-
Waste Management	12.96	4.81	8.15	8.15
Digital Network	0.40	-	0.40	0.40
Social Infrastructure	**535.95**	**-**	**535.95**	**535.95**
Education	413.00	-	413.00	413.00
Healthcare	51.50	-	51.50	51.50
Community and Culture	43.50	-	43.50	43.50
Indoor Sports and Leisure	27.95	-	27.95	27.95
Emergency Services	**32.08**	**24.00**	**8.08**	**4.15**
Outdoor Sports	**37.14**	**-**	**37.14**	**37.14**
Accessible Green Space & Green Infrastructure	**201.71**	**-**	**201.71**	**201.70**
Allotments, play provision and accessible greenspace (Residential)	195.43		195.43	195.43
Accessible Greenspace (Commercial)	6.27		6.27	6.27
Total	**6,194.13**	**4,507.0**	**1,687.1**	**1,204.7**
Apportionment				
Total Residential Costs (£m)				1,035.07
Total Commercial Cost (£m)				169.64
Cost per dwelling				**£45,929.66**
Cost per sqm (residential)				**£581.78**
Cost per sqm (commercial)				**£158.34**

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 may be needed as evidence is further developed and the design / specification of individual interventions is progressed.

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 chapters, 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.

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.

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. However both housing and employment growth will contribute to demand for investment in transport infrastructure, utilities, emergency services infrastructure, and some green infrastructure typologies (particularly following the proposed introduction of a standard in policy that now requires some commercial use classes to contribute to accessible green space within Greater Cambridge – see Chapter 17 for further detail). This apportionment exercise will be completed as housing, and employment trajectories are finalised and project cost information is refined.

Table 18-2 – Infrastructure Delivery Schedule

Infrastructure Sub-typology	Project title	Description	Estimated Cost (£m)	Funded / Partly Funded/ Unfunded	Residual Gap (£m)	Anticipated Funding Source	Expected cost for developers (£m)	Lead Delivery Partner(s)	Prioritisation	Phasing				
										2024 - 2028/2029	2029/30 - 2033/34	2034/35 - 2039/40	2040/41 - 2044/45	After 2045
Transportation														
Local Transport	Active travel improvements on West Cambridge Access Road	Enhancement of existing highway and cycleway infrastructure to provide improved access to local employment, sports centre and the proposed Cambourne to Cambridge public transport scheme.	1.36	Unfunded	1.36	s106	1.36	Developers	Essential					
Local Transport	Active travel improvements on Huntingdon Road	Enhancement of existing highway and cycleway between Girton College and the A14 overbridge	2.40	Unfunded	2.40	s106	2.40	Developers / CCC	Essential					
Local Transport	Active travel connections to a variety of villages connecting to Eddington	New active travel routes along existing highway and public rights of way (and bridges over watercourses) including western end of Huntingdon Road, Madingley and Coton.	4.69	Unfunded	4.69	s106	4.69	Developers / CCC	Essential					
Local Transport	Active travel connection at Madingley Road junction	Enhancement of junctions including the provision of enhanced cycle facilities to link with wider GCP Scheme	4.71	Unfunded	4.71	s106	4.71	Developers / CCC	Essential					
Local Transport	Active travel routes to the Chisolm trail	Active travel provision across Coldham's Common to facilitate access to the Chisholm Trail	2.29	Unfunded	2.29	s106	2.29	Developers / CCC	Essential					
Local Transport	Active travel connections to transport corridors near Cambridge East	Installation of 6x Toucan crossings to facilitate active travel at Cambridge East	2.13	Unfunded	2.13	s106	2.13	Developers / CCC	Essential					
Local Transport	Active travel connections to transport corridors near Cambridge East	Provision of enhanced cycleway at Ditton Meadows	2.25	Unfunded	2.25	s106	2.25	Developers / CCC	Essential					
Internal Site Transport	Cycleway improvements to Addenbrookes Road	Improvement of the cycleways along Addenbrooke's Road between the Biomedical Campus and Trumpington Park and Ride, including new bridge over railway line	15.6	Unfunded	15.6	s106	15.6	Developer	Essential					
Local Transport	Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Widening and enhancement of existing paths at Babraham Road, south of Nine Wells to typical Greenway specification	3.44	Unfunded	3.44	s106	3.44	Developers / CCC	Essential					

Local Transport	Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Proportionate contributions to Addenbrooke's Road to Shelford Tier 2 active travel network (LCWIP route).	3.65	Unfunded	3.65	s106	3.65	Developers / CCC	Essential					
Local Transport	Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Installation of shared use path/cycleway running alongside Babraham Road and to Babraham Park and Ride.	1.88	Unfunded	1.88	s106	1.88	Developers / CCC	Essential					
Local Transport	Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Active travel improvements focused on footway widening to Fendon Road / A1134 to Barnwell Road and Queen Edith's Way connecting the Campus with east Cambridge.	6.28	Unfunded	6.28	s106	6.28	Developers / CCC	Essential					
Local Transport	Introduction and/or expansion of Controlled Parking Zone(s) (CPZ)	Highways works associated with the creation/expansion of CPZs in residential areas in the vicinity of CBC	1.51	Unfunded	1.51	s106	1.51	GCP / CCC	Essential					
Local Transport	Active travel connections to transport corridors near Babraham Research Campus	Improved active travel connections between the Babraham Research Campus and Sawston Road towards Sawston village;	0.40	Unfunded	0.40	s106	0.40	Developers / CCC	Placemaking					
Local Transport	Active travel connections to transport corridors near Babraham Research Campus	Routes to the public rights of way network including the bridleway to Stapleford.	1.61	Unfunded	1.61	s106	1.61	Developers / CCC	Placemaking					
Local Transport	Active travel improvements along the A505	Active travel improvements along the A505 to connect Babraham site to Whittlesford Parkway station.	3.59	Unfunded	3.59	s106	3.59	Developers / CCC	Essential					
Local Transport	Active travel connection to the CSET travel hub	High quality shared path connection to the CSET travel hub and active travel path.	0.66	Unfunded	0.66	s106	0.66	Developers / CCC	Essential					
Local Transport	Connection to Dry Drayton Road and A1307	Active travel connections to Dry Drayton Road and a segregated route to the A1307 shared-use path. and onwards to Oakington	4.33	Unfunded	4.33	s106	4.33	Developers / CCC	Essential					
Local Transport	Active travel improvements along the 151/10 bridleway	Improvements to bridleway 151/10 between the site, Northstowe Avenue and Longstanton.	2.70	Unfunded	2.70	s106	2.70	Developers / CCC	Essential					
Local Transport	Active travel connections and improvements surrounding Slate Hall Farm	Connections to Dry Drayton Road and a segregated route to the A1307 shared-use path, and onwards to Oakington	3.19	Unfunded	3.19	s106	3.19	Developers / CCC	Essential					
Local Transport	Improvements to public transport	High quality, direct public transport route through the site from the Newmarket Road Travel Hub (assuming 5 years operating cost)	4.5	Unfunded	4.50	s106	4.50	CPCA, public transport operator	Essential					

Local Transport	Implementation of extensive Campus wide public transport improvements that deliver new and upgraded bus routes and provide sufficient capacity to accommodate travel demands,	Employee specific coach / bus services where a need is identified in the vision-led Transport Assessment. Extension of bus service start and finish times to match staff shift patterns DRT services (assuming 5 years operating cost)	15.8	Unfunded	15.80	s106	15.80	CPCA, public transport operator	Essential						
Local Transport	Shuttle / commuter services between Babraham and key railway stations	Provide attractive staff commuter public transport enhancements, connecting the site with Whittlesford Station, Cambridge South Station and Cambridge, either through collaboration with Granta Park and Genome Campus commuter services, improvements to existing services and / or provision of new services (assuming 5 years operation cost)	9	Unfunded	9.00	s106	9.00	CPCA, public transport operator	Essential						
Local Transport	Bus services	Connect the site with rail services (either to a future EWR station at Cambourne, or Cambridge North or Cambridge station) by sustainable modes (assuming 5 years operation cost)	1.5	Unfunded	1.50	s106	1.50	CPCA, public transport operator	Essential						
Local Transport	Bus services	Off-peak bus services to cover staff shift patterns (assuming 5 years operation cost)	3	Unfunded	3.00	s106	3.00	CPCA, public transport operator	Essential						
Local Transport	Package of bus service enhancements connecting the site with Granta Park, Babraham Research Campus, Genome Campus, Cambridge Biomedical Campus, North East Cambridge, Cambridge railway stations (including Cambridge South and Whittlesford Parkway station), Cambridge City Centre, Linton and Haverhill.	Package of bus service enhancements connecting the site with Granta Park, Babraham Research Campus, Genome Campus, Cambridge Biomedical Campus, North East Cambridge, Cambridge railway stations (including Cambridge South and Whittlesford Parkway station), Linton and Haverhill. (assuming 5 years operation cost)	6	Unfunded	6.00	s106	6.00	CPCA, public transport operator	Essential						
Local Transport	Madingley Road Scheme	Active travel improvements along a section of Madingley Road	14.5	Funded	0.00	GCP City Deal		GCP	Essential						
Local Transport	Hill Road Cycle Plus	Improved active travel and public transport infrastructure between Lensfield Road / Gonville Place junction to Hills Road Sixth Form College / Purbeck Road.	9.4	Funded	0.00	GCP City Deal		GCP	Essential						
Local Transport	A1134 Cycle Plus	Improved active travel and public transport infrastructure.	10	Funded	0.00	GCP City Deal		GCP	Essential						

Local Transport	Cycle network improvements	A series of improvements to the cycle network, focused on plugging gaps in infrastructure and the delivery of already planned works.	15	Partly funded	TBC	various		GCP, CPCA, CCC	Essential						
Local Transport	Electric vehicle (EV) charging points	A series of EV charging points are to be installed as part of a district-wide installation scheme at GCP-led travel hubs, including: • Scotland Farm, • Granta Park, • Cambridge South West, • Waterbeach, • Newmarket	TBC	Unfunded	TBC	s106		Developer, CCC, SCDC	Placemaking						
Local Transport	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	Unfunded	TBC	s106	TBC	Public transport operator, CPCA	Essential						
Local Transport	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	Unfunded	TBC	s106	TBC	Developer, CCC	Essential						
Local Transport	Active travel connections to transport corridors near Cambridge East	Including other connections to: • Routes from the site to south Cambridge via Barnwell 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.	TBC	Unfunded	TBC	s106	TBC	Developer, CCC	Essential						
Local Transport	Babraham off-site highway mitigations	Off-site highway mitigation	8.43	Unfunded	TBC	s106	TBC	Developer, CCC	Essential						

Local Transport	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	Unfunded	TBC	s106	TBC	Developer, CCC	Essential					
Local Transport	Active travel connections and improvements surrounding Grange Farm	Active travel connection along A505 towards Whittlesford Parkway and Genome Campus	12.6	Unfunded	12.6	s106	12.6	Developer, CCC	Essential					
Local Transport	Active travel connections and improvements surrounding Grange Farm	A1307 Active Travel Underpass (near Fourwentways) (Phase 1)	11.0	Unfunded	11.0	s106	11.0	Developer, CCC	Essential					
Local Transport	Active travel connections and improvements surrounding Grange Farm	Newmarket Road Active Travel Connection (shared-use path) (Phase 1) and Overbridge (over A11)	2.90	Unfunded	2.90	s106	2.90	Developer, CCC	Essential					
Local Transport	Off-site highway/mitigation including appropriate site access arrangements	CSET Highway Works (signals & crossovers at Newmarket Road / A1307) (Phase 2)	1.78	Unfunded	1.78	s106	1.78	Developer, CCC	Essential					
Local Transport	Off-site highway/mitigation including appropriate site access arrangements	Fourwentways Capacity Improvements	10.8	Unfunded	10.8	s106	10.8	Developer, CCC	Essential					
Local Transport	Off-site highway/mitigation including appropriate site access arrangements	Further junction improvements in the area associated with local highways impacts	54.1	Unfunded	54.1	s106	54.1	Developer, CCC	Essential					
Local Transport	Active travel connections and improvements surrounding the Cambridge Biomedical Campus	Other improvements 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.	TBC	Unfunded	TBC	s106	TBC	Developer, CCC	Essential					
Local Transport	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	Unfunded	TBC	s106	TBC	Developer, CCC	Essential					
Local Transport	Bus services improvements	Connect with the site with local residential communities including Bar Hill, Northstowe, villages towards St Ives, and Cambridge.	0.24	Unfunded	0.24	Bus operator / concession	0.00	Public transport operator, CPCA	Essential					
Local Transport	New bus stops	Two new bus stops are proposed to the southwest of the Site on both sides of the A1307 at the primary Site access.	0.24	Unfunded	0.24	Bus operator	0.00	Public transport operator, CPCA	Essential					

Local Transport	Cambourne Station – Multimodal connection	Structural deck beneath EWR rail lines to facilitate multi-modal connection through station	12	Unfunded	12	Various	TBC	Developers / CCC / EWR Co	Essential					
Local Transport	Cambourne Station – Walking, cycling and public transport bridge over A428	Busway extension and ped / cycle link to existing Cambourne and EWR Station	12	Unfunded	12	Various	TBC	Developers / CCC / EWR Co	Essential					
Local Transport	EWR Western crossing	All mode connection over EWR	12	Unfunded	12	Various	TBC	Developers / CCC / EWR Co	Essential					
Local Transport	Western crossing over A428 - Walking, Cycling and Public Transport Bridge	Walking, cycling and bus connection to committed development at Cambourne West subject to integration with Masterplan (and linking with all mode crossing over EWR	15	Unfunded	12	Various	TBC	Developers / CCC / EWR Co	Essential					
Local Transport	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	Unfunded	TBC	s106	TBC	Developer, CCC	Essential					
Local Transport	Active travel connections to a range of villages.	Connections to Caxton and Bourn Airfield, Knapwell, Elsworth, Papworth Everard and Eltisely.	TBC	Unfunded	TBC	s106	TBC	Developer, CCC	Essential					
Local Transport	Active travel connections to key active travel corridors	Connections to the Cambourne to Cambridge active travel route and Comberton Greenway.	TBC	Unfunded	TBC	s106	TBC	Developer, CCC	Essential					
Local Transport	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	Unfunded	TBC	s106	TBC	Developer, CCC	Essential					
Local Transport	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	Unfunded	TBC	s106	TBC	Developer, CCC	Essential					
Local Transport	Connection to Bar Hill	Active travel connections to the A1307 shared-use path to provide access to Bar Hill and Cambridge.	TBC	Unfunded	TBC	s106	TBC	Developer, CCC	Essential					
Local Transport	Junction works on A428	Junction upgrade at Caxton Gibbet	n/a	Funded	0	s106	n/a	National Highways	Essential					
Local Transport	Highways and junction works	To include: -Signalised access junction to A1198 -Additional arm to the A1198 roundabout south of Papworth Everad -Northern dumbbell roundabout access to A428	TBC	Unfunded	TBC	s106	TBC	Developers / CCC	Essential					

		-St Neots Road / Highfields Road roundabout -St Neots Road / Scotland Road roundabout													
Local Transport	Traffic calming measures	Traffic calming / access control measures to discourage / limit vehicle movements between growth locations and the A14 via Elsworth, Knapwell and Boxworth	TBC	Unfunded	TBC	s106	TBC	Developers / CCC / National Highways / EWR Co	Essential						
Local Transport	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	Unfunded	54.00	s106	54.00	Developer, CCC	Essential						
Local Transport	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	Unfunded	TBC	Bus operator / concession	TBC	Public transport operator, CPCA	Essential						
Internal Site Transport	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	Unfunded	18.00	s106	18.00	CCC	Essential						
Internal Site Transport	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	Unfunded	0.60	s106	0.60	CCC	Essential						
Internal Site Transport	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	Unfunded	1.00	s106	1.00	CCC	Essential						
Internal Site Transport	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	Unfunded	2.00	s106	2.00	CCC	Placemaking						
Internal Site Transport	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	Unfunded	1.30	s106	1.30	Developer, CCC	Essential						
Internal Site Transport	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	Unfunded	2.20	s106	2.20	CCC	Essential						

Internal Site Transport	Mobility hubs	A network of Mobility Hubs at key public transport and active travel corridors.	TBC	Unfunded	TBC	s106	TBC	Developer, CCC, Public transport operator	Placemaking						
Internal Site Transport	Delivery and consolidation hubs	A network of delivery and consolidation hubs in conjunction with a last mile delivery system to avoid unnecessary trips.	TBC	Unfunded	TBC	s106	TBC	Developer, CCC	Placemaking						
Internal Site Transport	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	Unfunded	22.50	s106	22.50	CCC	Placemaking						
Internal Site Transport	Parking barns	Provide parking within parking barns to consolidate parking within the site and make sustainable travel more attractive.	TBC	Unfunded	TBC	s106	TBC	Developer	Placemaking						
Internal Site Transport	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	Unfunded	TBC	s106	TBC	Developer	Essential						
Internal Site Transport	Mid-Street	Upgrades to Hospital Street between Francis Crick Ave and Papworth Road Junction.	TBC	Unfunded	TBC	s106	TBC	Developer	Placemaking						
Internal Site Transport	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	Unfunded	TBC	s106	TBC	Developer	Essential						
Internal Site Transport	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	Unfunded	TBC	s106	TBC	Developer	Essential						

Internal Site Transport	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	Unfunded	TBC	s106	TBC	Developer	Placemaking						
Internal Site Transport	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	Unfunded	1.60	s106	1.60	Developer	Placemaking						
Internal Site Transport	North-South Pedestrian Link	Creation of a pedestrian link west of CCH + Phase 2 and Phase 3 Land.	5.1	Unfunded	5.10	s106	5.10	Developer	Placemaking						
Internal Site Transport	Robinson Way improvements	Robinson Way improvements to support pedestrian and active travel corridor.	2	Unfunded	2.00	s106	2.00	Developer	Placemaking						
Strategic Transport	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	Partly funded	21.1	GCP City Deal, s106	88.3	CCC to submit TWAO to DfT (on behalf of GCP)	Critical						
Strategic Transport	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	Funded	0	GCP City Deal		GCP	Essential						
Strategic Transport	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	Partly funded	143.6	GCP City Deal		CCC submitted TWAO to DfT (on behalf of GCP)	Critical						
Strategic Transport	Additional P&R spaces	Additional 1,000 Park and Ride spaces in Cambridge.	10	Funded	0	GCP City Deal		GCP / CCC	Essential						

Strategic Transport	CSETS Phase 2	A new public transport and active travel corridor from the A11to the CBC. The proposals also include a new travel hub.	161	Funded	0	GCP City Deal		CCC submitted TWAO to DfT (on behalf of GCP)	Critical						
Strategic Transport	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	Funded	0	GCP City Deal		GCP	Critical						
Strategic Transport	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	Funded	0	NR		Network Rail	Critical						
Strategic Transport	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.	TBC	Partly funded	58.5	GCP City Deal, s106		GCP (Phase one) / Developer(s) (Phase two)	Critical						
Strategic Transport	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	Funded	TBC			East West Railway Company (created by DfT	Critical						
Strategic Transport	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	Unfunded	215	s106		CPCA, Cambridgeshire County Council	Essential						
Strategic Transport	A428 Black Cat to Caxton Gibbet	A new10-mile dual carriageway will connect the Black Cat roundabout and Caxton Gibbet roundabout.	1000	Funded	0	NH		National Highways	Essential						
Strategic Transport	Cambridge South West Travel Hub	New travel hub site at Junction 11.	72	Funded	0	GCP City Deal		GCP	Essential						
Strategic Transport	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.	43.4	Partly funded	17	GCP City Deal, Homes England, s106	17	GCP Homes England Developer(s)	Critical						
Strategic Transport	Greenway schemes	12 greenway schemes such as Barton, Bottisham, etc Many sites will be expected to contribute to these schemes.	112	Funded	0	GCP City Deal		GCP	Essential						
Local Transport	Slate Hall Farm off-site highway mitigations	Off-site improvements to increase vehicular capacity at (four) key junctions	30.06	Unfunded	30.06	S106		Developer, CCC	Essential						

Utilities														
Power	West Cambridge Grid project	Provision of a new Grid with associated circuit laying as a major strategic intervention in the high voltage network	20	Unfunded	20	OFGEM		UKPN / OFGEM	Critical					
Power	Primary substation expansion/upgrade	Reinforcement/expansion of Bourn Primary	10	Funded	0	OFGEM		UKPN / OFGEM	Critical					
Power	Primary substation expansion/upgrade	Reinforcement/expansion of Longstanton Primary	10	Funded	0	OFGEM		UKPN / OFGEM	Critical					
Power	Primary substation expansion/upgrade	New primary substation at Teversham	15	Unfunded	15	OFGEM		UKPN / OFGEM	Critical					
Power	Primary substation expansion/upgrade	New transformer to increase capacity of the existing Milton Road substation	4	Funded	0	OFGEM		UKPN / OFGEM	Critical					
Power	Primary substation expansion/upgrade	Provision of a new primary substation to meet future demand from employment-driven growth in NEC	15	Unfunded	15	OFGEM		UKPN / OFGEM	Critical					
Power	Primary substation upgrade(s)	Reinforcement/ expansion at Linton primary substation	TBC	Unfunded	TBC	OFGEM		UKPN / OFGEM	Critical					
Water Supply	Grafham Water transfer	Short-term transfer from Anglian Water's Grafham Water reservoir (26 Ml/d).	89	Funded	0	CWC		AW, CWC	Critical					
Water Supply	Fens Reservoir	Construction of a new shared regional reservoir(44 Ml/d).	1965	Funded	0	AW, CWC		CWC and AW - shared resources. Joint funding 50-50 benefits	Critical					
Water Supply	Effluent re-use scheme	Effluent re-use scheme from the Cambridge WRC	400	Funded	0	AW		AW	Critical					
Water Supply	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	Funded	0	CWC		CWC and others	Critical					
Wastewater	Uttons Drove WWTP	Upgrade to increase capacity at Uttons Drove WWTP or alternative solutions	TBC	Unfunded	TBC	AW		AW	Critical					
Wastewater	Cambridge WWTP	Alternative interim solutions on the current Cambridge WWTP site to address longer term growth at Cambridge City area.	TBC	Unfunded	TBC	AW		AW	Critical					

Wastewater	Sawston WWTP	Upgrade to increase wastewater capacity at Sawston WWTP (or an alternative) to serve development at land adjacent to A11 and A1307 at Grange Farm.	TBC	Unfunded	TBC	AW		AW	Critical					
Waste Management	Waste transfer station(s)	Expansion of current facilities and/or provision of new waste transfer facilities.	TBC	Unfunded	TBC	PFI contract / Market		CCC / GCSWS / private providers	Essential					
Waste Management	Material Recovery Facility	Provision of a new strategic facility in Cambridge to process DMR waste closer to the source of collection	TBC	Unfunded	TBC	PFI contract / Market		CCC / GCSWS / private providers	Essential					
Waste Management	Anaerobic digestor	Provision of a new strategic facility in Cambridgeshire to both manage newly captured waste from the current population and accommodate food waste from future population growth.	TBC	Unfunded	TBC	PFI contract / Market		CCC / GCSWS / private providers	Essential					
Waste Management	Milton HRC expansion	Expansion of the existing temporary facility to accommodate household growth up to 2070.	4.81	Funded	0	CCC Funding / s106	0	CCC /Developers	Critical					
Waste Management	Electric vehicle fleet and WREN	Establish WREN and expansion of the waste collection fleet with 18 RCVs because of growth in the number of households.	8.15	Unfunded	8.15	s106	8.15	GCSWS / Developers	Essential					
Digital Network	Broadband	Installation/reinforcement of fibre network to deliver full fibre broadband.	n/a	Funded	n/a	Various		OpenReach, CityFibre, Virgin Media, and Alternative Broadband providers.	Critical					
Digital Network	Camb WiFi	Delivery of publicly available WiFi within new public/community buildings.	n/a	Funded	n/a	Various		Connecting Cambridgeshire	Placemaking					
Digital Network	Smart Tech and monitoring	Delivery of sensor networks/LoRaWAN.	TBC	Partly funded	TBC	Various		Connected Cambridgeshire, Cambridgeshire County Council, Local Authorities.	Placemaking					
Digital Network	Mobile Network reinforcement	New/improved infrastructure to boost network strength in areas of poor connectivity.	n/a	Partly funded	n/a	MNOs		Mobile Network Operators / Developers	Critical					

Digital Network	Interim Measures on Mobile Connectivity	Interim telecommunications infrastructure to provide mobile coverage during the early phases of delivery in Strategic Sites.	0.4	Unfunded	0.4	s106	0.4	Mobile Network Operators / Developers	Critical					
Social Infrastructure														
Primary Education, Early years and childcare	Up to 13× New Primary Schools with 13x Integrated Nurseries	Assumes a combination of 2FE and 3FE Primary Schools to meet the two pupil scenarios identified above ((inc. nursery). On-site EY provision within new primary schools. Additional demand attributed to private and voluntary providers.	263	Unfunded	263	s106	263	CCC / Local Authorities / Developers	Essential					
Secondary Education	4 × New Secondary School	Assumes a combination of 6FE and 8FE Secondary Schools delivered across major growth locations.	120	Unfunded	120	s106	120	CCC / Local Authorities / Developers	Essential					
SEND	New SEND provision	New build SEND provision / expansion of existing settings to provide specialist provision for increasing number of school aged pupils with EHC	30	Unfunded	30	s106	30	CCC / Local Authorities / Developers	Essential					
SEND	Additional SEND provision in mainstream school settings	Additional investment and/or expansion to enable SEND provision within mainstream schools	TBC	Unfunded	TBC	s106 / Government grant	TBC	DfE / CCC / Local Authorities / Developers	Essential					
Primary Healthcare	New healthcare facilities	3 new modern healthcare facilities to be built	42	Unfunded	42	s106	42	ICB / NHS / Developers	Essential					
Primary Healthcare	Expansion of healthcare facilities	1,773 sqm of expansion and/or refurbishment of existing facilities	9.5	Unfunded	9.5	s106	9.5	ICB / NHS / Developers	Essential					
Community centres	Community centre space	Provision of minimum 7,530 sqm community space	30.2	Unfunded	30.2	s106	30.2	Councils, Developers	Essential					
Libraries	Library provision	Provision of minimum 2,630 sqm library space to be delivered as community, key and/or hub libraries (TBC)	13.1	Unfunded	13.1	s106	13.1	CCC / Developers	Essential					
Cemetery and burial space	Cemetery and burial space	Provision of 2 hectare capacity for cemeteries and burial space	0.2	Unfunded	0.2	s106	0.2	Councils / Parish Councils / Developers	Essential					
Emergency Services														
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	Unfunded	TBC	EE Funding / s106	TBC	EE / Developers	Essential					
Ambulance	Kings Hedges ASRP expansion	Expansion of the existing Kings Hedges ASRP to increase capacity for ambulance parking and staff welfare facilities.	TBC	Unfunded	TBC	EE Funding / s106	TBC	EE / Developers	Essential					

Ambulance	North Cambridge response post	Delivery of a new ASRP in North Cambridge with capacity for ambulance parking and staff welfare facilities.	TBC	Unfunded	TBC	EE Funding / s106	TBC	EE / Developers	Essential					
Ambulance	Provision of an additional ambulance	Provision of a new ambulance to expand capacity in the vehicular fleet	0.15	Unfunded	0.15	EE Funding / s106	0.15	EE / Developers	Essential					
Fire	North West Cambridge Fire Station	Single-storey building and associated operational and staff parking at North West Cambridge.	2.75	Partly funded	2.75	CFRS Funding / s106	1.3	CFRS / Local Authorities / Developers	Essential					
Fire	Cambridge East Fire Station	Single-storey building and associated operational and staff parking at Cambridge East.	2.75	Partly funded	2.75	CFRS Funding / s106	1.3	CFRS / Local Authorities / Developers	Essential					
Fire	New Fire Appliances	Provision of a two new fire appliances to expand capacity in the vehicular fleet	0.75	Unfunded	0.75	CFRS Funding / s106	0.38	CFRS / Local Authorities / Developers	Essential					
Police	Milton Police Station	Delivery of a new police station in Milton.	23.5	Funded	0	CC Capital Funding	0	CC	Essential					
Police	Cambridge City Police Station	Delivery of a new police station in Cambridge City Centre.	0.85	Funded	0.35	CC Capital Funding / s106	0.35	CC / Developers	Essential					
Police	Histon Police Station Modernisation	Investment to increase operational capacity of existing station	0.7	Unfunded	0.7	CC Capital Funding / s106	0.35	CC / Developers	Essential					
Police	Sawston Police Station Modernisation	Investment to increase operational capacity of existing station	0.33	Unfunded	0.33	CC Capital Funding / s106	0.17	CC / Developers	Essential					
Police	Cambourne Police Station Modernisation	Investment to increase operational capacity of existing station	0.3	Unfunded	0.3	CC Capital Funding / s106	0.15	CC / Developers	Essential					
Indoor Sports and Leisure														
Sports halls	Sports hall	Provision of 4 sports halls (equivalent to 16 badminton court sizes) to meet future demand.	12.35	Unfunded	12.35	s106	12.35	SCDC, City Council, Developers	Essential					
Swimming pools	Swimming pools	Provision of 618 sqm of swimming pools to meet future demand.	13.75	Unfunded	13.75	s106	13.75	SCDC, City Council, Developers	Essential					
Swimming pools	Regional swimming pool	Provision of a regional swimming pool to serve north, northeast and east of Cambridge	TBC	Unfunded	TBC	s106	TBC	SCDC, City Council, Developers	Essential					

Indoor Sports and Leisure	Indoor bowling rinks	Provision of 0.72 indoor bowling rinks	0.34	Unfunded	0.34	s106	0.34	SCDC, City Council, Developers	Placemaking					
Indoor Sports and Leisure	1.85x health & fitness suites	Provision of health and fitness suites.	0.9	Unfunded	0.9	s106	0.9	SCDC, City Council, Developers	Placemaking					
Indoor Sports and Leisure	4.81x new tennis courts	Provision of indoor tennis courts.	0.5	Unfunded	0.5	s106	0.5	SCDC, City Council, Developers	Placemaking					
Indoor Sports and Leisure	2.2 x new squash courts	Provision of squash courts.	0.11	Unfunded	0.11	s106	0.11	SCDC, City Council, Developers	Placemaking					
Outdoor Sports														
Outdoor Sports	23x 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. Plus 45 changing rooms	12.28	Unfunded	12.28	s106	12.28	Delivered on/off-site by the developer as policy requirement.	Essential					
Outdoor Sports	25x youth football pitches	Smaller sized natural grass pitches for 11-a-side for youth age groups (typically 15 – 18yrs). Plus 29 changing rooms.	8.67	Unfunded	8.67	s106	8.67	Delivered on/off-site by the developer as policy requirement.	Essential					
Outdoor Sports	22x mini soccer pitches	Small natural grass pitches to support 5-a-side and 7-a-side play, typically for younger age groups (Under 10s). Plus 0 changing rooms.	0.69	Unfunded	0.69	s106	0.69	Delivered on/off-site by the developer as policy requirement.	Essential					
Outdoor Sports	4x 3G artificial grass pitches (AGP)	Full size flood lit third-generation turf pitches designed primarily for football(and sometimes rugby training) for year-round use. Plus 7 changing rooms.	6.09	Unfunded	6.09	s106	6.09	Delivered on/off-site by the developer as policy requirement.	Essential					
Outdoor Sports	4x cricket squares and outfields	Natural grass cricket pitches, including square and surrounding field. Plus 8.63 changing rooms.	3.43	Unfunded	3.43	s106	3.43	Delivered on/off-site by the developer as policy requirement.	Essential					
Outdoor Sports	2x sand based AGPs	Full-size sand-dressed or water-based artificial surfaces suitable for competitive hockey. Plus 4 changing rooms.	2.74	Unfunded	2.74	s106	2.74	Delivered on/off-site by the developer as policy requirement.	Essential					

Outdoor Sports	4x rugby union pitches	Natural grass pitches for rugby union (adult or junior). Plus 8 changing rooms.	2.3	Unfunded	2.3	s106	2.3	Delivered on/off-site by the developer as policy requirement.	Essential					
Outdoor Sports	8x outdoor tennis courts	Standard outdoor tennis courts with appropriate floodlighting to allow evening and winter play.	0.94	Unfunded	0.94	s106	0.94	Delivered on/off-site by the developer as policy requirement.	Essential					
Accessible Green Space & Green Infrastructure														
Accessible Green Space	437 hectares of accessible greenspace(AGS)	Total informal open space, delivered within the site (or off-site) in line with Local Plan GI standards – breakdown for each strategic site is provided in the full IDP schedule. As per Local Plan standards, a portion of this provision may be provided off-site and should be prioritised where possible toward the 'Strategic GI projects' identified within Chapter 17 of the IDP.	130	Unfunded	130	Direct delivery by developer / s106	130	Delivered on/off-site by the developer as a policy requirement	Essential					
Play space	Children and teenagers' provision ("play space") 14.87 hectares of equipped play 17.84 hectares of informal play	Play space, delivered within the site in line with Local Plan GI standards – geographical breakdown provided in full IDP schedule.	48.15	Unfunded	48.15	Direct delivery by developer / s106	48.15	Delivered on/off-site by the developer as a policy requirement.	Essential					
Food growing	23.79 hectares of food growing provision	Food growing space, delivered within site in line with Local Plan GI standards – geographical breakdown provided in full IDP schedule.	3.01	Unfunded	3.01	Direct delivery by developer / s106	3.01	Delivered on/off-site by the developer as a policy requirement.	Essential					
Strategic GI	Milton Country Park extension	Expansion of MCP + potential water sports facility and linear GI corridor.	TBC	Unfunded	TBC	s106 / various		Cambridge Sports Lake Trust (CSLT)	Placemaking					
Strategic GI	RSPB Fen Drayton enhancements	Visitor facilities and infrastructure investment to boost capacity.	TBC	Unfunded	TBC	s106 / various		RSPB	Placemaking					

Strategic GI	Historic Cam Corridor Enhancements – Grantchester Meadows to Ditton Meadows	Projects not yet defined – Needs include access, green space links, heritage interpretation, and floodplain habitat restoration.	TBC	Unfunded	TBC	s106 / various		CCC, Gonville & Caius College, Greater Cambridge Partnership (GCP)	Placemaking					
Strategic GI	Cambourne Forest	Proposed woodland area to buffer Cambourne and mitigate recreational pressure on vulnerable sites.	TBC	Unfunded	TBC	s106 / various		Unclear	Essential					
Strategic GI	Investment in habitat sites to the west of Cambridge	Investment in access management to mitigate visitor pressure and protect nature.	TBC	Unfunded	TBC	s106 / various		Various: CPPF, colleges, University of Cambridge, Countryside Regeneration Trust, CCC.	Placemaking					
Strategic GI	Expansion of Coton Countryside Reserve (CCR)	Expansion of existing reserve: 200 acres of farmland converted to woodland/wetland/ meadows with improved access.	3.9	Unfunded	3.9	s106 / various	3.9	Cambridge Past, Present and Future (CPPF);	Placemaking					
Strategic GI	Gog Magog Regional Park	Strategic 80–100 hectares linking SSSIs, LNRs, chalk downland, and expanding Gog Magog green spaces.	6.5	Unfunded	6.5	s106 / various	6.5	Cambridge Past, Present and Future (CPPF); Wildlife Trust; Magog Trust.	Placemaking					
Strategic GI	Wicken Fen Southern Gateway	Extend Wicken Fen Viston project to the edge of the city. 5,000-hectare nature-rich countryside with gateways and visitor facilities.	10	Unfunded	10	s106 / various	10	National Trust	Placemaking					
Strategic GI	Cambridge Canopy Project	Initial investment required at Coleridge Road flagship demonstrator + 5 x school ‘micro woods’.	0.15	Unfunded	0.15	s106 / various	0.15	Cambridge C ity Council (lead)	Placemaking					

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

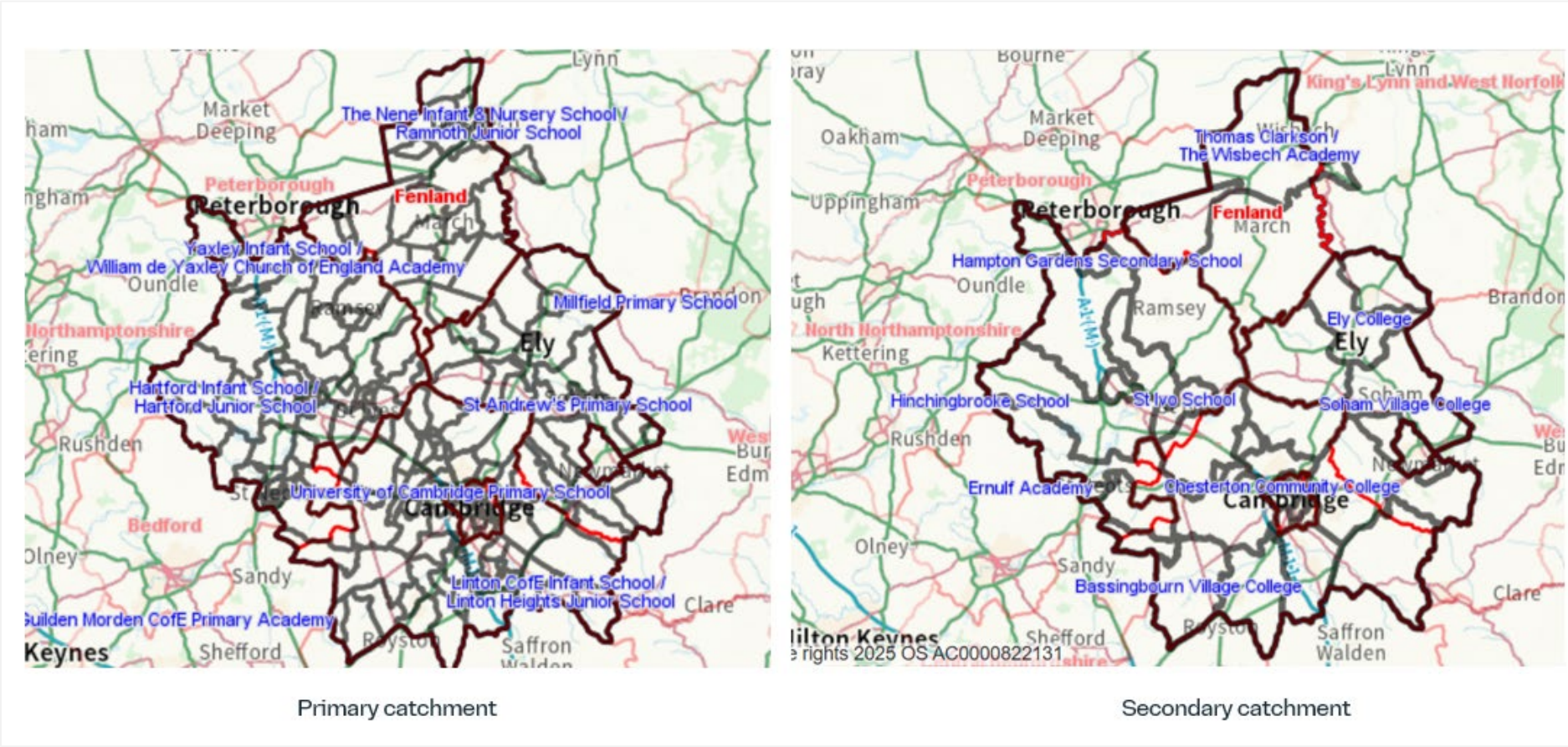

Figure B-1 - Primary and Secondary Education Catchment Zones

Source: My Cambridgeshire

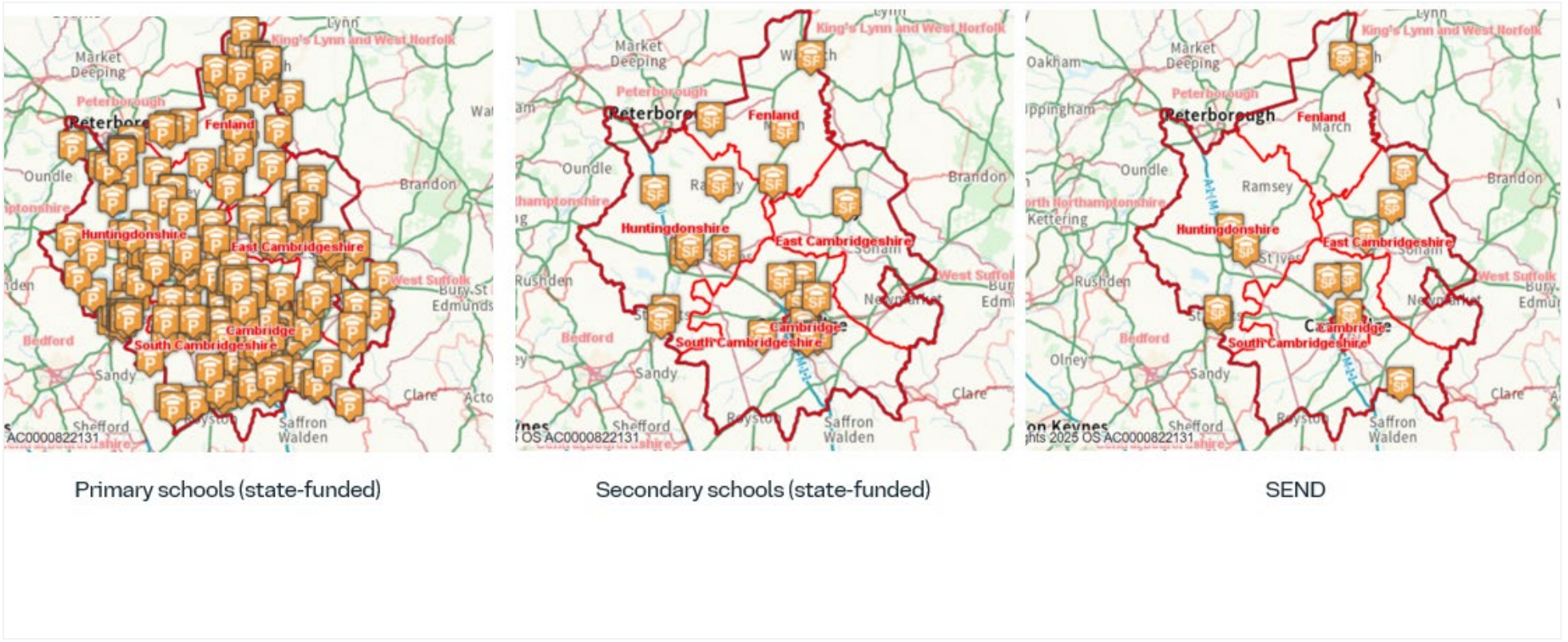

Figure B-2 – Primary, Secondary and SEND Educational facilities

Source: [My Cambridgeshire]

B.2 Sports and leisure infrastructure distribution

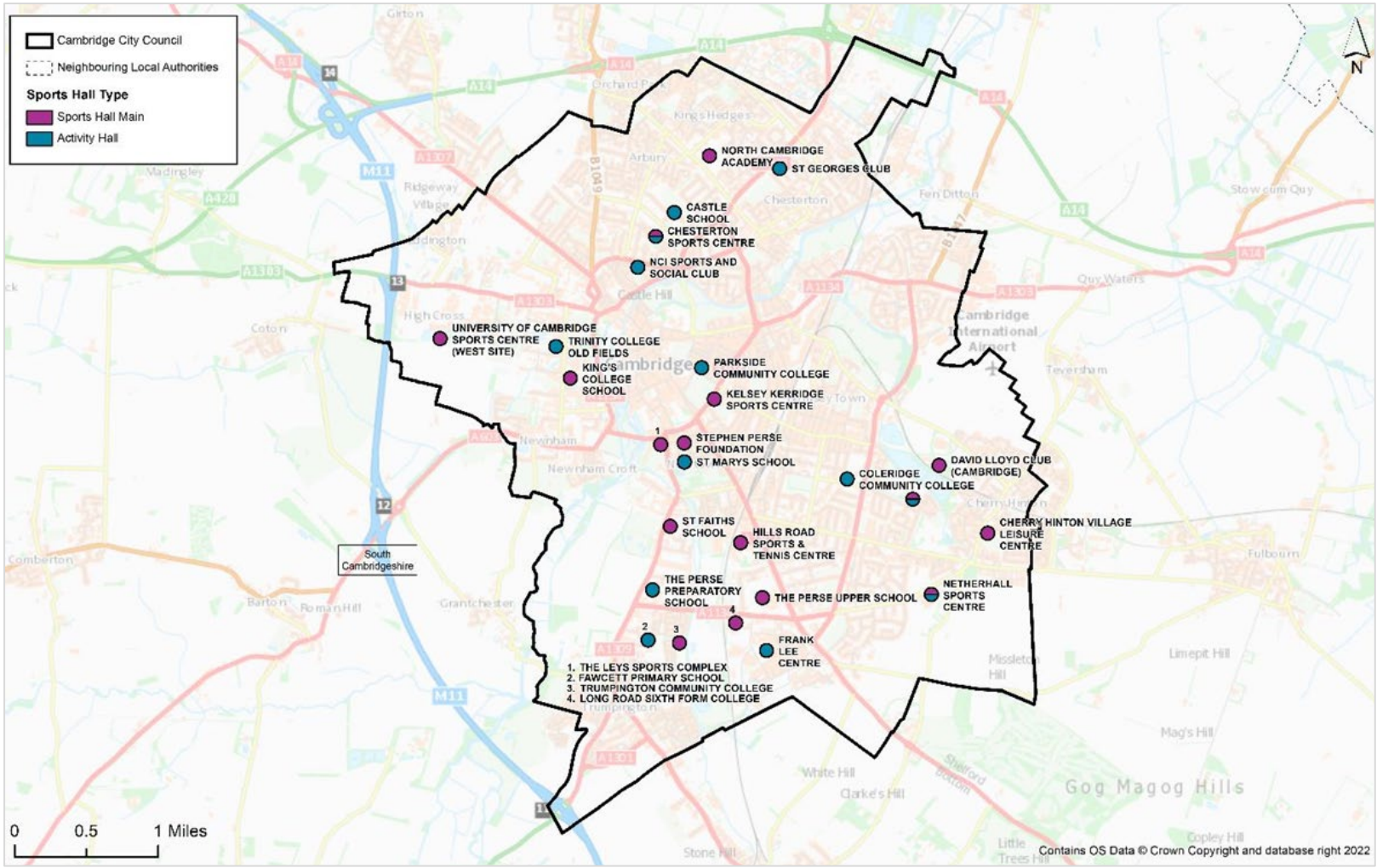

Figure B-3 – Sports Hall/Activity Hall sites in the City of Cambridge

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

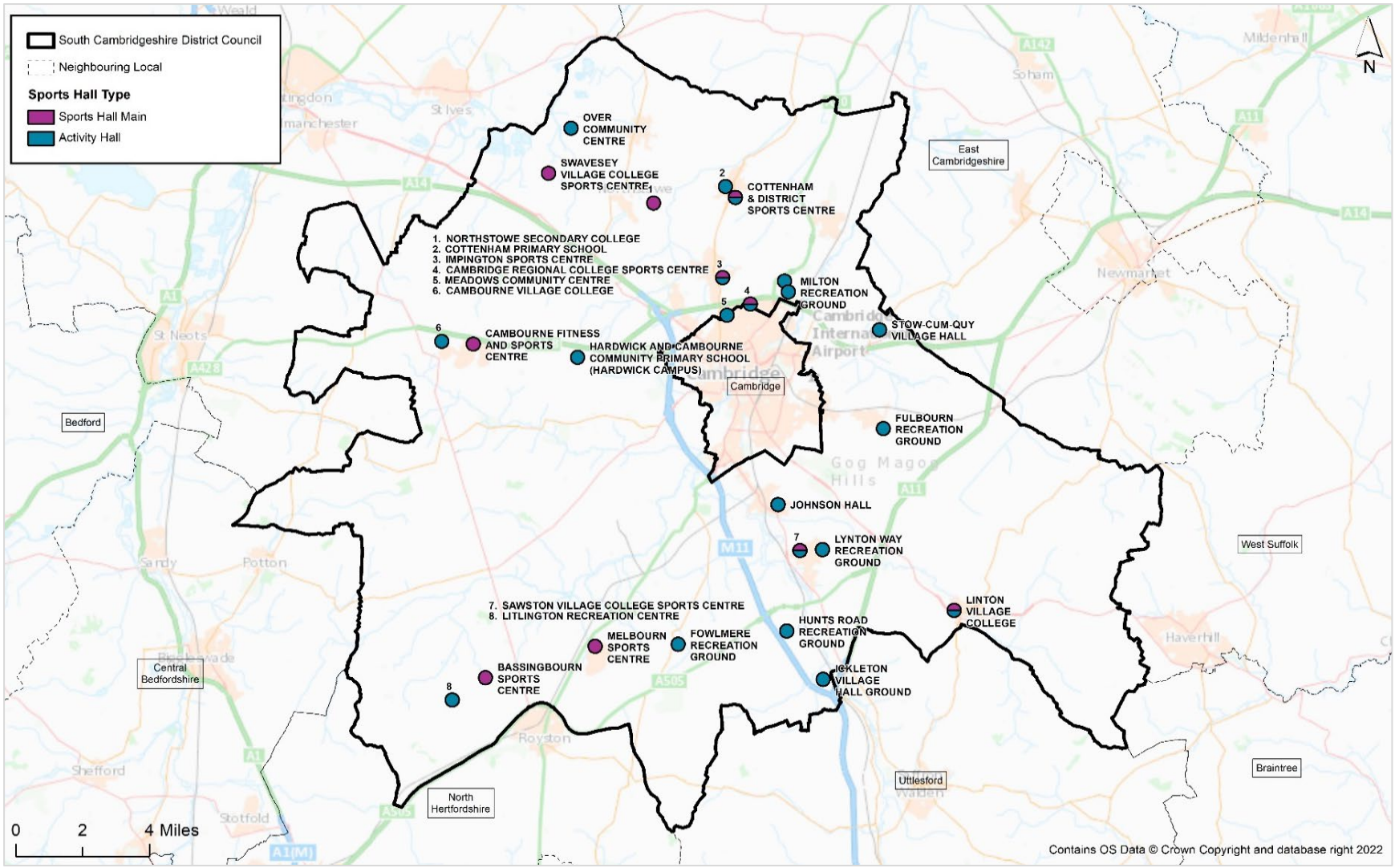

Figure B-4– Sports Hall/Activity Hall sites in South Cambridgeshire

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

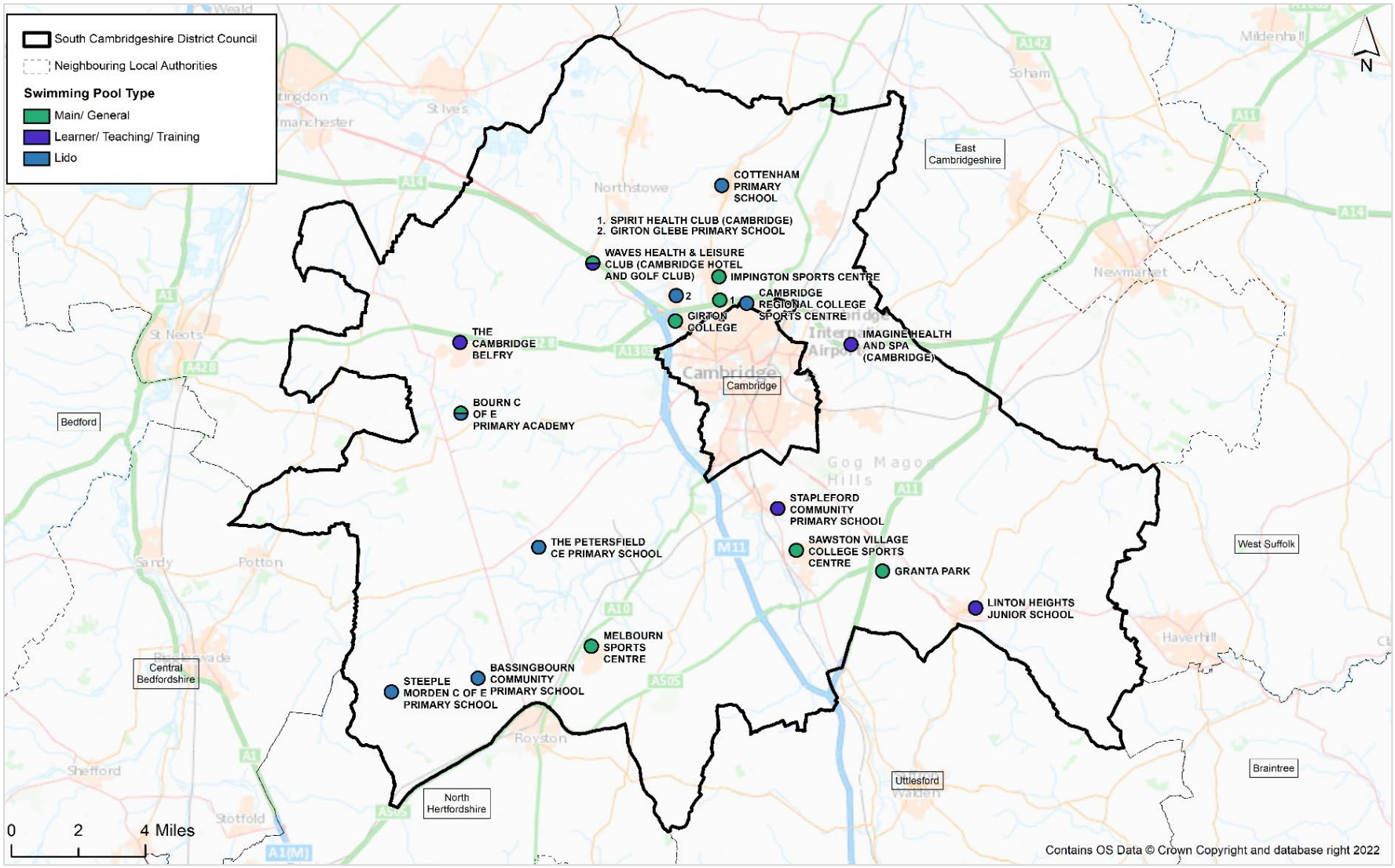

Figure B-5– Swimming pools by type in South Cambridgeshire

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

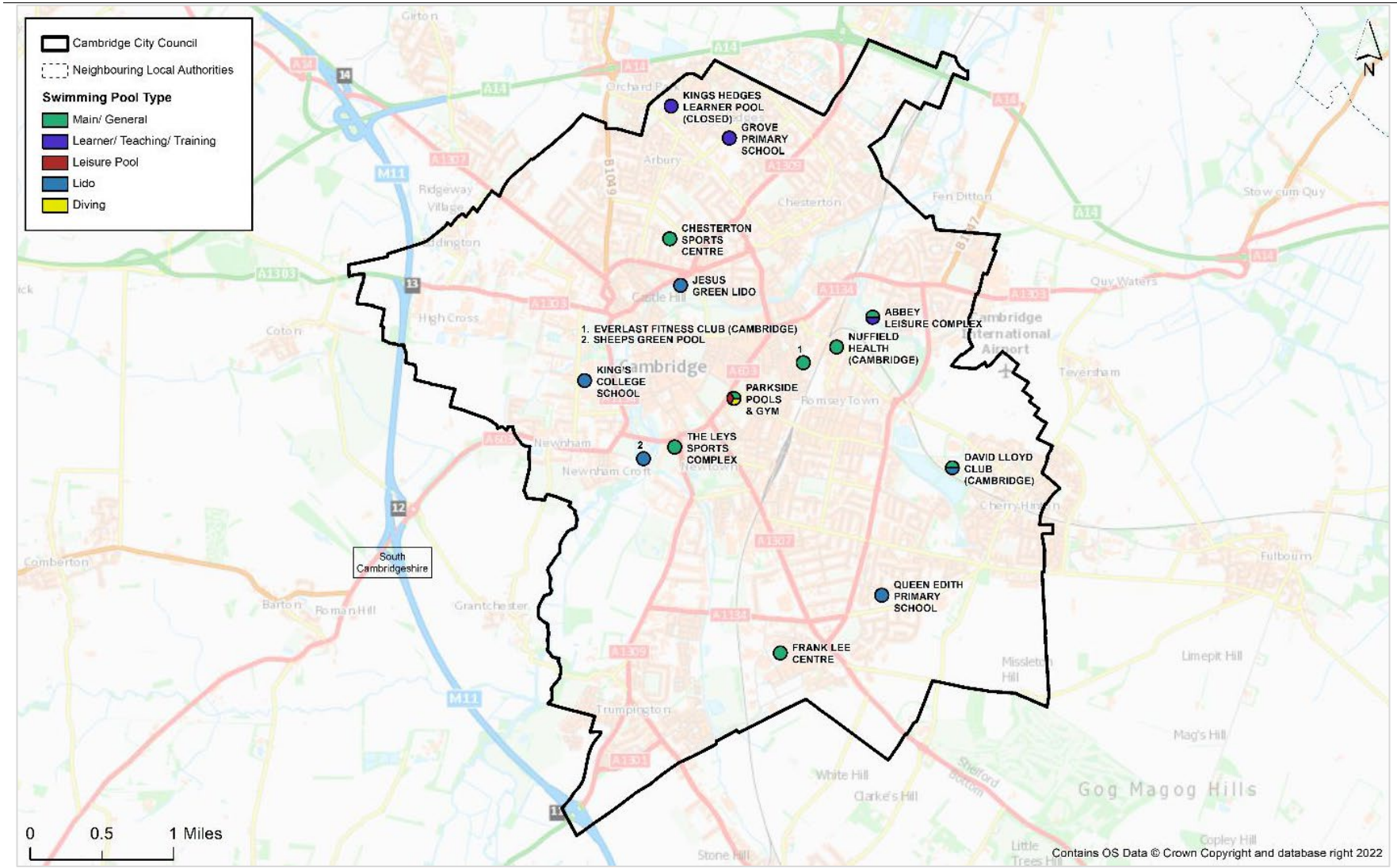

Figure B-6– Swimming Pools by Type in the City of Cambridge

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

B.3 Community Facilities

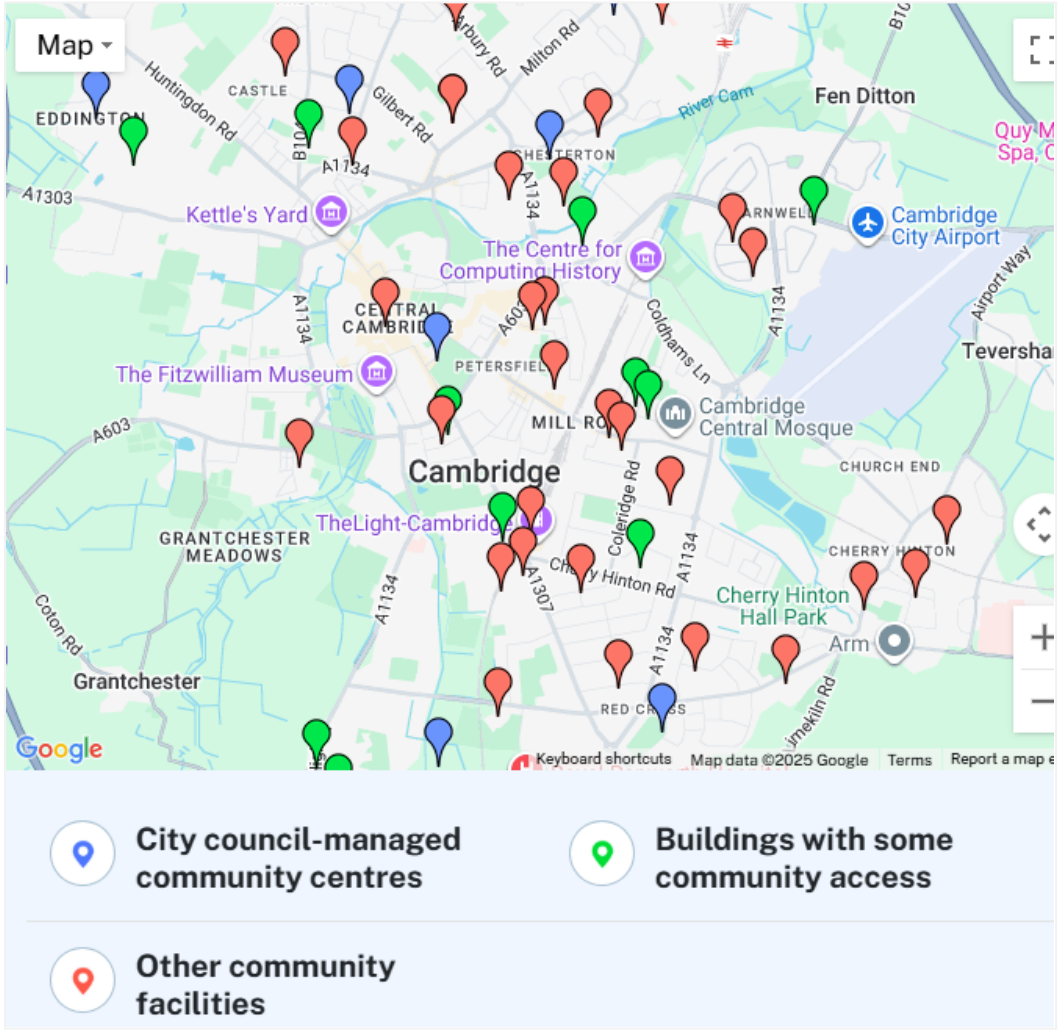

Figure B-7– Community centres in the City of Cambridge

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

B.4 Open space accessibility across Greater Cambridge

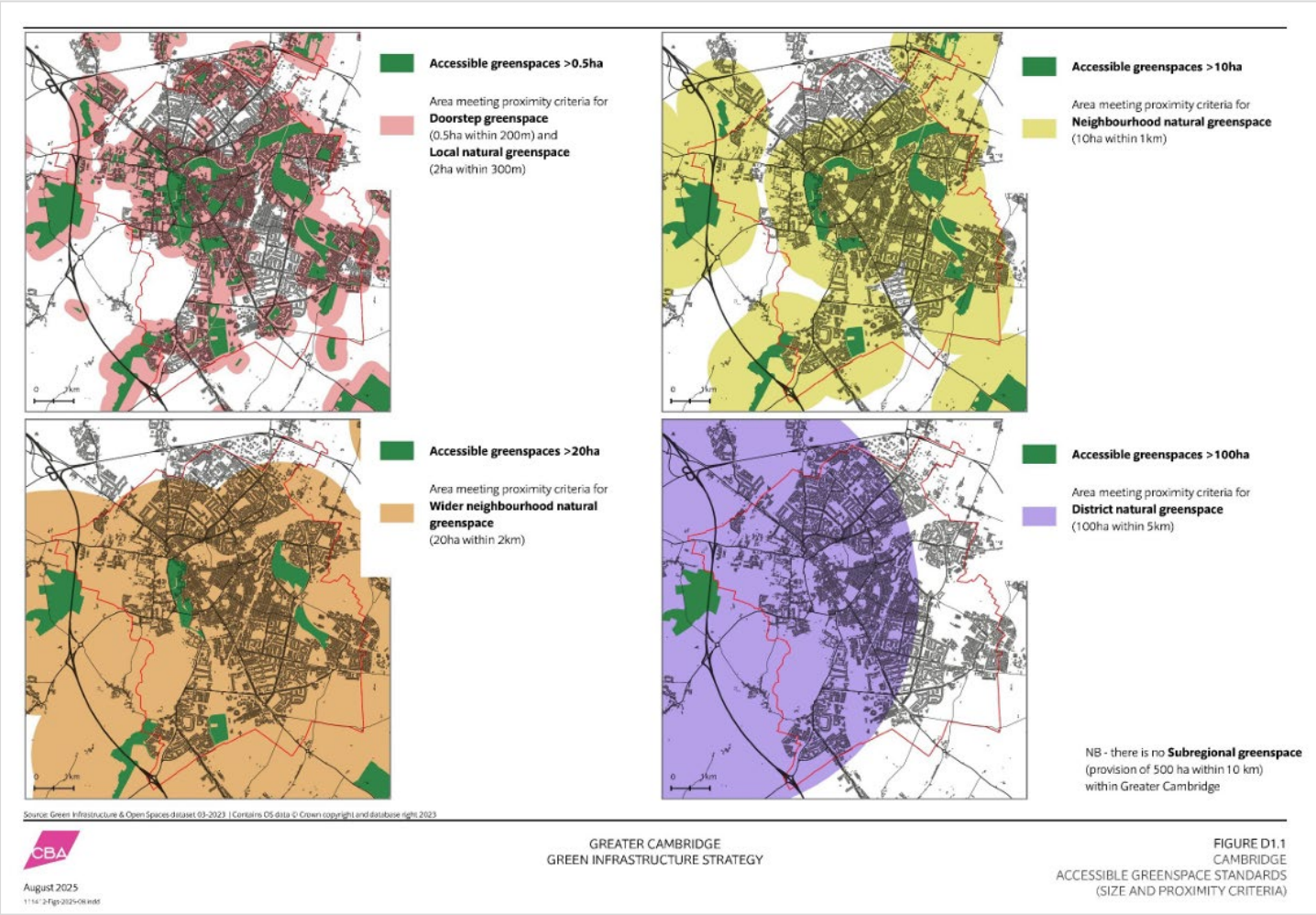

Figure B-8– Map for Open space accessibility across Greater Cambridge

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.