

DAC Planning

Huntingdonshire Infrastructure Delivery Study Baseline Assessment

IDS Baseline Assessment

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Prepared For	Huntingdonshire District Council	
Project Director(s)	Tim Parton	
Prepared By	DAC Planning Limited Hop House, Colchester Road, West Bergholt, Colchester, CO6 3TJ United Kingdom dacplanning.com	

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1.0 Introduction

1.1 Purpose of the Infrastructure Delivery Study

- 1.1.1 The purpose of the Infrastructure Delivery Study (IDS) is to provide an evidence-based assessment of existing and future infrastructure requirements to support the Huntingdonshire District Council's (HDC) Local Plan (LP) Update to 2046. It aims to ensure that infrastructure needs arising from proposed growth can be identified, prioritised, funded, and delivered in a timely and coordinated manner. The IDS will underpin the HDC strategic planning framework, support the viability of development proposals, inform governance arrangements for infrastructure spending (including the Community Infrastructure Levy (CIL)), and contribute to creating sustainable, well-serviced communities.
- 1.1.2 The study will work in conjunction with the Whole Plan Viability Assessment (VA) to ensure that infrastructure demands are realistic and deliverable, and it will serve as a critical component of HDC's evidence base for the LP Examination in Public (EiP). Ultimately, the IDS seeks to align infrastructure provision with housing and economic growth, environmental goals, and community needs over the LP period (2021–2046).
- 1.1.3 This is the Stage 1 Baseline IDS. It aims to achieve the following:
- A desk-based policy context review to examine and draw out existing strategic infrastructure issues, challenges, objectives and priorities at a range of spatial scales.
 - A baseline audit of existing, planned and committed infrastructure provision and capacity; and understanding of future needs.
 - A high-level assessment of likely infrastructure impacts from 4 strategic growth options.
 - A high-level assessment of likely infrastructure impacts from 13 strategic site options.
 - An engagement exercise with service providers responsible for delivering infrastructure in the district.
 - Final conclusions identifying high-level impacts of the potential growth options and strategic site allocations options.
- 1.1.4 The scope of the Stage 1 IDS covers the following infrastructure categories and types:

- **Transport:** Road, rail, bus, transport hubs
- **Active travel:** Cycling infrastructure; walking infrastructure; other active travel including bridleways, accessible travel.
- **Utilities:** Electricity, gas, Digital – including broadband and communications, water supply, wastewater/sewerage treatment, waste (including waste collection and waste management), and renewable energy.
- **Education:** Pre-school and nursery, primary and secondary education, further and higher education, and Special Educational Needs and Disability (SEND).
- **Community and Built Facilities:** Community facilities and halls, libraries, and cemeteries.
- **Community Open Space:** Sports and leisure (indoor and outdoor – formal green space); sports pitches; play spaces
- **Emergency Services:** Police, Fire, and Ambulance.
- **Health:** Primary health, hospitals and community health spaces, dentists, and pharmacies.
- **Strategic Green and Blue Infrastructure and flood management:** Flood management; parks, Grafham Water; the Great Fen.
- **Other:** Market town regeneration and public realm.

1.1.5 In discussion with the Council, it was identified that although heritage assets are not generally considered infrastructure, they may be considered to be a type of cultural infrastructure and may often be connected with green infrastructure features and functions. For this reason, heritage assets were included within the scope of the Stage 1 IDS.

It must be noted that within these infrastructure categories, there may be financial ‘asks’ from infrastructure providers for developer contributions which the Council would not consider as infrastructure and would not meet the “Limitation on use of planning obligations” test, as set out under Regulation 122 of the CIL Regulations 2010 (as amended).

Although this report does not attempt to disaggregate infrastructure provider responses into acceptable or unacceptable infrastructure ‘asks’, the report should be read with the full understanding that further discussions with infrastructure providers and site promoters will take place at Stage 2, to determine appropriate and legally compliant infrastructure funding requests, to support the delivery of the emerging Local Plan.

Consequently, this means that the cost estimates derived at this stage of the IDS are highly caveated and subject to change.

1.2 Methodology: Stage 1 Infrastructure Baseline Assessment

- 1.2.1 The IDS Stage 1 commenced with a desk-based review of the national, regional, district and local policy context. This exercise aimed to set the scene for the preparation of the IDS and ensure that the assessment adhered to the most up to date LP evidence base and was consistent with national policy and guidance.
- 1.2.2 The policy context stage provided an opportunity to examine and draw out existing strategic infrastructure issues, challenges, objectives and priorities at a range of spatial scales including corporate, environmental, economic and social objectives adopted at all levels.
- 1.2.3 The initial policy context review was followed by the baseline audit of existing, planned and committed infrastructure provision and capacity. In order to undertake this work, a range of infrastructure documents and technical assessments were reviewed¹:
- The most up to date and emerging infrastructure evidence produced by HDC or on behalf of HDC, including the Phase 1 Strategic Transport Study Mitigation Log, Playing Pitch and Open Space Strategy, Indoor and Built Facilities Strategy and the Level 1 Strategic Flood Risk Assessment (SFRA), for example.
 - The existing Huntingdonshire Infrastructure Delivery Plan and Viability Study produced for the adopted Local Plan.
 - Relevant documentation produced by infrastructure providers within the area including infrastructure assessment reports, strategies and business plans.
 - Regional infrastructure plans and strategies including the Cambridgeshire and Peterborough Combined Authority (CPCA) Infrastructure Delivery Framework.
 - Nationally Significant Infrastructure Projects (NSIP) including A428, A141, A1/A421 and A428/A1198 to high quality dual carriageway; Fens Reservoir, Lincs Reservoir and East West Rail (EWR).

¹ It must be noted that the desk based review represents a point in time and uses the most up to date evidence available at the time the research was undertaken. It is acknowledged that technical work to inform the Local Plan continues to emerge, therefore further updates to the baseline will be required when preparing the Stage 2 IDS.

1.2.4 The baseline audit review was structured to include the following:

- Infrastructure type
- Infrastructure provider
- Extent of existing provision within the area, and
- Current needs for additional infrastructure provision
- How the provision of infrastructure is likely to change in the future, including:
 - climate change implications,
 - environmental protection and sustainability,
 - technological advances,
 - societal changes.

1.3 Growth Option and Site Option Assessment

1.3.1 As set out above, in addition to establishing the infrastructure baseline within Huntingdonshire, the Stage 1 IDS also aims to undertake a high level assessment of four potential strategic growth options; and thirteen potential strategic residential, mixed-use and employment site allocations. In order to achieve this, a desk-based assessment of existing and potential additional infrastructure requirements for each potential site option was undertaken. This information was recorded within a site proforma which included the following information:

- Call for Site (CfS) reference number;
- Site Address
- Site Area (ha)
- Site map/location
- Growth figures (sourced from the Huntingdonshire Land Availability Assessment 2024²)
- Existing infrastructure on site (sourced from the Huntingdonshire Land Availability Assessment 2024 or from the site promoter Call for Site submission);

² [Huntingdonshire District Council - Land Availability Assessments - Huntingdonshire Land Availability Assessment](#)

- Proposed infrastructure (sourced from the Huntingdonshire Land Availability Assessment 2024 or from the site promoter Call for Site submission);
- DAC Planning Initial Draft Baseline Assessment of the Site:
 - Site description.
 - Infrastructure needs and constraints.

1.3.2 The high-level Site Assessment Proformas are provided in Appendix A.

1.4 Engagement

1.4.1 As recommended in Planning Practice Guidance (PPG) (Paragraph: 059 Reference ID: 61-059-20190315), the IDS infrastructure baseline assessment was informed by a workshop with infrastructure and service providers; and follow-up meetings. Engagement material included:

- The draft baseline audit and assessment outputs for infrastructure providers to review and provide feedback on; and
- A detailed questionnaire (see Appendix B) which asked respondents to feedback on the following:
 - Baseline infrastructure assessment
 - Likely impacts of growth in relation to thirteen potential strategic residential mixed use and employment allocations (including questions in relation to infrastructure needs to support the growth option; estimated costs and estimated timing of delivery) with reference to the Site Assessment Proformas.
 - Likely impacts of growth in relation to four of the Council's proposed growth options (including questions in relation to infrastructure needs to support the growth option; estimated costs and estimated timing of delivery).

1.4.2 The questionnaire included a section asking respondents to rate the priority of infrastructure requirements from Critical to Desirable, by referencing a "definitions of prioritisation terminology" table. It should be noted that, at this stage, infrastructure assessments recorded within the study do not include the priority ratings provided in the questionnaire. This is due to the high-level nature of this stage of the IDS and the fact that the definitions of prioritisation terminology require

further refinement in order to be applied at Stage 2 alongside the assessment of the preferred growth options.

1.5 Findings and Final IDS Infrastructure Baseline Assessment

1.5.1 The findings of the engagement are provided in Sections 3 to 14 below and include outputs in relation to the following:

- Existing infrastructure capacity and any available capacity to accommodate the impacts of growth;
- Impacts of growth upon infrastructure capacity;
- Whether new infrastructure would be required as a result of growth;
- Timescales and an early indication of prioritisation of infrastructure needs;
- High-level infrastructure assessment of the four strategic growth options and thirteen strategic residential, mixed-use and commercial site options. The assessments include estimated costs and delivery timescales, where possible at this options testing stage.

1.5.2 It is important to note that in some cases, there was a lack of information regarding some infrastructure categories. This was either due to a lack of response from the infrastructure provider; or due to a lack of information available to inform the desk-based infrastructure assessment; or both. Therefore, some infrastructure categories may require further investigation at Stage 2, once a preferred option is identified and tested in greater detail.

1.5.3 Finally, it is important to note that estimated infrastructure costs gathered from the site assessments for each strategic site option, have been used to inform the Stage 1 Whole Plan Viability Assessment. The costs identified at this stage are highly indicative and, although they are based on robust engagement with infrastructure providers (where available) they represent the views of stakeholders at a point in time where technical work is ongoing and a preferred growth option, and strategic site allocations are yet to be identified. This is emphasised in Chapter 8 of the Huntingdonshire Whole Plan Viability Assessment which states that *“costs are subject to change and are caveated as being early (but well informed) estimates...At the time of this report, the Council have not settled on a preferred growth option. The site-specific requirements will depend on which growth option is settled on, as this will impact on the apportionment of costs across the selected sites.”*

- 1.5.4 Furthermore, in addition to the fact that costs for infrastructure are estimates, funding measures to deliver infrastructure are also currently unknown. Funding could take the form of S.106 (on-site or commuted sums); CIL (including potentially Neighbourhood CIL where town and parish councils wish to contribute towards infrastructure; or alternative fundings sources such as grant or government funding. Further details will be established at Stage 2 when an infrastructure assessment of the preferred option will be developed, and delivery mechanisms identified.

1.6 A Note on Household Size for the Purposes of the Stage 1 IDS.

- 1.6.1 It should be noted that in some cases infrastructure needs are calculated using population growth. This figure is derived by multiplying the number of new dwellings by the average household size factor.
- 1.6.2 Since the 2011 census, the household size has been accepted as 2.4 residents per household. The Office of National Statistics (ONS) has reported that this figure remained unchanged as at the 2021 census³. Therefore, in general, this household population figure is used throughout this report. However, it should be noted that, in response to the IDS Stage 1 stakeholder engagement questionnaire, HDC used a household size of 2.19 to calculate playing pitch and built sport facilities needs.
- 1.6.3 For the IDS Stage 1 it is sufficient to note this difference. However, once more detailed testing and infrastructure assessment takes place at Stage 2, it will be important to consider the alignment of household growth figures to ensure a consistent approach, where possible.

1.7 A Note on Terminology and Abbreviations

- 1.7.1 There are numerous terms and abbreviations used within this report which relate to the naming conventions of organisations and technical terminology relating to infrastructure specialisms and sectors. It is for this reason that a Glossary, which can be found at Section 16, has been prepared to support this Study, and to ensure consistency throughout the document.

³ [Household and resident characteristics, England and Wales - Office for National Statistics](#)

1.8 Next Steps

- 1.8.1 Following the completion of the Stage 1 IDS, HDC will commence the Stage 2 (Infrastructure Schedule) after the completion of the Regulation 18 LP consultation stage in the Autumn 2025. Following the Regulation 18 consultation, HDC will have identified a preferred approach to growth. The Stage 2 IDS will then focus on the assessment of infrastructure requirements, at a greater depth, to assess specific infrastructure impacts and mitigation measures to support the proposed growth. The Stage 2 IDS will include an infrastructure assessment and schedule for delivery including timescales, phasing, costs and funding mechanisms.

2.0 Policy Context for Infrastructure Delivery

- 2.1.1 This section outlines key policy documents relating to infrastructure delivery at a national, regional and local level.

2.2 National Context

- 2.2.1 The Planning and Compulsory Purchase Act 2004⁴ (PCPA) places a legal duty on local planning authorities (LPAs) to carry out their plan making functions with the objective of contributing to the achievement of sustainable development, which should be understood to include making sufficient provision for new and/or improved infrastructure needed to support planned development. The December 2024 National Planning Policy Framework (NPPF) states⁵ that local plans should consider the long-term requirements for major improvements in infrastructure and that⁶ such infrastructure should include transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).
- 2.2.2 The NPPF outlines⁷ that local plans should set the contributions expected from development to deliver infrastructure; however such policies should not undermine the deliverability of the plan. Local plans should also seek to provide infrastructure which widens transport choices⁸, delivers advanced, high quality and reliable communications infrastructure⁹, and supports infrastructure associated with renewable and low carbon energy¹⁰.
- 2.2.3 The PPG¹¹ outlines that local plans should set out a vision and framework for the future development of an area, which addresses the needs and opportunities relating to infrastructure. LP policy requirements for developer contributions should be informed by proportionate evidence of local infrastructure needs¹².

⁴ [Section 39\(2\)](#)

⁵ [NPPF \(December 2024\)](#) paragraph 22

⁶ NPPF paragraph 20

⁷ NPPF paragraph 35

⁸ NPPF paragraph 111

⁹ NPPF paragraph 119

¹⁰ NPPF paragraph 161

¹¹ [Plan-making PPG paragraph 001 \(reference ID: 61-001-20190315\)](#)

¹² [Plan-making PPG paragraph 048 \(reference ID: 61-048-20190315\)](#)

- 2.2.4 The PPG states¹³ that local plans should be realistic about what can be achieved and when, identifying what infrastructure is required and how it can be funded and brought forward. Infrastructure deficits and requirements in an area, and opportunities for addressing such deficits and requirements, should be identified by working alongside infrastructure providers, service delivery organisations, other strategic bodies such as developers, landowners and site promoters at an early stage in the plan making process to assess the quality and capacity of infrastructure, and its ability to meet forecast demands¹⁴. Collaborating constructively, actively and on an ongoing basis with such partners throughout the plan making process is required by the duty to co-operate¹⁵, which if not satisfactorily discharged throughout the process cannot be rectified at examination.
- 2.2.5 The PPG¹⁶ also recommends that, when preparing a plan, strategic policy-making authorities use available evidence of infrastructure requirements to prepare an Infrastructure Funding Statement (IFS). This should set out the anticipated funding from developer contributions, and the choices local authorities have made about how these contributions will be used. Requirements to produce an Infrastructure Funding Statement should feed into the review of plans to ensure they remain deliverable.
- 2.2.6 The information contained within this IDS will support the LP in meeting these requirements of national planning policy.

2.3 Nationally Significant Infrastructure Projects

- 2.3.1 A number of NSIPs within Huntingdonshire are underway or in the pipeline. These have potential to affect the distribution and timing of delivery of planned growth within Huntingdonshire, and include EWR¹⁷, the Fens Reservoir¹⁸, the Lincs Reservoir¹⁹, the A428 Black Cat to Caxton Gibbet highways scheme²⁰, and the A141 highways scheme²¹. EWR and the two reservoirs are at the pre-application stage while the A428 scheme has received its Development Consent Order (DCO)

¹³ [Plan-making PPG paragraph 059 \(reference ID: 61-059-20190315\)](#)

¹⁴ [Plan-making PPG paragraph 059 \(reference ID: 61-059-20190315\)](#)

¹⁵ [S33A \(Duty to co-operate in relation to planning of sustainable development\) of the Planning and Compulsory Purchase Act 2004 \(as amended\)](#)

¹⁶ [Plan-making PPG paragraph 059 \(reference ID: 61-059-20190315\)](#)

¹⁷ [East West Rail](#)

¹⁸ [Fens Reservoir](#)

¹⁹ [Lincs Reservoir](#)

²⁰ [A428 Black Cat to Caxton Gibbet](#)

²¹ [A141 highways scheme](#)

and is under construction. The A141 highways scheme is required to unlock development and reduce traffic impacts. Future large scale infrastructure includes the rebuild and regeneration of Hinchbrook Hospital and a potential railway station at Alconbury Weald.

2.4 Sub-regional context

- 2.4.1 Local Government in Huntingdonshire is currently comprised of three principal institutions CPCA, Cambridgeshire County Council (CCC), and HDC.

Cambridgeshire and Peterborough Combined Authority

- 2.4.2 The CPCA was established on 3 March 2017 as a Mayoral Combined Authority to deliver the Devolution Deal²² for the Cambridgeshire and Peterborough region. The Devolution Deal transfers greater control over transport, skills, business support and other areas to the CPCA, including a £600m investment fund over 30 years to grow the local economy and £170m for the delivery of new homes²³.
- 2.4.3 The CPCA Infrastructure Delivery Framework²⁴ (September 2024), identifies existing and emerging infrastructure barriers that could slow or prevent the delivery of development within the region. The Framework focuses on energy, digital connectivity, water, flood risk, blue and green infrastructure and transport connectivity, with specific focus on Local Planning Authority (LPA) areas including Huntingdonshire. The recommendations for Huntingdonshire address energy, water, blue and green infrastructure, and connectivity matters.
- 2.4.4 The CPCA Cambridgeshire and Peterborough Shared Ambition 2050²⁵ (23 October 2024) is described as a clear and unifying vision guiding the region's growth to 2050. The forward-looking document identifies particular infrastructure challenges for the region that must be grappled with in order for the vision to be realised. These infrastructure challenges include water management such as flooding, water supply scarcity, insufficient healthcare facilities, electricity grid capacity, digital inequality, and ageing roads, bridges and public buildings.

Cambridgeshire County Council

- 2.4.5 HDC and CCC function in a manner consistent with two tier areas. HDC provides functions including planning, environmental health, leisure facilities, housing

²² [CPCA Devolution Deal \(16 March 2017\)](#)

²³ [CPCA Devolution Deal \(16 March 2017\)](#)

²⁴ [CPCA Infrastructure Delivery Framework \(September 2024\)](#)

²⁵ [CPCA Cambridgeshire and Peterborough Shared Ambition \(23 October 2024\)](#)

benefits, bin collections, council tax, while CCC is responsible for functions including education, transport, surface water flooding, libraries, waste management, minerals, public health, and social services.

2.4.6 CCC produces a range of infrastructure-specific strategies guiding the delivery of its responsibilities. These are important in understanding CCC's approach across each service area and are therefore referenced in the relevant infrastructure baseline sections. Development contributions towards new or improved infrastructure which supports CCC services stem from the Huntingdonshire Local Plan²⁶ and Huntingdonshire Developer Contributions Supplementary Planning Document²⁷ (SPD). Annual reporting on infrastructure contributions received, allocated, spent and remaining is published in the CCC Infrastructure Funding Statements²⁸ (IFS), the latest of which was published in December 2024.

2.4.7 The Cambridgeshire and Peterborough Minerals and Waste Local Plan²⁹ was prepared by CCC and Peterborough City Council (PCC) and adopted on 28 July 2021. In setting the framework for all minerals and waste developments until 2036 the Plan will ensure a steady supply of minerals to supply the growth that is planned for in the area and enable CCC and PCC to put in place modern waste management facilities to manage waste in a much better way than landfill. The Cambridgeshire Minerals and Waste Development Scheme³⁰, adopted on 13 March 2025, outlines CCC's intention to review the current Plan alongside PCC with adoption anticipated for February-March 2030.

2.5 Local context

2.5.1 Huntingdonshire is the largest district in Cambridgeshire covering 90,000 hectares and provides services including the collection of refuse and recycling, leisure services, housing, planning and building control. HDC's Corporate Plan (2023-2028)³¹ and Futures Place Strategy³² outline the aims, objectives and vision for the future of the district and drive local ambitions to 2050. The Corporate Plan identifies a number of priorities including improving the happiness and wellbeing of residents, helping people in crisis, improving the quality and affordability of housing, securing sustainable economic growth, and delivering high quality and

²⁶ [Huntingdonshire Local Plan \(May 2019\)](#)

²⁷ [HDC Developer Contributions Supplementary Planning Document \(December 2011\)](#)

²⁸ [CCC Infrastructure Funding Statements](#)

²⁹ [Cambridgeshire and Peterborough Minerals and Waste Local Plan \(28 July 2021\)](#)

³⁰ [Cambridgeshire Minerals and Waste Development Scheme \(13 March 2025\)](#)

³¹ [Huntingdonshire District Council Corporate Plan \(2023-2028\)](#)

³² [Huntingdonshire Futures - Place Strategy 2050](#)

efficiency public services.³³ The Huntingdonshire Futures Place Strategy also outlines a number of priorities, referred to as ‘journeys’, including conserving and enhancing pride in place, generating an inclusive economy, embedding health into all activities, enhancing the environment, and transforming travel.³⁴

- 2.5.2 The development plan for the district comprises the Huntingdonshire Local Plan, the Cambridgeshire and Peterborough Minerals and Waste Local Plan³⁵, and 10 made Neighbourhood Plans³⁶. The Huntingdonshire Local Plan³⁷, adopted on 15 May 2019, plans to 2036. It contains allocations and policies to support the creation of at least 20,100 new homes, and approximately 14,400 additional jobs up to 2036. The LP outlines the key infrastructure challenges and priorities, including water scarcity, waste water treatment capacity³⁸, flood risk, and affordable housing need³⁹.
- 2.5.3 On 24 January 2023 HDC’s Cabinet made the decision to commence a full update of the adopted Local Plan. The current Local Development Scheme⁴⁰ (LDS), approved by Cabinet on 11 February 2025, outlines HDC’s intention to prepare a new LP under the current plan-making system with submission anticipated to be in December 2026 and adoption in early 2028, subject to the progress of the examination of the Local Plan. This updated LP will replace the current 2019 Local Plan⁴¹. This IDP will support the production of the new Local Plan, and will form part of its evidence base.
- 2.5.4 The new LP will include a vision and strategic growth strategy for the area, including strategic site allocations for new development, and planning policies which will guide the determination of planning applications in the area. A number of early stage consultations have taken place, including but not limited to engagement on the issues that the new LP should address⁴²:

³³ [Huntingdonshire District Council Corporate Plan \(2023-2028\) - pages 9-10](#)

³⁴ [Huntingdonshire Futures - Place Strategy 2050](#)

³⁵ [Cambridgeshire and Peterborough Minerals and Waste Local Plan \(28 July 2021\)](#)

³⁶ [Neighbourhood Planning in Huntingdonshire](#)

³⁷ [Huntingdonshire Local Plan \(15 May 2019\)](#)

³⁸ [Huntingdonshire Local Plan \(15 May 2019\) – page 48](#)

³⁹ [Huntingdonshire Local Plan \(15 May 2019\) – page 24](#)

⁴⁰ [Huntingdonshire Local Development Scheme \(11 February 2025\)](#)

⁴¹ [Huntingdonshire Local Development Scheme - paragraph 4.1 \(11 February 2025\)](#)

⁴² [Huntingdonshire Local Plan Update](#)

- The Issues Engagement Paper⁴³ was consulted on between 26 April and 5 July 2023, which sought views on priorities to help inform the LP vision that reflects HDC's Corporate Plan and Huntingdonshire Futures Place Strategy.
- 2.5.5 This was followed by the Further Issues and Options⁴⁴ consultation between 18 September and 27 November 2024, which sought views on wide ranging issues and proposed options for consideration, including a vision for the new Local Plan. Four options for the vision were proposed, ranging from minor amendments to the existing LP vision to a vision based on the Corporate Plan and Huntingdonshire Futures Place Strategy, and other options for ambitious climate action and sustainability.
- 2.5.6 Between 18 September and 27 November 2024 consultation also took place on the Huntingdonshire Land Availability Assessments, 2024 which assessed sites that were put forward by landowners, developers, agents and interested third parties to see if they are potentially suitable or unsuitable for development and a Sustainability Appraisal that assessed the strategies, options, sites and future policies against a series of sustainability objectives.
- 2.5.7 An Additional Sites Land Availability Assessment ⁴⁵ and Additional Sites Sustainability Appraisal⁴⁶ was also undertaken between 23 April and 4 June 2025, the purpose of which was to collectively assess the suitability, availability, achievability, and sustainability of all additional sites submitted to the Council through the Ongoing Call for Sites consultation between 1 August 2024 and 31 January 2025.
- 2.5.8 HDC has prepared a Developer Contributions SPD⁴⁷ (2011), which identifies HDC's approach to securing contributions from new developments that require planning permission to support new and improved infrastructure, including affordable housing, green spaces, footpaths and access, health infrastructure, community facilities, libraries and lifelong learning, education and schools, and residential wheeled bins.
- 2.5.9 Across the 10 made Neighbourhood Plans in Huntingdonshire, common infrastructure challenges and priorities include affordable housing, public transport

⁴³ [Issues Engagement Paper \(April 2023\)](#)

⁴⁴ [Further Issues and Options Paper \(September 2024\)](#)

⁴⁵ [Additional Sites Land Availability Assessments \(April - June 2025\)](#)

⁴⁶ [Additional Sites Sustainability Appraisal \(April - June 2025\)](#)

⁴⁷ [Developer Contributions SPD \(2011\)](#)

and active travel, healthcare, schools, public open space, flooding, community facilities, ecology and biodiversity, leisure and sports facilities.

2.6 Community Infrastructure Levy

- 2.6.1 CIL⁴⁸ is a locally set charge on new development in a local authority area. It provides a flexible source of funding for a range of infrastructure projects. Projects identified in the IDP may be considered for funding through CIL. Projects may include the provision of new infrastructure, or the improvement, replacement, operation, and maintenance of existing infrastructure. A CIL Charging Schedule⁴⁹ for the District was adopted in April 2012. An independent review of HDC's existing CIL governance arrangements has been undertaken, more detail of the first phase can be found in the 18 June 2024 Cabinet Report⁵⁰. Annual reporting on infrastructure contributions received, allocated, spent and remaining is published in HDC's IFS⁵¹.

2.7 CIL Regulations and Section 106 Planning Obligations

- 2.7.1 As noted in paragraph 2.5.8 above the Huntingdonshire Developer Contributions SPD identifies HDC's approach to securing developer contributions. The CIL Regulations 2010 limits the extent of contributions which can be sought from developers. Regulation 122 states that a contribution (also referred to as planning obligations or Section 106 contributions (S.106)) can only be required from developers when the contribution is:
- a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
- 2.7.2 Consideration of funding for identified infrastructure needs must take into account the limitations set out in CIL Regulation 122.

2.8 Infrastructure Challenges and Priorities

- 2.8.1 At the national scale, the Government is committed to boosting the economy with a substantial increase in housebuilding identified as a key delivery mechanism. This agenda has resulted in pro-growth amendments to national policy in the form of the NPPF and PPG. A number of NSIPs within Huntingdonshire, ranging from

⁴⁸ [CIL PPG Paragraph 001 \(Reference ID: 25-001-20190901\)](#)

⁴⁹ [Huntingdonshire CIL Charging Schedule \(April 2012\)](#)

⁵⁰ [Huntingdonshire DC Cabinet report - CIL Governance Review \(18 June 2024\)](#)

⁵¹ [Huntingdonshire Infrastructure Funding Statements](#)

highways schemes to reservoirs and rail corridors are progressing and will have implications for growth proposed in Huntingdonshire.

- 2.8.2 At the sub-regional scale, the CPCA Cambridgeshire and Peterborough Shared Ambition 2050⁵² (23 October 2024) highlights the infrastructure challenges for the region as including water management such as flooding, water supply scarcity, insufficient healthcare facilities, electricity grid capacity, digital inequality, and ageing roads, bridges and public buildings. The CPCA Infrastructure Delivery Framework⁵³ (September 2024), identifies existing and emerging infrastructure barriers relating to energy, water, blue and green infrastructure, and connectivity infrastructure across the CPCA region and specifically within Huntingdonshire. Such barriers, which include overloaded electricity substations and constrained water supply, unless resolved could slow or prevent the delivery of development within the region.
- 2.8.3 The Framework also identifies recommendations designed to resolve each of these barriers, including encouraging coordinated and continuous engagement between developers and the UK Power Networks (UKPN) to enable UKPN to ensure timely planning and investment in local electricity networks, and to continue to promote sustainable solutions to managing water resources, respectively. The identification of such infrastructure barriers, and their successful resolution, is relevant to this IDS in aiding the understanding of current and future infrastructure capacity and measures required to ensure the delivery of emerging planned growth is supported by high quality infrastructure.
- 2.8.4 HDC's Corporate Plan⁵⁴ identifies a number of priorities including improving the happiness and wellbeing of residents, helping people in crisis, improving the quality and affordability of housing, securing sustainable economic growth, and delivering high quality and efficient public services. The Huntingdonshire Futures Place Strategy⁵⁵ also outlines a number of priorities, referred to as 'journeys', including conserving and enhancing pride in place, generating an inclusive economy, embedding health into all activities, enhancing the environment, and transforming travel.

⁵² [CPCA Cambridgeshire and Peterborough Shared Ambition \(23 October 2024\)](#)

⁵³ [CPCA Infrastructure Delivery Framework \(September 2024\)](#)

⁵⁴ [Huntingdonshire District Council Corporate Plan \(2023-2028\) - pages 9-10](#)

⁵⁵ [Huntingdonshire Futures - Place Strategy 2050](#)

- 2.8.5 The Huntingdonshire Local Plan, in setting the vision and plan for growth to 2036, outlines the key infrastructure challenges and priorities, including water scarcity, waste water treatment capacity⁵⁶, flood risk, and affordable housing need⁵⁷. The preferred vision of the emerging LP is yet to be published, although views on options have been consulted upon⁵⁸. Such options range from minor amendments to the existing LP vision to a vision based on the Corporate Plan and Huntingdonshire Futures Place Strategy, and other options for ambitious climate action and sustainability.
- 2.8.6 The information contained in this IDS will support the LP in meeting the above requirements and expectations of policy at all scales, including through a thorough understanding of the current infrastructure baseline which is set out in the following section.

⁵⁶ [Huntingdonshire Local Plan \(15 May 2019\) – page 48](#)

⁵⁷ [Huntingdonshire Local Plan \(15 May 2019\) – page 24](#)

⁵⁸ [Further Issues and Options Paper \(September 2024\)](#)

3.0 Education

- 3.1.1 CCC, as the education authority for HDC, has referenced a range of updated multipliers in their consultation response to this IDS (June 2025).
- 3.1.2 The multipliers which underpin the methodology to forecast the numbers of children for a given number of new homes were last revised in 2015 and were amended for the primary age range in 2017. For every 100 dwellings it is assumed that there are between:
- 20-30 children aged 0-3 years (early years)
 - 30-40 children aged 4-10 years (primary)
 - 18-25 children aged 11-16 years (secondary)
- 3.1.3 These have been used by CCC to calculate the pupil places required for the site assessments and growth options (Sections 13 and 14 respectively). The calculations have assumed the upper limit of the range to confirm the pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education. This statement applies throughout this education baseline section of the IDS.

Pre-school & nursery

3.2 Context

- 3.2.1 Early years and childcare provision in HDC comprises a range of private, voluntary and independent facilities. The types of provision available includes full day care / childcare places and out of school childcare, pre-schools / sessional day care / maintained nursery class, childminders, day nurseries, wrap around care (which includes breakfast, after school and holiday clubs), and creches.
- 3.2.2 CCC has a duty to ensure and maintain a sufficient supply of high quality early years' and childcare places for children living in the County, and the Authority funds provision on the basis of compliance with conditions on quality, national conditions set out in the relevant Code of Practice⁵⁹, and on actual take-up of places which is measured annually. This funding applies to places for 2,3 and 4 year olds. In

⁵⁹ [Special educational needs and disability code of practice: 0 to 25](#)

September 2024, fifteen hours of childcare support was extended to eligible working parents of children from the age of 9 months to 3-year-olds.

3.2.3 Learn Together Cambridgeshire provides guidance and training for Cambridgeshire Schools and provides a specific service for early years childcare and school readiness. This was set up to support leaders and practitioners to meet statutory requirements and deliver quality education and care.

3.2.4 In the Spring Budget of 2023, the Government announced extending the existing childcare support. Currently, parents who work more than 16 hours a week and earn less than £100,000 are entitled to 30 hours funded childcare a week for children aged three to four. By September 2025, working parents of all children over the age of nine months will be eligible to 30 hours of funded childcare.

3.3 Existing provision

3.3.1 The CCC Childcare Sufficiency Assessment (May 2023)⁶⁰ identifies current levels of provision across the County. For HDC, the following provision is identified:

- 36 breakfast clubs
- 111 childminders
- 37 day nurseries
- 32 holiday schemes
- 1 maintained nursery school
- 51 out of school clubs
- 44 pre-schools / playgroups
- 7 maintained nursery classes

3.3.2 Of this provision, 42% had available spaces for 2-year-olds, 55% had available spaces for 3-year-olds, and 54% had available spaces for 4-year-olds. In addition, 48% operated a waiting list for 2-year-olds, 42% of settings operated a waiting list for 3-year-olds, and 37% operated a waiting list for 4-year-olds.

3.3.3 The report also identified that for provision within HDC, 75% said they were able 'usually', 'almost always' or 'always' able to meet parent requests for places, 65% were open for over 6.5 hours a day, and 63% provided childcare for a child with SEND. Additional provision was reported at Alconbury Weald for a day nursery, which has subsequently opened since the report was published.

⁶⁰ [Cambridgeshire Childcare Sufficiency Assessment \(2023\)](#)

3.4 Establishing Future Infrastructure Needs and Developer Contributions

- 3.4.1 The draft CCC Planning Obligations Strategy (March 2016)⁶¹ identifies infrastructure needs and developer contributions for early years and childcare facilities. Early years provision is expected to include facilities associated with or co-located with a new primary school which will deliver early years education and childcare in the form of one or two class bases and ancillary facilities in order to deliver the current childcare entitlement.
- 3.4.2 For off-site contributions, the draft CCC Planning Obligations Strategy 2016 indicates costs per place for early years provision are £19,957 per pupil. Strategic residential development is expected to apply a site-specific approach in addressing education impacts of the proposed development. The document identifies a range of land requirements for primary and secondary schools, but CCC note in the draft Planning Obligations Strategy that it expects sites to enable the provision of early years accommodation and wrap around childcare services, as well as the flexibility for co-location of other services on school sites⁶².
- 3.4.3 The multipliers⁶³ which underpin the methodology to forecast the numbers of children for a given number of new homes were last revised in 2015 and were amended for the primary age range in 2017. For every 100 dwellings it is assumed that there are between 20-30 early-years children. The demand for additional places for each site assessment has been calculated using the upper limit of the multiplier ranges provided by CCC.

3.5 Lead agencies:

- Cambridgeshire County Council

3.6 Evidence base:

- CCC Draft Planning Obligations Strategy (March 2016)⁶⁴
- CCC Childcare Sufficiency Assessment (May 2023)⁶⁵

⁶¹ [CCC Planning Obligations Strategy \(March 2016\)](#)

⁶² The data from the CCC Draft Planning Obligations Strategy (March 2026) is the latest information available. More up to date costings are required and will be sought at Stage 2.

⁶³ Consultation Response: Cambridgeshire County Council (Education) June 2025

⁶⁴ [CCC Draft Planning Obligations Strategy \(March 2016\)](#)

⁶⁵ [CCC Childcare Sufficiency Assessment \(May 2023\)](#)

- CCC Policy for Provision of Early Years Education and Childcare in Cambridgeshire (February 2016)⁶⁶
- Children and Young People Committee – Estimating demand for education provision arising from new developments (5th December 2019)⁶⁷
- Consultation Response: Cambridgeshire County Council (Education) June 2025

Primary & secondary education

3.7 Context

- 3.7.1 The provision of primary school education covers children aged 4 to 11 years old, and secondary school education covers children aged 11 to 16. CCC is the education authority and is required to work closely with existing and potential education providers and the Regional School's Commissioner to promote diversity, choice and quality in education provision across the County.
- 3.7.2 CCC is required to comply with various acts at a national level, which requires education authorities to provide a school place for every child living in their area of responsibility, to ensure fair access to educational opportunity and to offer choice to parents.
- 3.7.3 Learn Together Cambridgeshire provides guidance and training for Cambridgeshire Schools. This was set up to support leaders and practitioners to meet statutory requirements and deliver quality education and care.

3.8 Existing provision

- 3.8.1 In September 2023 there were 210 primary schools in Cambridgeshire, with 94 operating as academies⁶⁸. There are currently 33 secondary schools in Cambridgeshire. In addition, there is one University Technical College which serves students aged 13-19. The majority of secondary schools have become academies⁶⁹.

⁶⁶ [CCC Policy for Provision of Early Years Education and Childcare in Cambridgeshire \(February 2016\)](#)

⁶⁷ [Children and Young People Committee – Estimating demand for education provision arising from new developments \(5th December 2019\)](#)

⁶⁸ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

⁶⁹ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

3.8.2 Table 1 identifies the existing primary schools and capacities across Huntingdonshire. This represents the most recent available data (2023/2024) which was published in March 2025. It is anticipated that the next available data set may be available in March 2026.

Table 1: Primary Schools of Huntingdonshire capacity – Academic Year 2023/2024

School Name	School Places	Pupils on Roll	Pupils over Capacity	% Pupils over Capacity	Unfilled Places	% Unfilled Places
Abbots Ripton CofE Primary School	119	102	0	0.00	17	14.29
Alconbury CofE Primary School	210	202	0	0.00	8	3.81
Barnabas Oley CofE Primary School - Great Gransden	150	142	0	0.00	8	5.33
Brampton Village Primary School	630	601	0	0.00	29	4.60
Brington CofE Primary School	120	100	0	0.00	20	16.67
Buckden CofE Primary School	350	341	0	0.00	9	2.57
Bury CofE Primary School	210 +	206	0	0.00	4	1.90
Bushmead Primary School - Eaton Socon	419	377	0	0.00	42	10.02
Cromwell Academy - Huntingdon	210	211	1	0.48	0	0.00
Crosshall Infant School Academy Trust - Eaton Ford	360	249	0	0.00	111	30.83
Crosshall Junior School - Eaton Ford	480	410	0	0.00	70	14.58
Earith Primary School	140	103	0	0.00	37	26.43
Eastfield Infant and Nursery School - St Ives	240	166	0	0.00	74	30.83
Ermine Street Church Academy - Alconbury Weald	420	282	0	0.00	138	32.86
Eynesbury CofE C Primary School	210	198	0	0.00	12	5.71
Farcet CofE (C) Primary School	140	98	0	0.00	42	30.00
Folksworth CofE Primary School	105	98	0	0.00	7	6.67

School Name	School Places	Pupils on Roll	Pupils over Capacity	% Pupils over Capacity	Unfilled Places	% Unfilled Places
Fourfields Community Primary School - Yaxley	510	451	0	0.00	59	11.57
Godmanchester Bridge Academy	420	235	0	0.00	185	44.05
Godmanchester Community Academy	420	417	0	0.00	3	0.71
Great Gidding CofE Primary School	99	49	0	0.00	50	50.51
Great Paxton CofE Primary School	119	99	0	0.00	20	16.81
Great Staughton Primary Academy	140	75	0	0.00	65	46.43
Hartford Infant and Preschool	180	173	0	0.00	7	3.89
Hartford Junior School	240	224	0	0.00	16	6.67
Hemingford Grey Primary School	315	280	0	0.00	35	11.11
Holme CofE Primary School	119	114	0	0.00	5	4.20
Holywell CofE Primary School - Needingworth	210	203	0	0.00	7	3.33
Houghton Primary School - Wyton	210	182	0	0.00	28	13.33
Huntingdon Primary School	630	442	0	0.00	188	29.84
Kimbolton Primary Academy	140	63	0	0.00	77	55.00
Little Paxton Primary School	420	300	0	0.00	120	28.57
Middlefield Primary Academy - Eynesbury	210	210	0	0.00	0	0.00
Offord Primary School	119	91	0	0.00	28	23.53
Priory Junior School - St Neots	360	302	0	0.00	58	16.11
Priory Park Infant School & Playgroup - St Neots	270	205	0	0.00	65	24.07
Ramsey Junior School	355	276	0	0.00	79	22.25
Ramsey Spinning Infant School	270	209	0	0.00	61	22.59

School Name	School Places	Pupils on Roll	Pupils over Capacity	% Pupils over Capacity	Unfilled Places	% Unfilled Places
Sawtry Infants' School	210	199	0	0.00	11	5.24
Sawtry Junior Academy	300	277	0	0.00	23	7.67
Somersham Primary School	350	278	0	0.00	72	20.57
Spaldwick Primary School	195	94	0	0.00	101	51.79
St Anne's CofE Primary School - Godmanchester	240	204	0	0.00	36	15.00
St Helen's Primary School - Bluntisham	240	187	0	0.00	53	22.08
St John's CofE Primary School - Huntingdon	420	346	0	0.00	74	17.62
St Mary's Church of England Primary School - St Neots	210	66	0	0.00	144	68.57
Stilton Church of England Primary Academy	210	153	0	0.00	57	27.14
Stukeley Meadows Primary School - Huntingdon	418	398	0	0.00	20	4.78
The Ashbeach Primary School – Ramsey St Marys	140	136	0	0.00	4	2.86
The Elton CofE Primary School of the Foundation of Frances and Jane Proby - Elton	150	137	0	0.00	13	8.67
The Newton Community Primary School - Eltisley	105	56	0	0.00	49	46.67
The Round House Primary Academy - St Neots	420	365	0	0.00	55	13.10
Thongsley Fields Primary and Nursery School - Huntingdon	420	218	0	0.00	202	48.10
Thorndown Primary School - St Ives	630	507	0	0.00	123	19.52
Upwood Primary Academy	210	209	0	0.00	1	0.48

School Name	School Places	Pupils on Roll	Pupils over Capacity	% Pupils over Capacity	Unfilled Places	% Unfilled Places
Warboys Primary Academy	390	321	0	0.00	69	17.69
Westfield Junior School - St Ives	320	251	0	0.00	69	21.56
Wheatfields Primary School - St Ives	420	314	0	0.00	106	25.24
William de Yaxley Church of England Academy - Yaxley	240	222	0	0.00	18	7.50
Winhills Primary Academy - St Neots	315	224	0	0.00	91	28.89
Wintringham Primary Academy - St Neots	630	163	0	0.00	467	74.13
Wyton on the Hill Community Primary School	315	129	0	0.00	186	59.05
Yaxley Infant School	180	151	0	0.00	29	16.11

Source: *Pupils and schools: School capacity, GOV.UK*

3.8.3 Ermine Street Church Academy has recently been expanded from 2 Forms of Entry (FE)/420 places to 3FE/630 places which took place since the data set was prepared. Great Gidding CofE Primary School closed in Summer 2023.

3.8.4 Table 2 identifies the existing secondary schools and capacities across Huntingdonshire:

Table 2: Secondary Schools of Huntingdonshire capacity – Academic Year 2023/2024

School Name	School Places	Pupils on Roll	Pupils over Capacity	% Pupils over Capacity	Unfilled Places	% Unfilled Places
Abbey College, Ramsey	1,933	1,029	0	0.00	904	46.77
Enulf Academy, St Neots	1,274	740	0	0.00	534	41.92
Hinchingbrooke School, Huntingdon	2,005	2,051	46	2.30	0	0.00
Longsands Academy, St Neots	1,838	1,634	0	0	204	11.10
Sawtry Village Academy	1,375	917	0	0	458	33.31
St Ivo Academy, St Ives	1,840	1,737	0	0	103	5.60

School Name	School Places	Pupils on Roll	Pupils over Capacity	% Pupils over Capacity	Unfilled Places	% Unfilled Places
St Peter's School, Huntingdon	1,585	1,205	0	0	380	23.97

Source: *Pupils and schools: School capacity*, GOV.UK

3.9 Establishing Future Infrastructure Needs and Developer Contributions

- 3.9.1 CCC's policy is to establish new primary schools with whole forms of entry. Where possible, these should be established as 2FE (420 places), 3FE (630 places), or 4FE (840 places). The size of the primary school will be considered on a case by case basis. There is no fixed position on the size of secondary schools to promote diversity and reflect local circumstances and opportunities. However, CCC expects them to be no smaller than 6FE (900 places) and ideally not larger than 12FE (1,800 places).
- 3.9.2 Total primary numbers in Huntingdonshire were forecast to rise slightly, increasing from a total of 14,405 in 2021/22 to a predicted total of 15,015 by 2026/27. Reception numbers also reflect this trend of a slight rise, increasing from a total of 1,938 in 2021/22 to a predicted total of 2,262 by 2026/27⁷⁰.
- 3.9.3 Total secondary numbers in Huntingdonshire were forecast to rise over the next ten years, increasing from a total of 8,311 in 2021/22 to a predicted total of 9,683 by 2031/32⁷¹. This growth can mainly be accounted for from the larger numbers coming through from the primary sector and due to house building on the strategic residential allocations in the Local Plan to 2036.
- 3.9.4 The cost for offsite contributions for primary place provision is £23,833⁷² per place. For secondary place provision this figure is £26,255⁷³ per place. Strategic residential development is expected to apply a site-specific approach in addressing education impacts of the proposed development. The document identifies a range of land requirements for the provision of primary and secondary

⁷⁰ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

⁷¹ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

⁷² [CCC Draft Planning Obligations Strategy \(March 2016\)](#)

⁷³ [CCC Draft Planning Obligations Strategy \(March 2016\)](#)

schools on site with strategic residential development, including playing field and total site areas per form of entry.⁷⁴

- 3.9.5 Following a free school presumption competition, Meridian Academies Trust has been approved to run a new 2FE/420-place primary school in the village of Sawtry, but will open as 1FE/210 places and will expand in line with housing growth in the area. CCC continues to work with Meridian Academies Trust to provide places for children moving into Alconbury Weald at Sawtry Village Academy, prior to the opening of the secondary school on the development.
- 3.9.6 In February 2025, CCC approved a bid to provide additional capacity at Abbey College, Ramsey, in response to local demand. Once complete (CCC has indicated via its website, completion is due September 2026) this project will deliver an additional 150 secondary places. Further updates on progress are due in February 2026.
- 3.9.7 Changes to Building Regulations came into effect in January 2019, requiring all new buildings owned and occupied by public authorities to be nearly zero energy. This was then extended to all new buildings, irrespective of the owner or occupier, from December 2020. The standards focus on energy efficiency, renewable energy use, and low-carbon heating to minimize energy consumption and emissions.
- 3.9.8 For development proposals over 200 homes it is expected that developer contributions will be secured towards the delivery of any new primary or secondary school, including preserving the necessary land to deliver the facility. For developments under the 200-dwelling threshold, the development will make a contribution to infrastructure needs in the district.
- 3.9.9 The multipliers which underpin the methodology to forecast the numbers of children for a given number of new homes were last revised in 2015 and were amended for the primary age range in 2017 by CCC. For every 100 dwellings it is assumed that there are between 30-40 primary-aged children and between 18-25 secondary-aged children. The demand for additional places for each site assessment has been calculated using the upper limit of the multiplier ranges provided by CCC.

⁷⁴ The data from the CCC Draft Planning Obligations Strategy (March 2026) is the latest information available. More up to date costings are required and will be sought at Stage 2.

3.10 Lead agencies:

- Cambridgeshire County Council

3.11 Evidence base:

- Cambridgeshire's 0-25 Education Organisation Plan 2023-2024⁷⁵
- CCC Draft Planning Obligations Strategy (March 2016)⁷⁶
- Children and Young People Committee – Review of policies and working practices in response to demographic pressures (19 January 2016)⁷⁷
- Children and Young People Committee – Estimating demand for education provision arising from new developments (5th December 2019)⁷⁸
- Consultation Response: Cambridgeshire County Council (Education) June 2025

Further & higher education

3.12 Context

- 3.12.1 In conjunction with working with other partners, CCC has a duty to encourage, enable and assist young people to participate in education or training. This includes securing sufficient suitable education and training provision for those within and for those travelling to CCC. This follows the Education and Skills Act (2008) which increased the minimum age at which young people in England can leave learning. Since 2015, young people have been required to continue in learning or training until the age of 18. Young people don't have to stay in school until they are 18 but can choose from alternative options, including apprenticeships / work-based learning, part time education or training, self-employed or volunteering for at least 20 hours a week.
- 3.12.2 The range of provision available includes sixth form colleges, further education colleges, academies with sixth form, specific vocational skills centres at a number of schools and colleges, maintained and private special schools, independent schools and apprenticeship providers.

⁷⁵ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

⁷⁶ [CCC Draft Planning Obligations Strategy \(March 2016\)](#)

⁷⁷ [Children and Young People Committee – Review of policies and working practices in response to demographic pressures \(19 January 2016\)](#)

⁷⁸ Children and Young People Committee – Estimating demand for education provision arising from new developments (5th December 2019)

3.13 Existing provision

3.13.1 The CCC Education Organisation Plan indicates that across Huntingdonshire there is a theoretical capacity of 1,013 year 12 places at sixth forms⁷⁹, with a planned capacity increase of 175 places as part of the Alconbury Weald sustainable urban extension. There is a current theoretical capacity of 600 year 12 places at further education colleges across Huntingdonshire⁸⁰.

3.13.2 Table 3 identifies the existing sixth form provision across Huntingdonshire:

Table 3: Sixth Form capacity for Huntingdonshire – Academic Year 2023/2024

School Name	Sixth Form Places	Sixth Form Pupils on Roll	Total School Places	Total Pupils on Roll
Abbey College, Ramsey	200	93	1933	1029
Hinchingsbrooke School, Huntingdon	450	409	2005	2051
Longsands Academy, St Neots	400	220	1838	1634
Sawtry Village Academy	225	146	1375	990
St Ivo Academy, St Ives	360	235	1840	1624
St Peter's School, Huntingdon	200	160	1585	1463

Source: Pupils and schools: School capacity, GOV.UK

3.14 Establishing Future Infrastructure Needs and Developer Contributions

3.14.1 CCC's Education Organisation Plan⁸¹ reports that there is capacity within existing facilities and in anticipation of new residential development across Huntingdonshire up to 2025. At the main Cambridge Regional College campus in Huntingdon, there is theoretical capacity for 1,200 places. A proportion of this capacity is not needed currently. At Alconbury Weald plans are in place for a sixth form at Alconbury Weald Secondary school. The opening date for the sixth form has not yet been set. Finally, Sawtry Village Academy has refurbished its sixth form centre, and this has capacity for more than 150 places.

⁷⁹ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

⁸⁰ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

⁸¹ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

- 3.14.2 CCC don't have a standard contribution requirement in the same way that exists for early years, primary and secondary provision.

3.15 Lead agencies:

- Cambridgeshire County Council
- Cambridge Regional College

3.16 Evidence base:

- Cambridgeshire's 0-25 Education Organisation Plan 2023-2024⁸²
- Consultation Response: Cambridgeshire County Council (Education) June 2025

Special Educational Needs and Disability (SEND)

3.17 Context

- 3.17.1 CCC is responsible, under Section 14 of the Education Act (1996), to provide a school place for every child living within their area of responsibility, irrespective of their needs. Places may be provided in mainstream schools or through specialist provision.
- 3.17.2 The Children and Family Act (2014) requires that all children, young people and their families can access the right support and provision to meet their needs. The Act outlines the Code of Practice for children and young people with SEND.
- 3.17.3 The multiplier⁸³ used to calculate provision requirements for children and young people with SEND has increased to 2.17%. This multiplier is applied to any proposed development exceeding 10 homes and relates to the number of SEND pupils as part of a development. The demand for additional places for each site assessment has been calculated using the upper limit of the multiplier ranges provided by CCC.

⁸² [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

⁸³ New multipliers for children and young people with SEND was updated following agreement at the [Children and Young People Committee in February 2025](#). All other multipliers are set out in the [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

3.18 Existing provision

3.18.1 Across Cambridgeshire the following specialist provision was available in 2023/2024⁸⁴

- Area Special Schools (13)
- Primary Enhanced Resource Bases (3)
- Secondary Enhanced Resource Bases (8)
- Post-16 Enhanced Resource Bases (1)
- Infant SEND unit (1)

3.18.2 Of this provision, the following is within Huntingdonshire:

- Prestley Wood Academy, Alconbury Weald (Area Special School) – opened September 2024.
- Riverside Meadows Academy, St Neots (Social Emotional and Mental Health Special School)
- Samuel Pepys School, St Neots (Area Special School)
- Spring Common Academy, Huntingdon (Area Special School)
- Wintringham Primary Academy, St Neots (Social Emotional and Mental Health Resource Base)

3.18.3 Table 4 identifies the existing SEND school provision across Huntingdonshire:

Table 4: SEND school capacity for Huntingdonshire – Academic Year 2023/2024.

School Name	School Places	Pupils on Roll	Primary Capacity	Primary Pupils on Roll	Secondary Capacity	Secondary Pupils on Roll
Prestley Wood Academy, Alconbury Weald*	N/A	N/A	N/A	N/A	N/A	N/A
Riverside Meadows Academy, St Neots	109	112	0	0	109	112
Samual Pepys School, St Neots	122	122	71	57	51	65
Spring Common Academy, Huntingdon	217	215	111	110	106	105
Wintringham Primary Academy, St Neots	N/A	N/A	N/A	N/A	N/A	N/A

* No available data as recently opened

Source: Pupils and schools: School capacity, GOV.UK

⁸⁴ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

3.19 Establishing Future Infrastructure Needs and Developer Contributions

- 3.19.1 Spring Common Academy in Huntingdon is currently operating at capacity and unable to respond to requests for places from families living in the local area. Samuel Pepys Academy in St Neots has recently been expanded with works completed in October 2024.
- 3.19.2 The cost for offsite contributions for each special school place is £105,300⁸⁵ which will contribute towards the construction of extending and or improving existing schools, providing new schools, providing land for new schools, and enhancing existing facilities⁸⁶.
- 3.19.3 It is expected that SEND provision at Alconbury Weald will accommodate allocated SEND places from allocated sites from the current Local Plan to 2036.
- 3.19.4 The assessment provided against each of the growth options and potential strategic site options in Section 14 below, provides a snapshot of the likely impact on early years, primary, secondary, and further / higher education, and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

3.20 Lead agencies:

- Cambridgeshire County Council

3.21 Evidence base:

- Cambridgeshire's 0-25 Education Organisation Plan 2023-2024⁸⁷
- CCC Draft Planning Obligations Strategy (March 2016)
- Children and Young People Committee – Child yield multipliers for early years and children and young people with special education needs and / or disabilities (SEND) 25th February 2025⁸⁸
- Consultation Response: Cambridgeshire County Council (Education) June 2025

⁸⁵ [CCC Draft Planning Obligations Strategy \(March 2016\)](#)

⁸⁶ The data from the CCC Draft Planning Obligations Strategy (March 2026) is the latest information available. More up to date costings are required and will be sought at Stage 2.

⁸⁷ [Cambridgeshire 0-25 Education Organisation Plan 2023-2024](#)

⁸⁸ [Children and Young People Committee in February 2025](#)

4.0 Healthcare

4.1.1 The Huntingdonshire Futures Place Strategy (2023)⁸⁹ sets out a shared vision for Huntingdonshire to 2050 which seeks to shape bold, long-term plans and priorities for the district. It is structured around 5 core elements, referred to as journeys:

- Pride in place
- Inclusive economies
- Health embedded
- Environmental innovation
- Travel transformed

4.1.2 Health is therefore a central pillar to growth in Huntingdonshire. Indeed the latest Local Plan consultation, undertaken by HDC (Further Issues and Options, 2024⁹⁰) presented a range of options for the Local Plan's vision and objectives. Two of which had a specific focus on the health, happiness and wellbeing of residents.

4.1.3 At a county level, CCC has a statutory duty for promoting and protecting the health and wellbeing of people in Cambridgeshire. CCC's Public Health responsibility focuses on improving health, encouraging healthy lifestyles and improving the wider factors that affect health and wellbeing and health inequalities.

4.1.4 Public Health Cambridgeshire commissions healthcare and health improvement services in hospitals, General Practitioner (GP) practices, pharmacies and in the community. The Cambridgeshire and Peterborough Joint Strategic Needs Assessment (2023)⁹¹ (JSNA) aims to describe the current and future health, care and wellbeing needs of the local population. The JSNA findings for Cambridgeshire and Peterborough as a whole, are as follows:

- Fast growth: the last ten years have seen very substantial growth, particularly in the largest cities of Cambridge and Peterborough which have both seen more than a 17% increase in population between 2011 and 2021. The growth rates were among the highest in England.
- Across Cambridgeshire and Peterborough there were 89,683 more people in the 2021 Census than in 2011.

⁸⁹ [Huntingdonshire Futures Place Strategy - Huntingdonshire.gov.uk](https://huntingdonshire.gov.uk/futures-place-strategy)

⁹⁰ [Huntingdonshire District Council - Further Issues and Options](https://huntingdonshire.gov.uk/further-issues-and-options)

⁹¹ <https://cambridgeshireinsight.org.uk/jsna-2023/>

- Big changes to the age structure of the population: The number of people aged 65 or over grew by 26% between 2011 and 2021 across Cambridgeshire and Peterborough. Forecasts suggest that by 2031 the number of people aged 65 or over will grow by a further 25% with much of this growth in the over-80s age bands.
- Growth in the numbers of children and young people in the two big cities of Cambridge and Peterborough.
- Patches of poorer health are most common in Fenland, Peterborough, north Cambridge and in parts of Huntingdonshire and many overall health indicators have not improved across the area, with life expectancy seeing little improvement over the last ten years.

4.1.5 Together the findings of the JSNA highlights the following key infrastructure related matters which should be taken into consideration:

- The impact of growth on the provision of infrastructure to support health and wellbeing, and recognising the role that the built environment has on physical and mental health.
- The importance of adult social care investment for an ageing population.
- A recognition that Huntingdon has two ward areas which includes neighbourhoods that fall under the category of most deprived 20% in the country (Huntingdon North ward and Huntingdon East ward). These neighbourhood areas are covered by the NHS scheme Core20PLUS5⁹² services.

4.1.6 Since the publication of the JSNA in 2023, the Healthy Places JSNA⁹³ (HPJSNA) was published in 2024. Chapter 4 of the HPJSNA covers Infrastructure and Services and outlines how LPAs can incorporate health into cross-cutting LP policies such as education and transport. It also emphasises the need for LPAs to incorporate health and wellbeing into Infrastructure Delivery Plans.

4.1.7 Through engagement as part of the preparation of this document, CCC Public Health representatives emphasised the importance of ensuring that all forms of healthcare are covered under this healthcare chapter. This includes physical and mental health, due to the impacts of the built environment on mental health and wellbeing. It is important to note therefore, that health and wellbeing should be

⁹² <https://www.england.nhs.uk/about/equality/equality-hub/national-healthcare-inequalities-improvement-programme/core20plus5/>

⁹³ <https://cambridgeshireinsight.org.uk/healthy-places-jsna/>

recognised as a cross-cutting theme that runs throughout the emerging Huntingdonshire LP policies.

- 4.1.8 Infrastructure measures may in some cases play multifunctional roles to mitigate the impacts of growth as well as bring improvements to the health and wellbeing of Huntingdonshire's residents. Therefore, this document plays a key role in ensuring that health and wellbeing forms a central pillar for infrastructure planning in the district.
- 4.1.9 At a national scale, the NHS Long-Term Plan⁹⁴ was published in January 2019⁹⁵. It recognises the need to tackle funding; staffing; increasing inequalities and pressures from a growing and ageing population. The plan aims to bring about changes including:
- a move to a new service model in which patients get more options,
 - better support, and joined up care including digital GP appointments and increased support in homes;
 - urgent treatment centres;
 - same day emergency care and a reduction in delayed hospital discharges
 - investment in prevention programmes.
- 4.1.10 Importantly, the Long Term Plan emphasises the “move to an Integrated Care System everywhere”. It notes that the Integrated Care System (ICS) is “central to the delivery of the Long Term Plan”.
- 4.1.11 The Cambridgeshire and Peterborough ICS is one of 42 partnerships in the country that brings together voluntary, community and social sector organisations, the NHS and local authorities. Together, the partnership collaborates to improve health and care services for the one million people that live in the area.
- 4.1.12 The Cambridgeshire & Peterborough ICS published its Health and Wellbeing and Integrated Care Strategy in December 2022⁹⁶ which “looks at the medium to long term, addressing the significant changes that are needed to sustain and deliver change.”

⁹⁴ <https://www.longtermplan.nhs.uk/wp-content/uploads/2019/08/nhs-long-term-plan-version-1.2.pdf>

⁹⁵ It is noted that since the time of undertaking research to establish the IDS Baseline, Fit for the future: 10 Year Health Plan for England was published in July 2025, replacing the 2019 Long-Term Plan. Stage 2 of the IDS will provide an update to the policy context as set out within this latest plan: [Fit for the future: 10 Year Health Plan for England - executive summary \(accessible version\) - GOV.UK](#)

⁹⁶ <https://www.cpics.org.uk/download/health-and-wellbeing-integrated-care-strategypdf.pdf?ver=8319&doc=docm93ijm4n2309>

- 4.1.13 Within the Strategy, it includes a section on “Estates” which explains the following:
- The need to reduce travel for people to access care is a high priority that brings many benefits.
 - Alignment of clinical and operation workforce within Integrated Neighbourhood footprints.
 - Co-locating teams in neighbourhoods and places.
 - There are several major hospital developments being planned in the area which must be delivered as the smartest, most efficient and sustainable buildings as possible. This includes the redevelopment of Hinchbrook Hospital which will address critical infrastructure needs, enhancing safety and capacity for the local community. And the Cambridge Cancer Research Hospital, part of the Addenbrooke’s site, will integrate cutting edge research with patient care.
 - Look at wider care and wellbeing services that help support local communities.
 - Developing an integrated estate infrastructure plan.
- 4.1.14 Linked to the Health and Wellbeing and Integrated Care Strategy, is the ICS Green Plan 2022 - 2025⁹⁷ which aims to set out the strategy for sustainability at the Cambridgeshire & Peterborough ICS for the next three years. It includes aims to deliver a net-zero NHS and promote the benefits brought from that, including improved access to active travel and reduced carbon emissions and air pollution.
- 4.1.15 Furthermore, the Cambridgeshire & Peterborough Digital Strategy 2023 - 2026⁹⁸ sets a vision, which is to use technology to improve outcomes for residents by empowering them to control their own health, providing them with efficient, joined up services and giving staff the technology to do their jobs to the best of their ability.
- 4.1.16 Sitting within the Cambridgeshire & Peterborough ICS is the Integrated Care Board (ICB), otherwise known as “NHS Cambridgeshire & Peterborough”. The ICB holds the legal responsibility to plan, commission and fund most of the NHS services that local people use. This includes responsibility for primary care, such as GP practices and pharmacies, and for hospital and community treatment.

⁹⁷ <https://www.cpics.org.uk/download/cambridgeshire-and-peterborough-ics-green-plan-20222025.pdf?ver=7026>

⁹⁸ <https://www.cpics.org.uk/download/digitalstrategy.pdf?ver=8370&doc=docm93ijm4n4000>

4.1.17 The Cambridgeshire & Peterborough ICS Joint Forward Plan 2025 – 2030⁹⁹ is a document that sets out how the ICB will support the delivery of the ICS, 2022. The Plan includes a vision centred around four priorities:

- Our children are ready to enter education and exit, prepared for the next phase of their lives
- Reducing poverty through better employment and skills and housing
- Creating an environment to give people the opportunities to be as healthy as they can be
- Promoting early intervention and prevention measures to improve mental health and wellbeing.

4.1.18 The Forward Plan states: “Major development in infrastructure will underpin service change”. The Cambridgeshire & Peterborough ICS Estate Strategy 2023 - 2033¹⁰⁰ has informed the Forward Plan and is an important resource for understanding needs in specific locations, including the demand and capacity planning of the NHS Cambridgeshire & Peterborough estate. At the heart of the strategy are the principles which help to give an insight into the form that healthcare infrastructure will take into the future. It includes the following:

- Delivery modelled on a flexible definition of hub and spoke principles, where hubs provide estate solutions for integrated primary, community and mental health service and spokes provide for core patient services.
- Creating integrated neighbourhoods to improve patient health.
- Provide more services at neighbourhood level to help shift more care out of hospitals and into the community such as neighbourhood health centres, improved access to NHS dentistry; increased delivery of ‘hospital at home’ functions, increase the role of community pharmacies.
- Move towards shared spaces for services
- Make better use of underdeveloped NHS and wider publicly owned estates
- Optimise digital platforms
- Consider shared offices.

⁹⁹ <https://www.cpics.org.uk/joint-forward-plan/>

¹⁰⁰ <https://www.cpics.org.uk/download/06b-appendix-1-summary-version-of-ics-estates-strategy.pdf?ver=9626&doc=docm93jjm4n2685>

- 4.1.19 In summary, the baseline review of healthcare in Huntingdonshire and within the wider CPCA area identifies that healthcare should form a central pillar to the delivery of growth in the district and the wider sub-region.
- 4.1.20 Importantly, the impacts of, what the JSNA describes as ‘fast growth’, on the provision of healthcare infrastructure to support physical and mental health has been raised as a key concern. In particular the need to invest in adult social care, as a result of the ageing population; and to address pockets of deprivation in Huntingdon by supporting the continued provision of specialist health and wellbeing support, such as ongoing delivery of the CorePLUS20 approach.¹⁰¹
- 4.1.21 At a national scale, the shape of the NHS is changing, with a strong focus on reducing the need to travel by investing in integrated neighbourhood provision through the co-location of healthcare specialists within a ‘hub and spoke pattern’; Promoting greater investment in wellbeing services; investment in NHS estates to achieve net-zero; and improved digitalisation of health services.

Primary health

4.2 Context

- 4.2.1 The Cambridgeshire & Peterborough Joint Forward Plan 2025 – 2030 explains that “It is important to ensure that when discussing ‘primary care’ we are mindful that these services include more than just GP practices and General Medical Services. Community Pharmacy, Optometry and Dental (POD) professionals are key members of the primary care service offering across our system. Creating a resilient infrastructure to wrap around our primary care providers is vitally important for improving access to primary care and determining its future sustainability, and it is a key component of our aspiration to build thriving Integrated Neighbourhoods...”.
- 4.2.2 The following section provides an overview of existing provision for primary healthcare and a high level consideration of how it may be possible to establish an understanding of future infrastructure to align with the strategic objectives of NHS Cambridgeshire & Peterborough. The section has been informed by desk-based assessment and engagement with NHS Property Services and

¹⁰¹ [NHS England » Core20PLUS5 – An approach to reducing health inequalities for children and young people](#)

representatives from the Cambridgeshire and Peterborough Integrated Care Board.

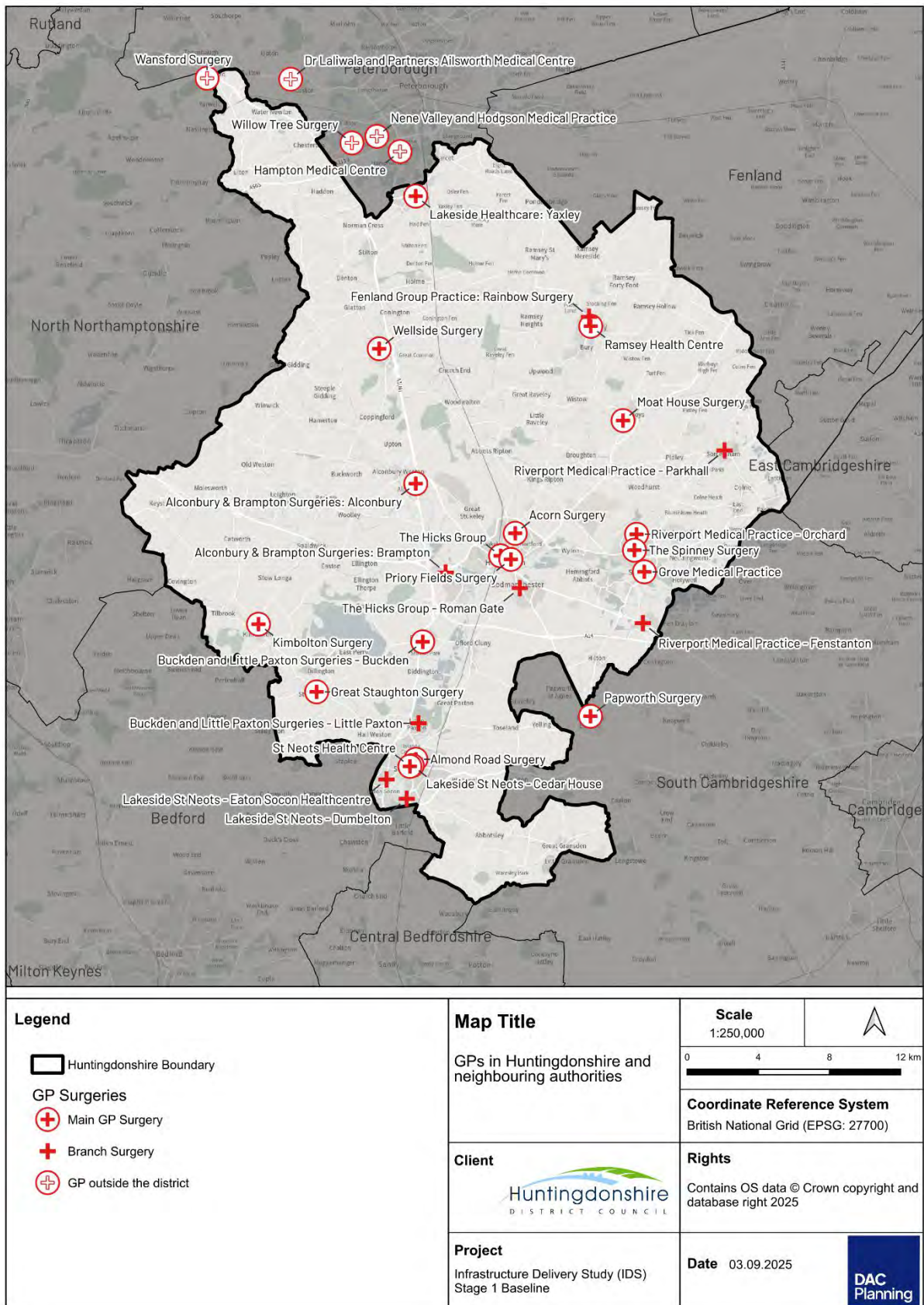
4.3 Existing provision

- 4.3.1 As set out above, new models of service provision are currently being developed through the delivery of hub and spoke principles; increased provision of services at a neighbourhood level, and the promotion of digital services. New models of provision are therefore emerging.
- 4.3.2 As part of the preparation of the Huntingdonshire Infrastructure Delivery Study Stage 1, updates have been provided by NHS Property Services regarding existing GP practices in Huntingdonshire and in neighbouring authorities. In total, there are 26 GP surgeries in the district and 6 surgeries that NHS Property Services have identified are outside, but close to/adjoining the HDC administrative area. These are listed and mapped in Table 5 and Figure 1 below.

Table 5: List of GP surgeries within the district or catchment for Huntingdonshire

Practice Name	Main or Branch
Within HDC LPA Boundary	
Acorn Surgery – Huntingdon	Main
Alconbury & Brampton Surgeries - Alconbury	Main
Alconbury & Brampton Surgeries - Brampton	Branch
Almond Road Surgery -St Neots	Main
Buckden and Little Paxton Surgeries - Buckden	Main
Buckden and Little Paxton Surgeries - Little Paxton	Branch
The Hicks Group - Huntingdon	Main
The Hicks Group: Roman Gate - Godmanchester	Branch
Great Staughton Surgery – Slaughteron Highway	Main
Grove Medical Practice – St Ives	Main
Kimbolton Surgery - Kimbolton	Main
Lakeside St Neots - Cedar House	Main
Lakeside St Neots - Dumbelton	Branch
Lakeside St Neots - Eaton Socon Healthcentre	Branch
Papworth Surgery - Papworth Everard	Main
Priory Fields Surgery - Huntingdon	Main
Riverport Medical Practice - Orchard	Main
Riverport Medical Practice - Parkhall	Branch
Riverport Medical Practice - Fenstanton	Branch
St Neots Health Centre – St Neots	Main
The Spinney Surgery – St Ives	Main
Wellside Surgery – Sawtry	Main
Moat House Surgery - Warboys	Main
Lakeside Healthcare - Yaxley	Main
Ramsey Health Centre - Ramsey	Main
Fenland Group Practice: Rainbow Surgery - Ramsey	Branch
Cross Boundary Sites (Closest to HDC LPA Boundary – Peterborough)	
Willow Tree Surgery - Peterborough	-
Nene Valley and Hodgson Medical Practice - Peterborough	-
Hampton Medical Centre - Hampton	-
Dr Laliwala and Partners: Ailsworth Medical Centre - Ailsworth	-
Cross Boundary Sites (Closest to HDC LPA Boundary – Northampton)	
Wansford Surgery - Wansford	-
Cross Boundary Sites (Closest to HDC LPA Boundary – South Cambridgeshire)	
Papworth Surgery – Papworth Everard	-

Figure 1: GPs in Huntingdonshire and Neighbouring Authorities



- 4.3.3 The ICS use a standard floorspace requirement of 120 sqm Net Internal Area (NIA) per 1,750 patients to assess capacity of existing premises, aligned to Health Building Note 11-01: Facilities for primary and community care services (HBN 11-01)¹⁰². In doing so, it has been identified that the majority of GP practices in the district are currently experiencing a capacity deficit. This capacity deficit also applies to those practices in the neighbouring authorities, which are shown in the map above.
- 4.3.4 As a result, any additional development that would impact on GP practices with no existing capacity, should be expected to contribute towards mitigation. This may require ongoing discussions with neighbouring authorities to manage cross-boundary impacts.
- 4.3.5 Since the adoption of the Huntingdonshire LP in May 2019, HDC's IFS are an important source of information to identify how and when new GP practice provision has been made to support growth from the adopted Local Plan.
- 4.3.6 From the evidence available, it is possible to note that funding has been allocated towards healthcare facilities and/or new facilities have been constructed, since the adoption of the LP in May 2019, as follows:
- CIL allocated to fund the NHS Health Facility at Alconbury Weald in 2022/23¹⁰³
 - S106 secured for the single-storey extension to the surgery at Sawtry which was completed in Spring 2021¹⁰⁴.
 - Three new consulting rooms delivered at Wellside Surgery, Sawtry.¹⁰⁵

4.4 Establishing Future Infrastructure Needs and Developer Contributions

- 4.4.1 The direction of travel for NHS services is to support the delivery of care closer to home, with a focus on 'Neighbourhood Health Facilities' and integrated buildings bringing together primary, community and mental health services to improve patient health. ICBs have taken on delegated responsibility for commissioning pharmacy, general ophthalmic, and dental (POD) services in addition to Primary Care, and this needs to be considered when planning future infrastructure to

¹⁰² [NHS England » Health Building Note 11-01: Facilities for primary and community care services](#)

¹⁰³ [Infrastructure Funding Statement 2021-22](#)

¹⁰⁴ [Infrastructure Funding Statement 2021-22](#)

¹⁰⁵ [Infrastructure Funding Statement 2022/23](#)

ensure the estate is flexible and suitably sized to deliver the full range of services needed to serve the community.

- 4.4.2 It should be noted that the assumptions on infrastructure provision (new build / on-site / off site etc) are high level assumptions at this stage. Further assessment will be required once the preferred options for growth are taken forward through the Local Plan, including opportunities to combine mitigation (smaller number of larger integrated facilities), or co-location with other services (e.g. Leisure / Community Buildings).
- 4.4.3 The assessment provided against each of the growth options and potential strategic site options in Section 14 below, provides a snapshot of the likely impact on health services, and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

4.5 Lead agencies:

- Cambridgeshire & Peterborough Integrated Care Board (ICB)
- Cambridgeshire County Council Public Health
- NHS Property Services.

4.6 Evidence base:

- Huntingdonshire Infrastructure Delivery Plan, 2017¹⁰⁶
- Huntingdonshire Infrastructure Delivery Plan 2017 Update¹⁰⁷
- Huntingdonshire Delivery Plan Infrastructure Schedule, 2017¹⁰⁸
- NHS Long-Term Plan¹⁰⁹
- Integrated Care Strategy in December 2022¹¹⁰
- NHS Cambridgeshire & Peterborough Joint Forward Plan 2025 – 2030¹¹¹
- NHS Cambridgeshire & Peterborough Estate Strategy 2023 - 2033¹¹²

¹⁰⁶ <https://www.huntingdonshire.gov.uk/media/2694/infrastructure-delivery-plan.pdf>

¹⁰⁷ <https://www.huntingdonshire.gov.uk/media/2861/infrastructure-delivery-plan-addendum.pdf>

¹⁰⁸ <https://www.huntingdonshire.gov.uk/media/2693/infrastructure-schedule.pdf>

¹⁰⁹ <https://www.longtermplan.nhs.uk/wp-content/uploads/2019/08/nhs-long-term-plan-version-1.2.pdf>

¹¹⁰ <https://www.cpics.org.uk/download/health-and-wellbeing-integrated-care-strategy.pdf?ver=8319&doc=docm93jjm4n2309>

¹¹¹ <https://www.cpics.org.uk/joint-forward-plan/>

¹¹² <https://www.cpics.org.uk/download/06b-appendix-1-summary-version-of-ics-estates-strategy.pdf?ver=9626&doc=docm93jjm4n2685>

- Consultation Response: CCC Public Health, May 2025
- Consultation Response: NHS Property Services, June 2025

Dentists, Pharmacies and Opticians

4.7 Context

- 4.7.1 The NHS Cambridgeshire & Peterborough Joint Forward Plan 2025 – 2030¹¹³ states that “Over the next two years we aim to improve access to NHS dentistry for children and young people to improve oral health and reduce tooth extractions in young children. Our focus will be in areas of deprivation where rates of tooth decay are highest, along with our children in care who are amongst our most vulnerable children and young people in our community.”. Furthermore, a key area for action within the Forward Plan is to tackle health inequalities and improve health outcomes through partnership approaches. This includes:

“... utilising the full Primary care team including local GP’s, community pharmacists, dentists/dental care professionals and optometrists. These professionals and their teams working in the heart of our communities can be resourced to work outside their traditional roles to maximise provision of preventative services within neighbourhoods, be that screening, lifestyle modification, medicine optimisation or disease monitoring services.”

- 4.7.2 The provision of community pharmacists, optometrists and dentist/dental care professionals are identified within the Forward Plan as important for delivering preventative care. It is therefore vital that access to these services are available to communities within their neighbourhood areas.

4.8 Existing provision

- 4.8.1 Engagement with specialists in dentistry from the Cambridgeshire & Peterborough ICS found that in total there are 9 dental providers delivering NHS contracts in Huntingdonshire. Dental practices are independent providers and can choose to offer NHS care. Many practices maintain a list of NHS patients but there is no requirement on dental practices to retain a dataset of NHS numbers.

¹¹³ <https://www.cpics.org.uk/joint-forward-plan/>

- 4.8.2 In terms of pharmacies, the Huntingdonshire Infrastructure Delivery Plan, 2017 Update explains that “The number of pharmaceutical services in Cambridgeshire appears to be adequate. Due to funding constraints, there will be a move to online ordering and home delivery options to alleviate the need for new physical locations.”. Engagement with CCC Public Health, found that the Pharmaceutical Needs Assessment (PNA) is carried out every three years and is currently being refreshed, due for completion in October 2025. It will determine whether there are any current or future gaps in capacity regarding pharmacies in Huntingdonshire. This can be used to feed into the Stage 2 IDS. In the meantime, it can be noted that use of the SHAPE Atlas mapping tool has indicated that there are approximately 28 pharmacies in Huntingdonshire.
- 4.8.3 Finally, there are approximately 20 opticians in Huntingdonshire (SHAPE Atlas mapping tool). Opticians are mainly found in high-street locations or co-locate with larger supermarkets for example.

4.9 Establishing Future Infrastructure Needs and Developer Contributions

- 4.9.1 At this time, it has not been possible to determine, through engagement with the ICB, whether the impact of growth alongside the NHS's strategy for co-locating services in neighbourhood locations, will result in a change in the need for pharmacies, optometrists or dentists in Huntingdonshire. Nevertheless, CCC Public Health have identified that the strategic site and growth options will result in the need for expanded GP practices to provide space for, dentists, optometrists and pharmacies. This may be expected, but no specific figures have been provided to quantify the overall future infrastructure needs for this provision. Further consideration of this provision will require further investigation as part of Stage 2.

4.10 Lead agencies:

- NHS Cambridgeshire & Peterborough ICB
- Cambridgeshire County Council Public Health Team

4.11 Evidence base:

- Huntingdonshire Infrastructure Delivery Plan, 2017¹¹⁴
- Huntingdonshire Infrastructure Delivery Plan 2017 Update¹¹⁵
- Huntingdonshire Delivery Plan Infrastructure Schedule, 2017¹¹⁶
- NHS Long-Term Plan¹¹⁷
- Consultation Response: Cambridgeshire and Peterborough ICS, June 2025
- Integrated Care Strategy in December 2022¹¹⁸
- NHS Cambridgeshire & Peterborough Joint Forward Plan 2025 – 2030¹¹⁹
- NHS Cambridgeshire & Peterborough Estate Strategy 2023 - 2033¹²⁰
- SHAPE Atlas¹²¹

Hospitals

4.12 Context & Existing Provision

- 4.12.1 There is one hospital in Huntingdonshire; Hinchingsbrooke Hospital, which is part of the North West Anglia NHS Foundation Trust (NWAFT). The NHS Cambridgeshire & Peterborough Joint Forward Plan 2025 – 2030¹²² explains that the proposed focus for 2025/26 includes investment in acute/community sites such as Hinchingsbrooke. It goes on to say that “The replacement of the existing Hinchingsbrooke Hospital remains one of the highest priorities within the ICS estates strategy. As part of the national New Hospital Programme, Hinchingsbrooke will offer an opportunity to re-provide services within a modern hospital setting retaining local Accident and Emergency (A&E) facilities alongside the development of an elective hub located within the existing Treatment Centre and new theatre block on the Hinchingsbrooke site.”. It is confirmed through engagement with NWAFT that the replacement of the hospital buildings is a priority of the New Hospital Programme, with a new building footprint of approximately 65,000 square metres. It should be noted that £271,000 of CIL was allocated in

¹¹⁴ <https://www.huntingdonshire.gov.uk/media/2694/infrastructure-delivery-plan.pdf>

¹¹⁵ <https://www.huntingdonshire.gov.uk/media/2861/infrastructure-delivery-plan-addendum.pdf>

¹¹⁶ <https://www.huntingdonshire.gov.uk/media/2693/infrastructure-schedule.pdf>

¹¹⁷ <https://www.longtermplan.nhs.uk/wp-content/uploads/2019/08/nhs-long-term-plan-version-1.2.pdf>

¹¹⁸ <https://www.cpics.org.uk/download/health-and-wellbeing-integrated-care-strategypdf.pdf?ver=8319&doc=docm93jjm4n2309>

¹¹⁹ <https://www.cpics.org.uk/joint-forward-plan/>

¹²⁰ <https://www.cpics.org.uk/download/06b-appendix-1-summary-version-of-ics-estates-strategy.pdf?ver=9626&doc=docm93jjm4n2685>

¹²¹ [SHAPE - Shape](#)

¹²² <https://www.cpics.org.uk/joint-forward-plan/>

2021/2022 to the Hinchingsbrooke Hospital redevelopment phase 2 – main theatres.

4.13 Establishing Future Infrastructure Needs and Developer Contributions

- 4.13.1 In terms of in-patient beds and outpatient and emergency service provision, the new capacity of Hinchingsbrooke Hospital has been modelled to accommodate anticipated demand with a 2041 – 2042 horizon. This is based on a demographic growth in demand assumed at 3.5%, alongside non-demographic growth factors. The number of in-patient beds and outpatient service provision is then modified to account for improvements in care, changes in service provision and technology which are expected to reduce the number and duration of in-patient stays.
- 4.13.2 The Hinchingsbrooke scheme largely replaces existing buildings but also introduces a new Urgent Treatment Centre (UTC). Work on the site is due to start in 2028, with the new hospital forecast to ‘go live’ by approximately 2032.
- 4.13.3 It has been identified through engagement with NWAFT that the new hospital will require a dedicated 33KV intake substation on site and new high voltage power supply which is being commissioned. The location of new development within the vicinity of the hospital and the provision of adequate electrical power supply should be reviewed to ensure that adequate provision of supply for the hospital can be maintained.
- 4.13.4 Access and parking constraints are also a key consideration, and a new access road is proposed as part of the development. A Green Travel Plan is currently being prepared to understand the number of trips that can be transferred to ‘green’ trips, to support any reduction in parking spaces on the site, and reduced traffic movements on the network.
- 4.13.5 Further engagement is required to better understand the wider implications of growth in Huntingdonshire upon the NHS Foundation Trust’s assets across the catchment area. This detail will be provided through the Stage 2 IDS, once HDC has reached preferred option testing stage.

4.14 Lead agencies:

- North West Anglia NHS Foundation Trust
- NHS Cambridgeshire & Peterborough

- North Cambridgeshire & Peterborough Care Partnership
- Cambridgeshire County Council Public Health Team

4.15 Evidence base:

- NHS Cambridgeshire & Peterborough Joint Forward Plan 2025 – 2030¹²³
- Hinchingsbrooke Redevelopment: Building our Future Hospital | NW Anglia Website¹²⁴
- NHS Property Services and Integrated Care Board IDS Engagement IDS Questionnaire, June 2025

¹²³ <https://www.cpics.org.uk/joint-forward-plan/>

¹²⁴ <https://www.nwangliaft.nhs.uk/hinchingsbrooke-redevelopment-building-our-future-hospital>

5.0 Community and Built Facilities

Community facilities and halls

5.1 Context

- 5.1.1 The LP highlights the importance of community facilities for a successful and inclusive society. The purpose of the Local Services and Community Facilities policy in the LP 2036 is to ensure that settlements and individual neighbourhoods within market towns remain sustainable, vibrant, and liveable, in order to support local amenities and services that meet the needs of the community.
- 5.1.2 Town and parish councils across the District are proactively planning for their communities through neighbourhood planning. At this time, 9 neighbourhood plans¹²⁵ have been made in the District, all of which address community facilities and/or halls. Additionally, the Great Staughton Neighbourhood Plan, was subject to referendum on 4 September 2025 and addresses community facilities and halls. We also note Huntingdon Town Council adopted its Corporate Plan for 2022-2026¹²⁶ which talks about enhancing community facilities by collaborating with local partners to build on the successful initiatives established during the pandemic. HDC also plans to support communities and local partners to develop a network of Community Spaces—a collection of safe, inclusive, and accessible venues where residents can come together¹²⁷.
- 5.1.3 A key step in this initiative is the creation of a comprehensive directory of existing community facilities across the public, private, health, and voluntary sectors. These facilities are intended to offer welcoming environments where individuals of all ages can engage in enjoyable activities and foster social connections within their local area.
- 5.1.4 HDC and Town and Parish Councils within the District are burial authorities for the purposes of section 214 of the Local Government Act 1972, and thus can facilitate the provision and maintenance of cemeteries.

¹²⁵ [Neighbourhood Plans in Huntingdonshire](#)

¹²⁶ [Huntingdon Town Council Corporate Plan 2022-26](#)

¹²⁷ [Huntingdonshire District Council - Community Spaces](#)

5.2 Existing provision

- 5.2.1 Huntingdonshire District Council's Communities team developed Community Spaces Guide¹²⁸ to support the creation and operation of Community Spaces. Post COVID19 pandemic, HDC took a collaborative approach, working alongside the local networks to deliver targeted assistance. This partnership continued into the winter of 2022, when rising energy and food costs prompted a renewed community response.
- 5.2.2 Originating from the nationwide Warm Spaces movement, Community Spaces began as safe, welcoming places offering warmth, comfort, and companionship. These spaces quickly grew to serve broader purposes—providing not only a warm environment but also opportunities to socialise, join group activities, access support, and feel part of a caring community.
- 5.2.3 In winter 2022–23, HDC supported the development of 41 Warm Spaces, with 36 remaining active into the summer¹²⁸. Each Community Space is shaped by its local context, and this guide aims to support both the continuation of existing spaces and offer practical advice to those interested in setting up new ones. HDC has published a list of community spaces throughout the District, with details of facilities and activities provided as well as contact details¹²⁹.
- 5.2.4 Cemeteries and burial services are available within Huntingdonshire, as well as beyond its boundary at, for example, Cambridge Crematorium located off the A14 south of Bar Hill and Peterborough Crematorium located off Walton Road in Peterborough. In 2020, a new Crematorium and Cemetery was opened on Sapley Road just outside Huntingdon to support long-term infrastructure needs.
- 5.2.5 Community and built facilities are noted to be of importance to local communities within the 10 made neighbourhood plans across Huntingdonshire, all of which contain planning policies designed to guide development relating to community facilities and/or burial provision.

5.3 Establishing Future Infrastructure Needs and Developer Contributions

- 5.3.1 At this time, it has not been possible to determine how the scale and distribution of potential growth will impact the need for new and/or enhanced community and

¹²⁸ [Community Spaces Guide](#)

¹²⁹ [Huntingdonshire community spaces locations](#)

built facilities. Further consideration regarding specific community and built facility needs will be investigated as part of the IDS Stage 2 relative to site specific infrastructure requirements.

5.4 Lead agencies:

- Huntingdonshire District Council
- Town and Parish Councils

5.5 Evidence base:

- [Huntingdonshire Local Plan to 2036](#)
- [Huntingdon Town Council Corporate Plan 2022-26](#) ¹²⁶
- [Community Spaces Guide](#) ¹²⁸

Libraries

5.6 Context

- 5.6.1 Cambridgeshire Libraries offer a wide range of services, including activities, information, free PC access and Wi-Fi, study space, books to borrow and online resources. The provision of mobile libraries help more people to use Cambridgeshire Libraries' services ensuring access to Library Service for residents who cannot reach a static library.

5.7 Existing provision

- 5.7.1 There are 33 libraries run by County Council out of which 8 libraries are in Huntingdonshire. The 8 libraries are located in Huntingdon, Sawtry, Yaxley, St Ives, Warboys, Ramsey, St Neots and Buckden. There are also 12 community run libraries under the jurisdiction of local parish/town Councils, with support from CCC, with 3 in Huntingdonshire – Huntingdon, Brampton and Somersham. The static libraries provide a range of services based on their size. Huntingdon, St Ives and St Neots are hub libraries open 6 days a week, offering large stock selections, rooms for hire, study space, wi-fi, public PCs, printing, scanning and as well as hosting a range of partners and events. Yaxley and Ramsey are branch libraries open 28 hours per week, delivering a more localised service to these communities, Ramsey also has rooms for community hire. Warboys, Buckden and Sawtry are smaller branch libraries open 16 hours a week delivering a core offer dedicated to the local community.
- 5.7.2 CCC operates three mobile libraries (Fenland, Huntingdonshire, and Cambridge and South Cambridgeshire) that serve over 98 villages and communities, making over 400 scheduled stops each month. The Huntingdonshire area mobile library stops at 146 locations in 101 villages and communities in Huntingdonshire. Each vehicle carries up to 3,000 items of stock—this includes fiction, non-fiction, large print books, audiobooks (on CD and cassette), and children's books.
- 5.7.3 The vehicles are wheelchair accessible with several services on board including:
- Free NHS hearing aid batteries
 - Free walking stick ferrules
 - Books and audiobooks available for borrowing
 - Reservation service allowing users to pre-order items from the Cambridgeshire Libraries catalogue (with a 50p fee per item)
 - Sales of reading glasses and books of postage stamps (cash only)

- 5.7.4 The CCC libraries in Cambridgeshire also provide meeting rooms and spaces for hire across the county. There are 3 CCC libraries that offer this service in Huntingdonshire - St Ives Library, Ramsey Library and Huntingdon Library.

5.8 Establishing Future Infrastructure Needs and Developer Contributions

- 5.8.1 CCC uses the Museums, Libraries and Archives Council (MLA) Standard Charge Approach to determine the cost and level of developer contributions towards securing new and enhanced Library Service. The following quarter 1 2019 costs per head of population for different levels of service provision are provided through engagement with CCC¹³⁰:

- New/enhanced static (full build and fit out) - £161.42
- Enhanced static (internal modifications and fit out) - £98.42
- Enhanced static (fit out) - £64.50

- 5.8.2 It will be important to understand the future strategy for library provision within the district and understand future needs, through further consultation with CCC. The library service is developing a new strategy including growth and infrastructure needs due to be adopted in 2026¹³¹. Further details of this review can be shared as it becomes available.

- 5.8.3 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded libraries in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

5.9 Lead agencies:

- Cambridgeshire County Council

5.10 Evidence base:

- [Libraries | Cambridgeshire County Council](#)
- Consultation Response: Cambridgeshire County Council (Library Service), June 2025

¹³⁰ Consultation Response: Cambridgeshire County Council (Libraries Service), June 2025

¹³¹ Consultation Response: Cambridgeshire County Council (Libraries Service), June 2025

6.0 Sports and Leisure

Sports, Indoor and Outdoor Facilities

6.1 Context

- 6.1.1 The NPPF¹³² identifies that a fundamental component of sustainable development is the delivery of well-designed, beautiful and safe places that support communities' health, social and cultural well-being.
- 6.1.2 The Planning for Sport Guidance (2024)¹³³ from Sport England emphasises a Protect, Enhance, Provide approach to provide active environments for everyone. A clear understanding of people's needs is fundamental to achieving objectives and planning effectively.
- 6.1.3 In 2022, HDC commissioned Knight, Kavannagh and Page to prepare needs assessments for the identification of playing pitches; outdoor sport facilities; and indoor built sports facilities, in accordance with paragraph 103 of the NPPF. The work resulted in the publication of the following reports:
- Playing Pitch and Outdoor Sports Strategy Assessment Report (PPOSSR)¹³⁴
 - Indoor and Built Sports Facility Strategy (BFS) and Needs Assessment¹³⁵
 - Published in November 2022, the BFS was prepared using a base date of 2018 and forecasts needs to 2043. Forecasts were based on ONS population projections.
 - Playing Pitch and Outdoor Sports Strategy (PPOSS)¹³⁶.
 - Published in December 2022, the PPOSS was prepared using a base date of 2018 and forecasts needs to 2036. Forecasts were based on ONS population projections.
- 6.1.4 The Active Lifestyles team at HDC describes these Strategies as comprising the *Huntingdonshire Leisure and Sports Facility Strategy*. The Active Lifestyles team is responsible for preparing sport and leisure technical work and have provided responses to the engagement exercise which was used to inform this Stage 1 IDS.

¹³² [NPPF \(December 2024\)](#) Paragraph 8

¹³³ [Planning for Sport Guidance](#) 2019 (updated 2024)

¹³⁴ [Playing Pitch and Outdoor Sport Strategy - Assessment Report](#) (2022)

¹³⁵ [Indoor and Built Sports Facility Strategy](#) (2022)

¹³⁶ [Playing Pitch and Outdoor Sports Strategy](#) (2022)

- 6.1.5 In addition to the BFS and the PPOSS which project infrastructure needs to 2043 and 2036 respectively, HDC's Active Lifestyles Team, through its July 2025 consultation response on the draft IDS, provided further information relating to new and expanded facilities, capacity, and deficits.
- 6.1.6 Unless otherwise stated, the following section identifies existing provision using the BFS, the PPOSS and HDC's Active Lifestyles Team's July 2025 consultation response on the draft IDS.
- 6.1.7 It must be noted that as part of the preparation of the Stage 1 Baseline, engagement was sought with Sport England on the potential site and growth options. In response, it was noted that *"Sport England does not provide specific feedback on proposed growth strategies as these should be informed by evidence-based assessments regarding sporting provisions. In this case...the findings from the PPOSS and BFS. These evidence-based assessments provide an understanding into the existing and future needs and improvements for playing pitches and sports facilities provision. Growth strategies should take into account these findings and identify opportunities for sustainable development..."*¹³⁷.
- 6.1.8 Finally, Sport England's response also stated that *"The PPOSS and BFS will be three years old this year...As a guide if no review and subsequent update has been carried out within three years of the PPOSS being signed off by the steering group, then Sport England and the [National Governing Bodies] NGBs would consider the PPOSS and the information on which it is based to be out of date..."*¹³⁸.
- 6.1.9 At this time it is not possible to confirm any updates to the existing evidence base however any updates to the status of the Council's PPOSS and BFS will be reported at Stage 2 of the IDS.

6.2 Existing provision

- 6.2.1 The following sections sets out the provision for Indoor & Built Sports Facilities (section 6.2.3 to 6.2.28) followed by Playing Pitch & Outdoor Sports facilities (section 6.2.29 to 6.2.53). The information has been drawn from the PPOSS¹³⁹ and BFS¹⁴⁰ alongside updates provided by HDC's Active Lifestyles team. Where existing provision is reported using BFS and PPOSS data, it is written in the past

¹³⁷ Sport England response to IDS Stage 1 Engagement, June 2025

¹³⁸ Sport England response to IDS Stage 1 Engagement, June 2025

¹³⁹ [Playing Pitch and Outdoor Sports Strategy](#) (2022)

¹⁴⁰ [Indoor and Built Sports Facility Needs Assessment](#) 2022

tense. This is to acknowledge that the information was correct at the time of writing, but the situation on the ground may now have changed.

Leisure Centres

6.2.2 HDC manages the majority of key leisure centres within the district through its in-house operator called One Leisure. The BFS explains that in 2022, land ownership for the sites varied, with Academy Trusts owning the land for 4 of the centres, as set out in Table 6 below:

Table 6: Land and Facility ownership of the sites

Site	Land ownership	Facility ownership	Usage
One Leisure Ramsey	Abbey College/ Abbey Foundation	Huntingdonshire DC	Man. agreement
One Leisure Huntingdon (Wetside)	Cam Academy Trust	Huntingdonshire DC	None
One Leisure Huntingdon (Druside)	Huntingdonshire DC	Huntingdonshire DC	None
One Leisure St Neots	Astrea Academy Trust	Huntingdonshire DC	Man. agreement
One Leisure St Ives Indoor	Astrea Academy Trust	Huntingdonshire DC	Man. agreement
One Leisure St Ives Outdoor	Cambridgeshire County Council/ HDC	Huntingdonshire DC	None

Source: *Indoor and Built Sports Facility Needs Assessment (2022)*¹⁴¹

6.2.3 Of the 4 leisure centres located on Academy Trust land, three had management agreements in place, which allowed neighbouring schools to access the facilities.

6.2.4 As part of the IDS engagement, the HDC Active Lifestyles Team¹⁴² explained that, since 2022, the following leisure centre developments are either ongoing or have been delivered:

- One Leisure St Ives Outdoor Centre – Looking to build a second 3G pitch at the site in line with the Playing Pitch Strategy recommendations and Local Football Facility Plan recommendations. Being delivered by HDC and Football Foundation.
- One Leisure St Ives Outdoor Centre – Replaced carpet of Sand dressed Hockey Pitch. Project completed in 2023. Project delivered by HDC.

¹⁴¹ [Indoor and Built Sports Facility Needs Assessment](#) 2022

¹⁴² Consultation Response: Huntingdonshire District Council (Active Lifestyle Response), June 2025

- One Leisure St Ives Outdoor Centre – Replaced surface of tennis/netball courts at the centre. Project completed in 2023. Project delivered by HDC.
- One Leisure St Ives Outdoor Centre – replaced carpet of 3G pitch at the centre. Project completed in 2023. Project delivered by HDC.
- One Leisure St Neots – Gym refurbishment which was completed January 2025. Project delivered by HDC
- One Leisure St Ives – Gym refurbishment which was completed January 2025. Project delivered by HDC
- One Leisure Huntingdon – planned refurbishment of the gym for Summer 2025. Project will be delivered by HDC.
- One Leisure Ramsey – planned gym expansion – December 2025. Project will be delivered by HDC.
- Academy Leisure Sawtry, managed by Meridian Trust - Swimming pool and gym to be brought back into use¹⁴³. Expected to be complete by Q3 2025.

Indoor Sport Halls

6.2.5 The BFS reported that a total of 30 sports halls provided a total of 60 badminton courts in Huntingdonshire (see Table 7 below). The table lists some “Site names” (or venues) twice because they contain more than one hall. Furthermore the table identifies venues as having “0” courts. This is because despite hosting halls, the size of the halls within the venues do not reach a size that could accommodate a ‘court’. This is the case for Hemingford Pavilion for example, which contains more than one hall (so it is listed twice), but the space within the halls do not qualify as ‘courts’ (so for each time Hemingford Pavilion is listed, the number in the “Crts” column is “0”).

Table 7: All sports halls in Huntingdonshire

Site name	Crts	Site name	Crts
Abbey College, Ramsey	1	Longsands Academy, St Neots	4
Abbots Ripton Cricket Club	1	One Leisure Huntingdon	3
Academy Leisure Sawtry	3	One Leisure Ramsey	3
Bluntisham Village Hall & Ernulf Academy	1	One Leisure St Ives	6
Ernulf Academy, St Neots	4	One Leisure St Ives	1
Ernulf Academy, St Neots	1	One Leisure St Neots	4
Godmanchester Comm. Academy	0	RAF Alconbury	2
Hemingford Pavilion	0	RAF Wyton	6
Hemingford Pavilion	0	Sawtry Village Academy	0

¹⁴³ [Huntingdonshire District Council Press release – funding secured to bring Sawtry Swimming Pool back into use \(15 April 2025\)](#)

Site name	Crts	Site name	Crts
Hinchingbrooke School, Huntingdon	1	Spring Common Academy, Huntingdon	1
Hinchingbrooke School, Huntingdon	4	St Helen's Primary School, Bluntisham	1
Kimbolton Prep School	1	St Ivo Academy, St Ives	1
Kimbolton School	5	St Neots Regional Table Tennis Centre	0
Longsands Academy, St Neots	1	St Peters School, Huntingdon	3
Longsands Academy, St Neots	1	St Peters School, Huntingdon	1

Source: Figure 4.1 Indoor and Built Sports Facility Needs Assessment 2022¹⁴⁴

6.2.6 The BFS reported that most sports halls provided full or, at least, limited community access. However, RAF Wyton did not. Community access at Kimbolton School was limited to holiday periods due to its operation as a boarding school. Five sites offered pay and play access but only two offered daytime plus evening use (One Leisure Huntingdon and St Neots).

6.2.7 The sports halls at Academy Leisure Sawtry, St Ives and Ramsey all offered pay and play access, however, this was only available during evenings/weekends as they were dual use facilities with the adjacent schools. The remainder of sites were all located on the grounds of educational establishments and therefore only accessible via advance block bookings.

6.2.8 At the time of the preparation of the BFS the resident population in Huntingdonshire generated a demand for a minimum of 50.2 courts compared with an available supply of 42.4 courts. Therefore, at that time there was a negative supply/demand balance of 7.8 courts. This is roughly equivalent of two 4-court sports halls.

Swimming Pools

6.2.9 The BFS identified 13 operational swimming pools located across 13 sites within Huntingdonshire. However, as the BFS was being written, "Swimming facilities at Academy Leisure (Sawtry) [were]...at imminent risk of closure (by the end of 2022)"¹⁴⁵.

6.2.10 The BFS focused on the larger pools available for community use in Huntingdonshire (equal to or larger than 160m² (20m x 4 lanes) in size). The larger pools are shown below in Table 8.

¹⁴⁴ [Indoor and Built Sports Facilities Needs Assessment](#) (2022)

¹⁴⁵ [Indoor and Built Sports Facilities Needs Assessment](#) (2022)

- 6.2.11 Pools lesser than the mentioned area were deemed to offer limited value in relation to community use and delivery of outcomes related to health and deprivation.
- 6.2.12 Table 8 shows that in 2022, all seven of the larger pools identified in the BFS were available for community use, with five offering pay and play access:

Table 8: Access policy of swimming pools in Huntingdonshire

Site name	Lanes/ length	Area [sqm]	Access Policy
Academy Leisure Sawtry	4 x 20m	160	Pay and play
Hinchingbrooke School, Huntingdon	4 x 25m	200	Block bookings
Kimbolton School	5 x 25m	250	Block bookings
One Leisure Huntingdon	4 x 25m	250	Pay and play
One Leisure Ramsey	4 x 20m	200	Pay and play
One Leisure St Ives	4 x 25m	225	Pay and play
One Leisure St Neots	4 x 25m	225	Pay and play

Source: *Indoor and Built Sports Facility Needs Assessment (2022)*¹⁴⁶

- 6.2.13 Each of the above pools were considered to serve key areas of the district's population. However, Kimbolton School offered limited public access during term time, with pay and play use during holiday periods. The quality of pools was reported as being "mixed", with four of the seven pools rated as being in below average condition.
- 6.2.14 The BFS reported that participation in swimming across all One Leisure sites was strong, particularly in swimming lesson programmes. Each site was operating at between 85% and 90% of overall capacity, and the leisure operator had expressed concerns about future capacity in the context of projected housing growth.
- 6.2.15 According to Sport England's Facility Planning Model (FPM) in the 2022 assessment report¹⁴⁷, there was a negative supply-demand balance of 815m². In 2022, the population of Huntingdonshire generated demand for 1,923m² of water space, against an available supply of 1,108m². Despite this, the report concluded that overall demands were predominantly being met within the district. However, swimming pools were estimated to be very full at peak times – considerably above the Sport England comfort level of usage (70%) in the weekly peak period.

¹⁴⁶ [Indoor and Built Sports Facility Needs Assessment \(2022\)](#)

¹⁴⁷ [Indoor and Built Sports Facility Needs Assessment \(2022\)](#)

- 6.2.16 Swim England's analysis from the same report of 2022, using a different methodology, identified a deficit of 701m², equivalent to approximately 13 lanes in a standard 25m pool (for context 6-lane 25m pool equates to around 325m²). Both data sources highlight a shortfall in swimming provision as of 2022. The 2022 assessment report also emphasises the location of the unmet demand is largely in the south and southeast of the district.
- 6.2.17 In June 2025, the HDC Active Lifestyles Team¹⁴⁸ provided an update on the planned reinstating of the pool facility at Sawtry which has been approved for CIL funding and is expected to reopen by Q3 2025. The operator had cited financial pressures, including rising utility costs, as the main reason for the closure. However, it is currently going through an agreement change following funding agreement to bring the swimming pool with gym back into use.

Health and fitness suites

- 6.2.18 The BFS¹⁴⁹ reported 20 health and fitness suites in Huntingdonshire with a total of 1,172 pieces of static fitness equipment (stations). The health & fitness suites with 20+ stations, identified through the BFS, are listed in the Table 9.

Table 9: Health & fitness suites with 20+ stations

ID	Site name	Stations
3	Academy Leisure Sawtry	20
6	Anytime Fitness (Huntingdon)	200
48	Hinchingbrooke School (Huntingdon)	30
65	Lakeside Lodge Golf & Country Club (Pidley)	35
71	Marriott Leisure Club (Huntingdon)	30
79	Old School Strength & Conditioning (St Neots)	40
80	One Leisure Huntingdon	65
80	One Leisure Huntingdon	20
81	One Leisure Ramsey	40
82	One Leisure St Ives	120
84	One Leisure St Neots	120
98	Snap Fitness (St Neots)	66
101	Sports Direct Fitness (Huntingdon)	60
101	The Gym Group (Huntingdon)	50
132	St Ives Training Shed	50
Total		946

Source: *Indoor and Built Sports Facility Needs Assessment (2022)*

¹⁴⁸ Consultation Response: Huntingdonshire District Council (Active Lifestyle Response), June 2025

¹⁴⁹ [Playing Pitch and Outdoor Sports Strategy](#) (2022)

- 6.2.19 The BFS notes that *“as with pools and sports halls, appropriate walk and drive-time accessibility standards are applied to health and fitness suites to determine provision deficiencies or surpluses”*. The appropriate walk and drive-time accessibility standards for an urban area is a one-mile radial (20-minute walk) and a 20-minutes’ drive time for a rural area, which were applied to health and fitness suites to determine provision deficiencies or surpluses. The BFS found that 44.5% of Huntingdonshire’s population were living within one-mile of a health and fitness facility with 20+ stations; and 98% of all residents were within a 20-minute drive by car of a health and fitness centre.
- 6.2.20 In June 2025 the HDC Active Lifestyles Team¹⁵⁰ explained that David Lloyd Health and Fitness Club are to open in St Neots including three outdoor tennis, three outdoor padel courts, indoor and outdoor swimming pools, outdoor multi use court, gym and studio facilities. Furthermore that there are plans for Pure Gym¹⁵¹ to open in St Neots.

Squash

- 6.2.21 The BFS reported that, in 2022, there were 17 squash courts at seven sites in Huntingdonshire¹⁵². Three of the sites were not accessible as Kimbolton School does not hire its courts to the public and the two RAF bases (Alconbury and Wyton) were for military personnel only. Hemingford Pavillion was only accessible via sports club membership.
- 6.2.22 The remaining nine squash courts at four sites were all rated above average quality. The One Leisure Huntingdon and St Neots offered pay and play access. The court at Norwood Playing Field in Somersham owned by the Parish Council offered one court and the players had to pay a small annual subscription to Somersham Sports Association to play there.
- 6.2.23 Although England Squash states that there is a shortfall of provision, consultation suggested that there was spare capacity at both pay and play sites as of 2022. England Squash calculates that there was a shortfall of c.8 courts based on its ratio target of 1 court per 10,000 population.

Gymnastics

¹⁵⁰ Consultation Response: Huntingdonshire District Council (Active Lifestyle Response), June 2025

¹⁵¹ <https://www.puregym.com/gyms/st-neots/>

¹⁵² [Indoor and Built Sports Facility Needs Assessment](#) (2022)

6.2.24 The BFS reported that there were five gymnastics venues across Huntingdonshire, four of which were provided within in dedicated facilities, as follows¹⁵³:

- Huntingdon Gymnastics Club, Huntingdon
- Twisters Gymnastics Club, Huntingdon
- Rotations Trampolining Club, Huntingdon
- Meridian Gymnastics Club, Yaxley and
- Amy's Acro at primary schools in Huntingdon, St Neots and St Ives.

6.2.25 Four of the five operated out of designated facilities. Amy's Acro was the only club without its own dedicated facility. It operated across various primary school venues throughout the district delivering sessions out of three local primary schools. Both Meridian Gymnastics Club and Huntingdon Gymnastics Club were also registered in the NGB's facility project list.

6.2.26 In June 2025, the Active Lifestyles Team explained that The Meridian Gymnastics Club, which previously operated from a dedicated facility in Yaxley, has expanded to a larger new build in the same area.

[Indoor bowls](#)

6.2.27 The BFS reports that in 2022, there were two dedicated indoor bowls facilities in Huntingdonshire, each supporting a club, located in Huntingdon and St Neots respectively. Both facilities were operated by their respective clubs and access was limited to members only. There were no pay and play opportunities for bowls within the district. Consultation findings from the sports strategy 2022 also suggest that both clubs had available capacity, and future efforts should focus on increasing membership levels and improving the quality of the facilities.

[Indoor Tennis](#)

6.2.28 The BFS reports that in 2022, there was only one indoor tennis facility within HDC known as Huntingdon Tennis Club. It had a total of four outdoor and three indoor tennis courts. The indoor tennis facility in the district was accessible via registered membership. An additional indoor facility was also available at David Lloyd (Peterborough) within 30 minutes' drive from the Huntingdon facility. Huntingdon Tennis Club could be accessed either through advance booking on a pay and play basis or through registered membership.

¹⁵³ [Indoor and Built Sports Facility Needs Assessment](#) (2022)

Village halls/community centres

6.2.29 The Indoor and Built Sports Facility Assessment 2022¹⁵⁴ identified 68 village halls across Huntingdonshire, well-distributed from north to south, serving all key population centres. Radial catchment modelling shown in figure 2 below estimated that just under a third of Huntingdonshire's population (28.49%) lived within an 800-metre walk of a village hall. The assessment also confirmed that the drive time catchment modelling showed that 99.7% of the population lived within a 10-minute drive of a village/community hall. The 2022 assessment indicates that most sites were operating at pre-Pandemic utilisation rates since summer 2021.

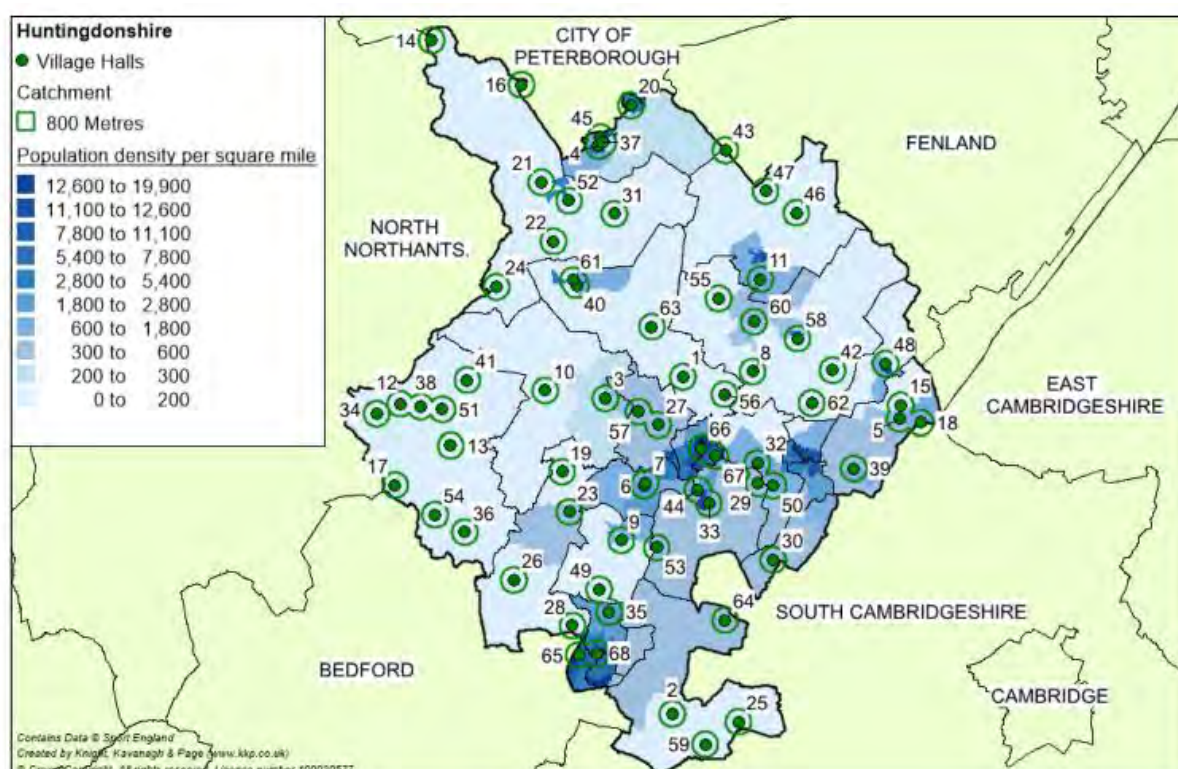
Table 10: All village/community buildings in Huntingdonshire

ID	Village Hall	ID	Village Hall
1	Abbots Ripton Village Hall	35	Little Paxton Village Hall
2	Abbotsley Village Hall	36	Mandeville hall, Kimbolton
3	Alconbury Hall	37	Middletons Road Pavilion
4	Austin Hall, Yaxley	38	Molesworth Village Hall
5	Bluntisham Village Hall	39	Needingworth Village Hall
6	Brampton Community Centre	40	Old School Hall, Sawtry
7	Brampton Memorial Centre	41	Old Weston Village Hall
8	Broughton Village Hall	42	Pidley Community centre
9	Buckden Village Hall (Millennium Community Centre)	43	Pondersbridge Village Hall
10	Buckworth Cricket Clubhouse	44	Queen Elizabeth school, Godmanchester
11	Bury Village Hall	45	Queen's Park Pavilion, Yaxley
12	Bythorn Village Hall	46	Ramsey Forty-Foot Village Hall
13	Catworth Village Hall	47	Ramsey Mereside Village Hall
14	Christie Hall, Wansford	48	Somersham Victory Halls
15	Colne Village Hall	49	Southoe Village Hall
16	Colonel Dane Memorial Hall, Alwalton	50	St James' Parish centre, Hemingford Grey
17	Covington Village Hall	51	St Leonards Hall, Old Weston
18	Earith Village hall	52	Stilton Pavilion
19	Ellington Village Hall	53	The Offords Village Hall
20	Farcet Village Hall	54	Tilbrook Village Hall
21	Folksworth Village Hall	55	Upwood & the Raveleys Halls
22	Glatton Village Hall	56	Kings Ripton Village Hall
23	Grafham Village Hall	57	Little Stukeley Village Hall
24	Great Gidding Village Hall	58	Warboys Parish Centres
25	Great Gransden Reading Rooms	59	Waresley Village Hall
26	Great Staughton Village Hall	60	Wistow Village Hall
27	Great Stukeley Village Hall	61	Womens Institute Hall, Sawtry

¹⁵⁴ [Indoor and Built Sports Facility Needs Assessment](#) (2022)

28	Hail Weston Village Hall	62	Woodhurst Village Hall
29	Hemingford Abbots Village Hall	63	Woodwalton Village Hall
30	Hilton Village Hall	64	Yelling Village Hall
31	Holme Village Hall	65	Eatons Community Centre, St Neots
32	Houghton and Wyton Memorial Hall	66	The Coneygear Centre, Huntingdon
33	Judith's Field Pavilion, Godmanchester	67	Hartford Village Hall
34	Keyston Village Hall	68	The Priory Centre, St Neots

Figure 2: Village/community halls in Huntingdonshire with 800m radial catchment



Source: *Indoor and Built Sports Facility Needs Assessment (2022)*¹⁵⁵

Note: The number in the map corresponds to Table 10 above.

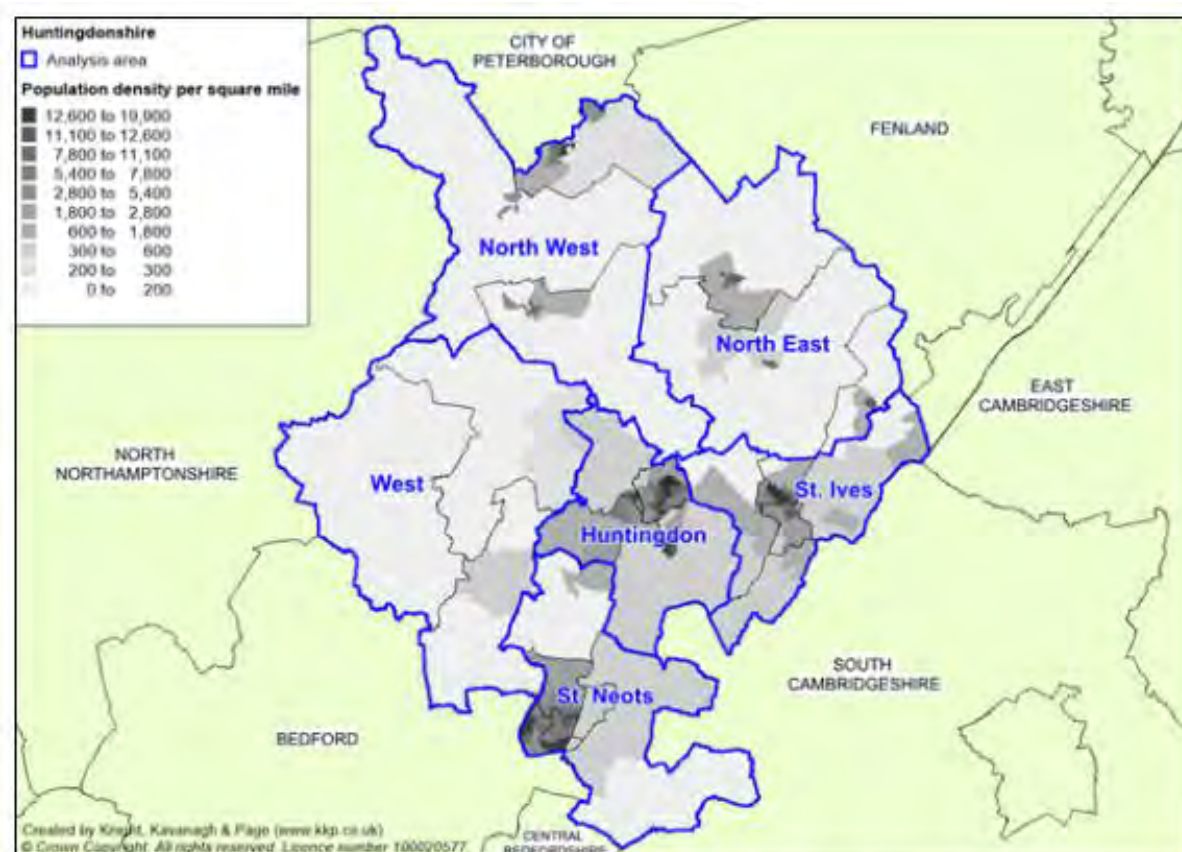
6.2.30 The report concluded that of the 68 village/community halls in Huntingdonshire, the majority were generally located near key settlements and that all key settlements were served by a community facility. The report recommended consideration of the potential requirement for village halls/multi-purpose facilities in new housing developments and consideration of how these facilities would fit within the wider recreational/sporting mix. This recommendation from 2022 would require further consideration in the context of updates to the village/community hall data.

¹⁵⁵ [Indoor and Built Sports Facility Needs Assessment \(2022\)](#)

Playing Pitch and Outdoor Sports

- 6.2.31 As part of the preparation of the PPOSS in 2022, HDC's administrative area was divided into six analysis area, as shown in figure 3 below. The report¹⁵⁶ acknowledged that sports catchment areas do not naturally align with defined administrative boundaries. Nevertheless, analysis areas were applied to provide localised assessments through supply and demand modelling.

Figure 3: Huntingdonshire analysis area split



Source: *Playing Pitch and Outdoor Sports Strategy Assessment Report (2022)*¹⁵⁷

Football Pitches

- 6.2.32 The PPOSS identified that, in 2022, Huntingdonshire had a total of 391 teams which consisted of 174 youth male teams, 130 mini-soccer teams, 52 adult male teams, 25 youth female teams, 7 adult female teams and 3 disability teams¹⁵⁸. As of 2022, there were 164 grass football pitches across 58 sites in Huntingdonshire. Of these, 150 pitches at 50 sites were available for community use, with the

¹⁵⁶ [Playing Pitch and Outdoor Sports Strategy Assessment Report \(2022\)](#)

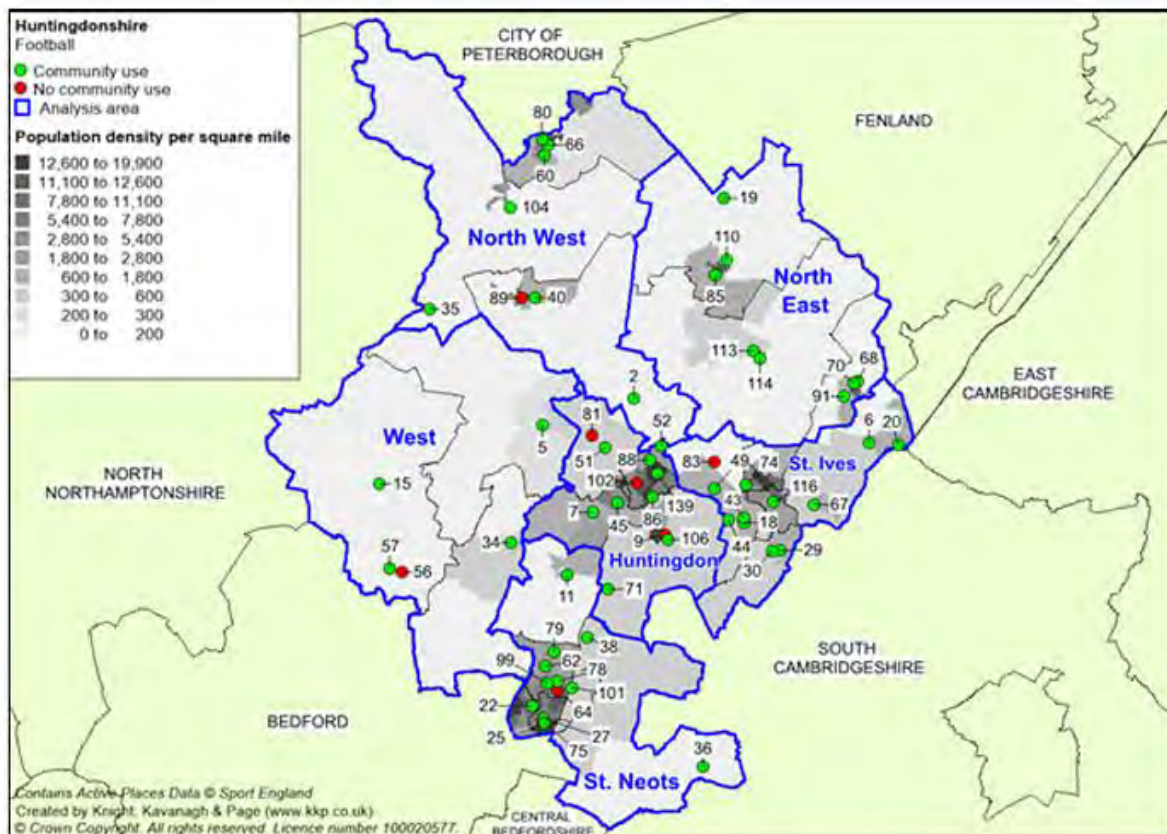
¹⁵⁷ [Playing Pitch and Outdoor Sports Strategy Assessment Report \(2022\)](#)

¹⁵⁸ [Huntingdonshire Local Football Facility Plan \(LFFP\) 2020-2024](#)

remaining 14 located at educational or Ministry of Defence (MOD) sites and not accessible for community use. The distribution of these 150 available pitches is shown in figure 4 below, from the PPOSS (2022)¹⁵⁹. The following summarises the distribution of pitches:

- 39 pitches (26%) St Neots Analysis Area
- 31 pitches (21%) St Ives Analysis Area
- 30 pitches (20%) Huntingdon Analysis Area
- 21 pitches (14%) North West Analysis Area
- 21 pitches (14%) North East Analysis Area
- 8 pitches (5%) West Analysis Area

Figure 4: Grass football pitches in Huntingdonshire by community use availability



6.2.33 In 2022, there was sufficient capacity across grass pitches for adult, youth 9v9 and mini 7v7 football, however there was insufficient capacity for youth 11v11 and mini 5v5. Projected growth in population and club participation was expected to place

¹⁵⁹ [Playing Pitch and Outdoor Sports Strategy](#) (2022)

additional pressure on pitch supply. Future shortfalls were anticipated for youth 9v9 pitches, with mini 7v7 pitches expected to operate at full capacity.

6.2.34 In 2022, club development plans and participation targets indicated the formation of up to 34 new teams, generating the following additional weekly pitch capacity requirements (in match equivalent sessions):

- Adult pitches: +4
- Youth 11v11: +4.5
- Youth 9v9: +2.5
- Mini 7v7: +1.5
- Mini 5v5: +4.5

6.2.35 The following table shows the supply demand analysis of different pitch types from 2022.

Table 11: Summary of supply and demand analysis for grass football pitches in match equivalent sessions per week

Pitch type	Actual spare capacity	Overplay	Difference
Adult	14.5	8.5	6
Youth 11v11	1	7.5	6.5
Youth 9v9	3	2.5	0.5
Mini 7v7	3	1.5	1.5
Mini 5v5	0.5	1	0.5

Source: *Playing Pitch and Outdoor Sports Strategy (2022)*¹⁶⁰

Third generation turf (3G) pitches

6.2.36 In 2022, Huntingdonshire had seven full-size 3G pitches (100 x 60 metres inclusive of run offs) across seven sites, all of which were available for community use. Additionally, there were six small-sided pitches, two of which were not accessible for community use. All full-size 3G pitches are FA or FIFA registered and approved for football matches. While all seven full-size 3G pitches offering community use were included on the FA Register for match play, this accreditation was due to expire at three of these pitches in 2023 (Yaxley Football Club (Leading Drove), St Ives Town Football Club, and Hinchbrook School). However, it should be noted that more recent data confirms that Hinchbrook School has subsequently

¹⁶⁰ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

received FA approval, and Yaxley Football Club and St Ives Football Club have received FIFA approval¹⁶¹.

- 6.2.37 Based on 380 football pitches in Huntingdonshire, the PPOSS noted that there was a potential need for nine full size 3G pitches. As such, there was an overall shortfall of two full size 3G pitches. Table 12 below shows the demand for 3G pitches in Huntingdonshire by analysis area, with a shortfall of 1 pitch in Huntingdon and 1 pitch in St Neots in 2022.

Table 12: Current demand for 3G pitches in Huntingdonshire by analysis area

Analysis area	Current number of teams	Current requirement	Current number of available full size 3G pitches	Current shortfall
Huntingdon	86	2 (2.26)	1	1
North East	38	1	1	-
North West	53	1 (1.39)	1	-
St. Ives	93	2 (2.45)	2	-
St. Neots	101	3 (2.66)	2	1
West	9	0 (0.23)	0	-
Total	380	9	8	2

Source: Table 4.14 PPOSS, 2022

- 6.2.38 In June 2025, the HDC Active Lifestyles Team¹⁶² explained that one 3G pitch has been built and delivered by Meridian Trust with support from Football Foundation and CIL in late 2024 at Sawtry Village Academy. HDC is looking to build a second 3G pitch at One Leisure St Ives Outdoor Centre in line with the PPOSS recommendations and Local Football Facility Plan (LFFP)¹⁶³. Furthermore, the planning application for Godmanchester Rovers Football Club 3G pitch development was approved in January 2025 and the development is expected to be completed by the end of 2025. The project will be delivered by Godmanchester Rovers FC with support of Football Foundation and CIL.

Cricket pitches

- 6.2.39 In 2022, the PPOSS Report¹⁶⁴ identified 21 grass wicket squares spread across 20 sites in Huntingdonshire, with 19 available for community use. The district also had seven Non turf Pitches (NTPs) that accompanied grass wicket squares, along

¹⁶¹ [2024/25 FA Register of accredited 3G pitches](#)

¹⁶² Consultation Response: Huntingdonshire District Council (Active Lifestyle Response), June 2025

¹⁶³ [Huntingdonshire Local Football Facility Plan](#) (LFFP) 2020-2024

¹⁶⁴ [Playing Pitch and Outdoor Sports Strategy Assessment Report](#) 2022

with 12 standalone NTPs. Most cricket clubs in the area as of 2022 had secure tenure at their venues, with four clubs owning their sites, four clubs holding long-term leaseholds, four clubs operating under annual rent agreements with HDC or Parish Council Sports Field Trusts, and one club pending asset transfer. Of the 18 available grass wicket squares, half were rated as good quality, and the other half as standard quality, with no poor-quality squares identified in the district.

6.2.40 In terms of provision as of 2022:

- Saturday Cricket: there was spare capacity for 12 match equivalent sessions. However, shortfalls were evident in the North East, West and St Neots Analysis Areas.
- Sunday Cricket: there was spare capacity of 112 match equivalent sessions per season across Huntingdonshire with shortfalls in the West Analysis Area.
- Midweek Cricket (junior): spare capacity of 45 match equivalent sessions. However, there was a shortfall in the North East Analysis Area.

6.2.41 Table 13 below shows that there was sufficient capacity, in 2022, for natural turf cricket squares to meet demand for club cricket at a district wide level.

Table 13: Capacity balance of grass cricket squares in match sessions per person

Analysis area	Actual spare capacity	Overplay	Difference
Saturday	30	18	12
Sunday	130	18	112
Midweek	70	25	45

Rugby pitches

6.2.42 In 2022, the PPOSS report¹⁶⁵ listed a total of 16 rugby union pitches in Huntingdonshire, with 13 available for community use. These comprised 9 senior pitches, 1 junior pitch, and 3 mini pitches. These 16 pitches were evenly spread across the district- Huntingdon (4 pitches), St Ives (4 pitches), and St Neots (8 pitches). All unavailable pitches were located on educational or MOD sites. There was one 3G pitch at One Leisure St Neots, which was registered on the World Rugby compliant register, while St Ives Rugby Union Football Club (RUFC) used the non-World Rugby compliant 3G pitch at One Leisure Ramsey for non-contact training. All rugby union clubs in the district managed their respective sites. St Ives RUFC and St Neots RUFC had long-term lease agreements for their pitches, while

¹⁶⁵ [Playing Pitch and Outdoor Sports Strategy](#) (2022)

Huntingdon & District RFC operated under a rental agreement with the Huntingdon Racecourse/Jockey Club, resulting in an unsecured tenure for the club.

- 6.2.43 There were no dedicated rugby league pitches as of 2022. Pitches were previously accommodated at St Ives Rugby Union Football Club. As of 2022, there was an insufficient supply of provision in Huntingdonshire to accommodate both identified deficits and anticipated future levels of demand for rugby union. Overall, as of 2022 there was a shortfall of 7.5 match equivalent sessions per week on senior rugby union pitches to meet current demand.

Hockey pitches

- 6.2.44 The 2022 PPOSS report¹⁶⁶ listed a total of five artificial grass pitches (AGPs) suitable for hockey, located across four sites in Huntingdonshire. However, only two of these pitches were available for community use. In addition, there were four small-sided hockey pitches across four sites, with two also available for community use. Of the two full-size community-accessible hockey AGPs, the pitch at One Leisure St Ives Outdoor was operated by HDC's leisure provider, One Leisure, while the pitch at Longsands Academy, was managed by the school itself.
- 6.2.45 As of 2022, the supply of hockey suitable AGPs in Huntingdonshire was insufficient to meet future and exported demand for peak time Saturday hockey. With 22 senior teams playing Saturday league matches, 11 from St Ives Hockey Club and 11 from St Neots Hockey Club, there was a requirement for three full size hockey suitable artificial grass pitches (rounded up from 2.75). Based on the existing supply, there was a shortfall of provision as of 2022, equating to one full size pitch. This pitch could be used as both an overspill facility for existing clubs, but also a permanent home venue for Huntingdonshire Hockey Club, if it was to relocate back into the area in the future¹⁶⁷. The pitches located at Kimbolton School, and RAF Wyton did not contribute to meeting this shortfall based on provision being unable for community use.
- 6.2.46 IDS consultation response by HDC Active Lifestyles Team ¹⁶⁸ noted that improvements to the sand-dressed Hockey Pitch was completed by HDC in 2023 at One Leisure St Ives Outdoor Centre.

¹⁶⁶ [Playing Pitch and Outdoor Sports Strategy Assessment Report](#) 2022

¹⁶⁷ Consultation Response: Huntingdonshire District Council (Active Lifestyle Response), June 2025

¹⁶⁸ Consultation Response: Huntingdonshire District Council (Active Lifestyle Response), June 2025

Bowling greens

- 6.2.47 The 2022 PPOSS Report identified 18 bowling greens, each located at separate sites. Of the active greens, seven greens were owned and managed by user clubs, another seven are managed by either HDC, parish councils, or other community organisations, and three greens are privately managed. Although the PPOSS 2022 identifies the ownership arrangements of St Neots Lawn Tennis Club (& bowls) as unknown, it is now known that it is owned by St Neots Bowls Club. The ownership and management of sites in Huntingdonshire can be seen in Table 14 below.
- 6.2.48 The PPOSS reported that the majority of the greens (16, or 89%) were rated as good quality, with one rated as standard and one rated as poor. Additionally, four of the 18 operational greens (22%) were equipped with sports lighting.

Table 14: Ownership and management agreements of bowls sites in Huntingdonshire

Site name	Analysis area	Users	Agreement
Buckden Recreation Ground	St. Neots	Buckden BC	Lease agreement from Buckden Village Hall Trust of 25 years which expires in 2046
Hemingford Pavilion	St. Ives	Hemingfords BC	Freehold
Houghton And Wyton Playing Field	St. Ives	Houghton & Wyton BC	Annual rent agreement from Parish Council
King George V Playing Fields (St Peters Road)	Huntingdon	Huntingdon BC	Lease agreement from Huntingdon Town Council which expires in 2028.
Fenstanton BC	St. Ives	Fenstanton BC	Freehold
Brampton Bowls Club	Huntingdon	Brampton BC	Freehold
Great Gransden Bowls & Tennis	St. Neots	Gransden & District BC	Lease agreement from Parish Council of 25 year which expires in 2025 (it is understood that the lease has now been extended to 2027).
Needingworth Village Hall	St. Ives	Holywell-Cum-Needingworth BC	Lease agreement from Parish Council of 25 year which expires in 2043
Priory Road Bowling Green	St. Ives	St. Ives BC	Freehold
Ramsey Golf & Bowls Club	North East	Ramsey BC	Freehold
Eynesbury Bowling Club	St. Neots	Eynesbury BC	Lease agreement from HDC which expires in 2028
Somersham Town BC	North East	Somersham Town BC	Freehold

Site name	Analysis area	Users	Agreement
Royal Oak	Huntingdon	Royal Oak BC	Annual rent agreement from private landlord
The Bell	North West	Sawtry & District BC	Freehold
The Farmers	North West	Broadway BC (Yaxley)	Lease agreement from Brewery which owns sites.
The White Hart	North East	Warboys White Hart BC	Lease agreement from Brewery which owns sites.
Eaton Socon Bowls Club	St. Neots	Eaton Socon BC	Lease agreement from HDC of 25 year which expires in 2025

Source: *Playing Pitch and Outdoor Sports Strategy Assessment Report 2022*

- 6.2.49 As of 2022, the capacity was sufficient for flat bowling greens to meet both deficits and future demand in Huntingdonshire (until 2036). The report¹⁶⁹ highlighted that Gransden & District BC may require future support to ensure that they remain viable despite a low membership base. Conversely, Eaton Socon BC, Hemingfords BC, Holywell-Cum-Needlingworth BC, Ramsey BC, Sawtry & District BC, Somersham Town BC and St Ives BC were operating at or above recommended capacity levels and therefore monitoring was recommended by the report, to ensure that supply remains adequate.

Athletics facilities

- 6.2.50 In 2022, the PPOSS identified two purpose-built outdoor athletics tracks, one of which was accessible for community use at One Leisure St Ives Outdoor, with the private track being located within RAF Alconbury. The 400-metre track at One Leisure St Ives was owned by HDC and managed by One Leisure on its behalf. As of 2022, all clubs that used the tracks were required to pay an annual rental fee.

Tennis courts

- 6.2.51 The 2022 PPOSS report¹⁷⁰ identified that Huntingdonshire had a total of 74 tennis courts spread across 21 sites. Of these, 48 courts were available for community use, while 26 were privately run. One disused macadam court at Warboys Parish Centre had been out of use for several years, leaving the entire site unused for sports. The majority of outdoor tennis courts in the district were reported as having a macadam surface, with 59 of the 74 courts (80%) being of this type. Among the

¹⁶⁹ [Playing Pitch and Outdoor Sports Strategy Assessment Report 2022](#)

¹⁷⁰ [Playing Pitch and Outdoor Sports Strategy Assessment Report 2022](#)

48 courts available for community use, 33 (69%) were macadam courts, 12 Artificial turf, and 3 Acrylic (Indoor air dome).

- 6.2.52 In 2022 there were eight Lawn Tennis Association (LTA) affiliated tennis clubs in Huntingdonshire, the known membership totalled 1,417 members. As of 2022, based on known club membership figures, there was sufficient capacity for both club and non-club tennis courts.

Netball courts

- 6.2.53 In 2022 the PPOSS report identified a total of 34 outdoor netball courts across 15 sites in Huntingdonshire, with 12 courts available for community use. These are summarised as follows:

- The majority of the provision was located in the St Neots Analysis Area, which had 14 courts (41%),
- St Ives Analysis Area had seven courts (21%),
- Huntingdon had six courts (18%),
- North West had five courts (15%), and
- West had two courts (6%).

- 6.2.54 England Netball identified nine clubs within the district in 2022. Clubs in the district played in multiple leagues across Cambridgeshire and the surrounding areas. The Club's played within the Bedford & District Netball League, Heritage Netball League, Cambridge & District Netball League, Cambridge County Premier League, Huntingdon & Peterborough Netball League and the Fenland Netball League

- 6.2.55 There was an insufficient supply of outdoor netball courts to service the district. This was due to a low supply of available community courts and a mixed quality offer. When reviewing provision by individual analysis areas, residents in St Ives, North East and West had access to no provision or a poor-quality offer, whilst St Neots was catered for by three standard quality courts. The PPOSS report explained that the Sport England's Market Segmentation Tool identified latent demand of 527 people who would like to participate in the sport within Huntingdonshire.

Other sports

- 6.2.56 The PPOSS report also identified supply for other outdoor sports, as follows:
- 15 outdoor gyms, with at least one provided in each analysis area.

- 18 multi-use games areas with at least one provided in each analysis area.
- 10 trim trails, with no supply in the North West Analysis Area.

6.2.57 In 2025, HDC Active Lifestyles Team also identified Padel as an up-and-coming sport which was not identified within the PPOSS¹⁷¹. The team notes that, following a conversation with the LTA, there is demand for 14 padel courts in the district.

6.3 Establishing Future Infrastructure Needs and Developer Contributions

6.3.1 The preceding section identifies existing sport and leisure provision based on the Council's BFS (2022) and PPOSS (2022). Some updates to the existing provision were provided using the HDC Active Lifestyle Team's July 2025 consultation response, but in the main the baseline data for this Stage 1 IDS is reliant on data from 2022.

6.3.2 With regard to establishing future infrastructure needs, the HDC Active Lifestyle Team's July 2025 consultation response explained that future infrastructure need for built facilities and playing pitches should be based on the use of Sport England's Sports Facility Calculator and Playing Pitch Calculator which was informed by the BFS and PPOSS.

6.3.3 As explained above, Sport England have noted that *"The PPOSS and BFS will be three years old this year...As a guide if no review and subsequent update has been carried out within three years of the PPOSS being signed off by the steering group, then Sport England and the [National Governing Bodies] NGBs would consider the PPOSS and the information on which it is based to be out of date..."*¹⁷².

6.3.4 Therefore, any future updates to the BFS and PPOSS, to bring them in line with the emerging LP, will result in updates to the Sport England calculator, and therefore to the IDS. Until that point, this report forecasts future infrastructure needs, alongside the proposed growth options, using the current Sport England Calculator.

6.3.5 Tables 15 and 16 highlight supply and deficits from capacity analysis as of 2022 and identify future demand for 2043 (for Indoor & Built Sports Facilities) and 2036

¹⁷¹ [Playing Pitch and Outdoor Sports Strategy](#) (2022)

¹⁷² Sport England response to IDS Stage 1 Engagement, June 2025

(for Playing Pitch & Outdoor Sport) respectively. Further information on spare capacity and future demand can be found in the BFS Needs Assessment (2022)¹⁷³ and PPOSS Assessment Report (2022)¹⁷⁴. The BFS Needs Assessment uses the Sport England FPM report to identify shortfalls in sports halls, fitness provision and swimming pools in 2022.

Table 15: Provision and supply/demand balance as of 2022, and future demand to 2043 for Indoor built facilities as per BFS Needs Assessment (2022)

Facility Type	Provision as of 2022	Supply/demand balance as of 2022	Future supply/demand balance (to 2043)
Sports Hall's	30 sports halls of all sizes (60 badminton courts)	Shortfall of 5 badminton courts (equating to one sports hall)	Three 4-court sports halls (Needs assessment demand calculations indicate that two further 4-court sports halls are required in addition to the one at Alconbury Wield in the district by 2043)
Badminton Courts (sports halls with 3+ courts)	37 available for public use	Shortfall of 5 badminton courts	4 badminton courts
Swimming Pools	13	Deficit of 13 lanes in a 25m pool (Swim England)*	0.7 swimming pools (equivalent to 4 lane x 25m pool)
Health and fitness suites	946 stations	Shortfall of 300 stations	500 stations
Squash Courts	9 courts available for public use	shortfall of 8 courts **	No new deficit Although England Squash states that there is a shortfall of provision (of eight courts), consultation suggests that there is spare capacity at both pay and play sites (One Leisure St Neots and One Leisure Huntingdon)
Gymnastics	5 gymnastics clubs	n/a	n/a
Indoor Bowls	2 indoor bowls facility	n/a	n/a
Indoor Tennis	1 indoor tennis club	n/a	n/a
Village/Community Halls	68	n/a	n/a

* Swim England states that there is a significant deficit of water provision, equating to 701 sqm which is equivalent to the 13 lanes in a 25m pool.

** England Squash calculates that there is shortfall of c.8 courts based on its ratio target of 1 court per 10,000 population

¹⁷³ [Indoor and Built Sports Facility Needs Assessment](#) (2022)

¹⁷⁴ [Playing Pitch and Outdoor Sports Strategy Assessment Report](#) (2022)

Table 16: Provision and supply/demand balance as of 2022, and future demand to 2036 for outdoor sports facilities presented on a sport-by-sport basis as per PPOSS Assessment Report (2022)

Sport	Team	Provision as of 2022	Supply/demand balance as of 2022	Future supply/demand balance (to 2036)
Football – grass pitches	Adult	58 pitches	Spare capacity of 6 match equivalent session	Spare capacity of 2 match equivalent session
	Youth 11v11	19 pitches	Shortfall of 6.5 match equivalent sessions	Shortfall of 11 match equivalent sessions
	Youth 9v9	30 pitches	Spare capacity of 0.5 match equivalent session	Shortfall of 2 match equivalent sessions
	Mini 7v7	27 pitches	Spare capacity of 1.5 match equivalent session	<i>Sufficient quantity</i>
	Mini 5v5	16 pitches	Shortfall of 0.5 match equivalent sessions	Shortfall of 5 match equivalent sessions
*Football	*3G pitches (full size)	*8 pitches (includes Sawtry)	*Shortfall of 2 pitches	*Shortfall of 3 pitches (Sawtry has been added since this was completed so it was originally 4 as of 2022)
Cricket Pitches	Saturday Cricket Wickets	19 grass wicket squares available for community use	Spare capacity of 12 match equivalent sessions a season	Shortfall of 28 match equivalent sessions a season
	Sunday Cricket Wickets	6 NTPs which accompanies a grass wicket square,	Spare capacity of 112 match equivalent sessions a season	Spare capacity of 62 match equivalent sessions a season
	Midweek Cricket Wickets	12 standalone NTPs	Spare capacity of 45 match equivalent sessions a season	Spare capacity of 15 match equivalent sessions a season
Rugby Union Pitches	Saturday (PM Peak Time)	13 - rugby union pitches	Shortfall of 7.5 match equivalent sessions	Shortfall of 8 match equivalent sessions
	Sunday (AM peak Time)	13 - rugby union pitches	Shortfall of 7.5 match equivalent sessions	9.5 match equivalent sessions
Hockey AGPs		2 full size AGP's	shortfall of provision, equating to 1 full size pitch	Huntingdon Hockey Club redirects demand to Northstowe Secondary College (South Cambridgeshire)
Bowling Greens		18 greens	<i>Sufficient quantity</i>	<i>Sufficient quantity</i>
Athletics		One 400m athletics track	<i>Sufficient quantity</i> however quality issues	<i>Sufficient quantity</i> however quality issues
Tennis		48 community available courts	Capacity for both club and non-club tennis courts can meet deficits and future demand at the majority of tennis club sites.	Capacity for both club and non-club tennis courts can meet deficits and future demand at the majority of tennis club sites.

Sport	Team	Provision as of 2022	Supply/demand balance as of 2022	Future supply/demand balance (to 2036)
Netball Courts		12 available for community use	Insufficient supply of outdoor netball courts to service the district.	Insufficient supply of outdoor netball courts to service the district.
Other outdoor sports		15 outdoor gyms, 22 multi-use game areas and 10 Trim Trail	<i>Generally sufficient quantity</i>	<i>Generally sufficient quantity</i>

* The figures take into account Sawtry, completed in 2024

6.3.6 At this time, future infrastructure needs have been identified against each potential strategic site and growth option in Sections 14 and 15 below using Sport England's Sports Facility Calculator and Playing Pitch Calculator, and the HDC Active Lifestyle consultation response (July 2025). It must be emphasised that the assessment provided against each of the growth options and potential strategic site options provides a snapshot of the likely impact on community and built facilities and potential mitigation options based on the high-level growth proposals. It is important to highlight that forecasted infrastructure needs, using the Sport England Calculators are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified and once the Council has considered whether an update to the evidence base is required.

6.4 Lead agencies:

- Huntingdonshire District Council
- Huntingdonshire County FA
- Lawn Tennis Association
- Sport England
- National Governing Bodies of Sport

6.5 Evidence base:

- [Cambridgeshire and Peterborough Joint Health and Wellbeing Strategy 2020-24](#)
- [Indoor and Built Sports Facility Needs Assessment](#) 2022
- [Indoor and Built Sports Facility Strategy](#) 2022
- [Playing Pitch and Outdoor Sports Strategy Assessment Report](#) 2022
- [Playing Pitch and Outdoor Sports Strategy](#) 2022

- [Planning for Sport Guidance](#) 2019 (updated 2024)
- [Huntingdonshire Local Football Facility Plan](#) (LFFP) 2020-2024
- Consultation Response: Sports England, June 2025
- Consultation Response: Huntingdonshire District Council (Active Lifestyle Response), June 2025

7.0 Green and Blue Infrastructure (including open spaces and parks)

7.1 Context

- 7.1.1 Green and blue infrastructure is a network of multifunctional natural spaces and corridors in rural and urban areas, which supports natural ecological processes to deliver a range of environmental and quality of life benefits that are integral to successful sustainable communities. This includes parks and gardens, woodlands, footpaths, playing fields, allotments, and water infrastructure referred to as blue infrastructure which includes SuDS, rivers (including the navigable waterways in the Cambridgeshire Fens managed by the Middle Level Commissioners (MLC)), lakes and wetlands. Playing fields are covered in the previous section of this IDP under Leisure, Sports and Community Facilities.
- 7.1.2 Green and blue infrastructure assets provide a range of benefits including providing ecological habitats, contributing to landscape character and quality, making places healthier and more distinctive, providing amenity and recreational opportunities as well as a range of 'ecosystems' benefits such as climate change mitigation, biodiversity net gain and pollution control. More valuable green spaces and areas of blue infrastructure have multiple uses and are connected as part of an integrated network as opposed to being isolated. There are also economic benefits including attractors for inward investment, promoting local economic regeneration, increasing tourism, as well as passive benefits to buildings (such as shading) and lower energy costs by helping to maintain internal building temperatures. Other benefits include improvements to health and wellbeing (both physical and mental) by connecting with nature via active travel modes.
- 7.1.3 Green and blue infrastructure is managed and maintained by a variety of different stakeholders, which cover the strategic and sub-regional scale, all the way down to individual open spaces at a site-specific scale. Whilst much of this is done by established organisations, green and blue infrastructure is often maintained by community-led groups, who will take on assets such as community orchards, wildflower corridors, and other volunteer-managed sites.

- 7.1.4 The Cambridgeshire & Peterborough Local Nature Recovery Strategy (LNRS), which derives from the provisions of the Environment Act (2021), will set priorities for nature recovery across the county, which are currently being developed. CCC is working closely with the LNP and LPAs to provide direction and ensure key stakeholders are engaged in the production of the Cambridgeshire & Peterborough LNRS. A timeline is provided on the Natural Cambridgeshire website¹⁷⁵ which sets out key milestones and explains that the draft LNRS is likely to be published for consultation between June and September 2025.
- 7.1.5 *An Interim Nature Recovery Network for Huntingdonshire*¹⁷⁶ was commissioned by HDC. The project aim is to identify a high-level Interim Nature Recovery Network for Huntingdonshire district (to act as a preliminary, but non-statutory LNRS for the area). A number of priority areas were identified in the document, which included Great Fen, Great Ouse Valley, West Cambridgeshire Hundred, Nene Valley, Grafham-Brampton-River Kym, Hail Weston to Bushmead, Fen-edge Woodlands, Holme to Connington, and Folksworth-Etton-Ashton Wold.
- 7.1.6 The NPPF (December 2024) sets out the Government's planning policies for England and how these are expected to be applied. The provision of GI is an integral part of development, and the NPPF identifies various ways in which GI can meet Government aspirations.
- 7.1.7 Paragraph 96 c) of the NPPF requires planning policies and decisions to achieve healthy, inclusive and safe places through, for example, the provision of safe and accessible GI. Paragraph 103 explains that access to a network of high-quality open spaces for sport and physical activity is important for health and well-being of communities.
- 7.1.8 GI can contribute towards achieving well-designed places as set out in paragraph 136 of the NPPF, which encourages streets to be tree-lined and to ensure trees are incorporated elsewhere in new developments such as parks and community orchards.
- 7.1.9 In response to the impacts of climate change, paragraph 164 of the NPPF explains that green infrastructure can help avoid increased vulnerability from climate change by forming mitigation for vulnerable areas. Similarly, paragraph 172

¹⁷⁵ [Cambridgeshire and Peterborough LNRS](#)

¹⁷⁶ [Draft Interim Nature Recovery Network for Huntingdonshire January 2024](#)

explains that green infrastructure can be used as a natural flood management technique as part of an integrated approach to flood risk management.

- 7.1.10 GI should support conservation and enhancing the natural environment and paragraph 187 d) of the NPPF indicates that policies and decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks. In addition, paragraph 192 sets out measures for protecting and enhancing biodiversity and geodiversity, including identifying, mapping and setting out safeguarding components, and promoting the conservation, restoration and enhancement of priority habitats.
- 7.1.11 Building with Nature (BwN)¹⁷⁷ is an initiative which came from a collaboration between Gloucestershire Wildlife Trust and the University of West England. BwN Standards are underpinned by evidence and good practice and have been co-developed with local authorities, private sector developers, people and communities. They provide standards for green infrastructure at each stage of the development process, and offer accreditation through awards for different projects where nature is at the heart of a development proposal. There are 'Core Standards' for distinguishing green infrastructure from a more conventional approach to the design and delivery of open and green space, 'Wellbeing Standards' which reflect how development uses green infrastructure to support peoples mental and physical health, 'Water Standards' which encourage the effective management and use of water, and 'Wildlife Standards' which seek to aid nature's recovery and realise the wellbeing and economic benefits to individuals and society from pursuing nature-based solutions.
- 7.1.12 Natural England's (NE) National Green Infrastructure Framework (2023)¹⁷⁸ establishes the following five voluntary national standards for delivering green infrastructure in England:
- S1: Green Infrastructure Strategy Standard
 - S2: Accessible Greenspace Standard
 - S3: Urban Nature Recovery Standard
 - S4: Urban Greening Factor Standard
 - S5: Urban Tree Canopy Cover Standard

¹⁷⁷ [BwN Standards](#)

¹⁷⁸ [NE National Green Infrastructure Framework](#)

7.1.13 NE's *S2 Accessible Green Space Standard* indicates that local authorities should have a minimum capacity of 3ha of publicly accessible greenspace per 1,000 population and there is no net loss or reduction in capacity of accessible greenspace per 1,000 population at an area-wide scale.

7.1.14 Table 17 sets out accessible green space standards based on NE's *S2 Accessible Green Space Standard*.

Table 17: NE Green Infrastructure Standards for England (2023)

Category of Accessible Greenspace	Actual walking distance	Name of criterion	Accessible Natural Greenspace	Size criteria (minimum)	Approximate walking / cycling time
1. Small greenspace close to home: either a Doorstep ¹⁷⁹ or Local Greenspace	200m	Doorstep Greenspace	N	0.5 ha	Less than 5 minutes
As above	300m	Local Natural Greenspace	Y	2 ha	5 minutes
2. Medium sized greenspace within 1km	1km	Neighbourhood Natural Greenspace	Y	10 ha	15 minutes
3. Medium large Greenspace within 2km	2km	Wider Neighbourhood Natural Greenspace	Y	20ha	35 minutes
4. Large greenspace within 5km from home	5km	District Natural Greenspace	Y	100 ha	15-20 minutes cycling from home
5. Very large Greenspace within 10km from home	10km	Sub-regional Natural Greenspace	Y	500 ha	30-40 minutes cycling from home

¹⁷⁹ Defined by NE as accessible Greenspace and Playing Fields of at least 0.5 ha within 200 m from home. The incorporation of Playing Fields is unique to this buffer.

- 7.1.15 The *S2 Accessible Green Space Standard* includes quality criteria which NE encourages existing and new green infrastructure to meet, which includes achieving the Green Flag Award Criteria, and best practice in accessibility for all (in accordance with requirements from The Sensory Trust (2020).
- 7.1.16 NE's *S4 Urban Greening Factor Standard* seeks to increase greening in existing urban developments and towns. Urban greening is important for addressing the inequality of access to green space within towns and cities, including public realm. This is worsened by the impacts of air pollution, climate change and population pressures. The Urban Greening Factor is a planning tool developed by NE to improve the provision of green infrastructure particularly in urban areas, to increase urban greening and to increase biodiversity net gain.
- 7.1.17 The Cambridgeshire Green Infrastructure Strategy (June 2011) sets out four main objectives through the delivery of green infrastructure across the County;
- To reverse the decline in biodiversity
 - To mitigate and adapt to climate change
 - To promote sustainable growth and economic development
 - To support healthy living and well-being.
- 7.1.18 To support achieving these objectives a strategic network of green infrastructure was identified for Cambridgeshire which focussed on six areas. Of these six areas, the Huntingdonshire Fens & Woods and the Great Ouse are focussed in the Huntingdonshire district.

7.2 Existing provision

- 7.2.1 The Cambridgeshire Green Infrastructure Strategy (June 2011) identifies extensive green infrastructure areas across the Huntingdonshire district, aligned to the strategic network and areas of focus, which is outlined in table 18 below.

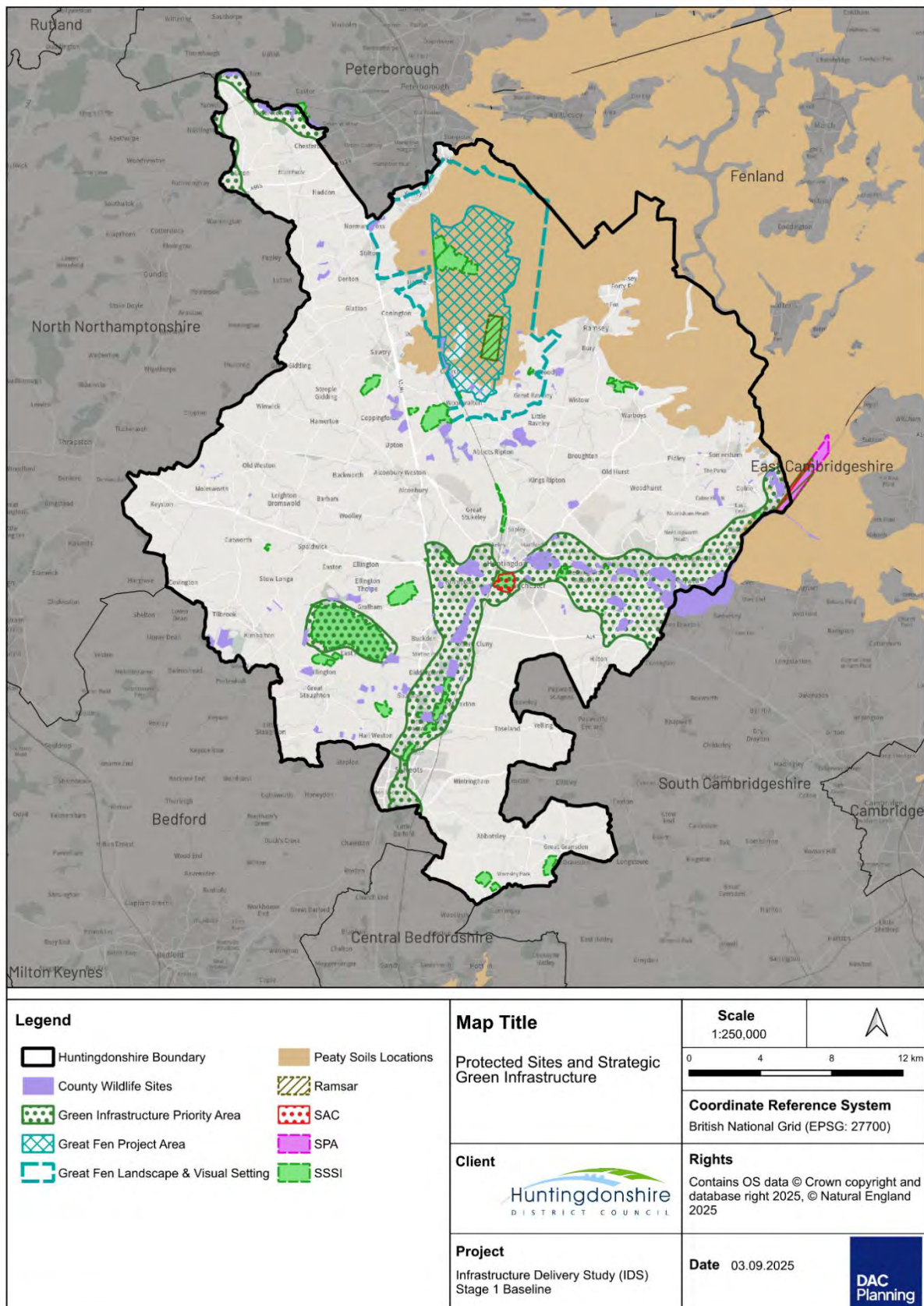
Table 18: Huntingdonshire Strategic Network Projects (including updates from the Wildlife Trust's consultation response June 2025)

Strategic Area	Strategic Area Projects	Target Area	Target Area Projects
Huntingdonshire Fens and Wood	Fens Adventurers Partnership: Green Fen Way	Great Fen	Great Fen Masterplan Delivery Great Fen / South Peterborough Access Link

Strategic Area	Strategic Area Projects	Target Area	Target Area Projects
Great Ouse	Fens Waterways Link	Ramsey	Healthy Walks Programme The Great Fen
		West Cambridgeshire Hundreds	Woodland Enhancement and Connectivity Programme
		Grafham Water	Woodland Enhancement and Connectivity Project Grafham Water – Brampton Wood Link
		St Neots	St Neots A428 Pedestrian Underpass St Neots Green Corridor Project
	Fens Adventurers Partnership: Green Fen Way Fens Waterways Link	Ouse Valley & Paxton Pits	Ouse Valley Floodplain Meadows Restoration Project Ouse Valley Way Paxton Pits Nature Reserve Extension Godmanchester Nature Reserve
		Huntingdon	Huntingdon Green Spaces Huntingdon West / Northbridge Hinchingsbrooke Country Park extension
		St Ives	Houghton Meadows Restoration Project St Ives Accessible Greenspace
		Needingworth	Hanson RSPB wetland project
		Earith	Rights of way improvement projects

7.2.2 Figure 5 identifies the statutorily protected sites (nationally and internationally designated) across Huntingdonshire:

Figure 5: Protected Sites and Strategic Green Infrastructure



- 7.2.3 Other live projects identified by HDC which seek to enhance or deliver green infrastructure projects:
- St Ives Green Corridor Enhancements (2024-2026)
 - Sapley Park Biodiversity Net Gain Pilot (2024-2025)
- 7.2.4 Policy LP3 of Huntingdonshire's LP identifies priority areas aligned with the Cambridgeshire-wide strategic projects; The Great Fen, Great Ouse Valley, Nene Valley, and Grafham Water. The policy requires development proposals to be consistent with the objectives of the Cambridgeshire Green Infrastructure Strategy (2011) and incorporate open / green space in accordance with HDC's Developer Contributions SPD (2011).
- 7.2.5 Huntingdonshire's Healthy Open Spaces Strategy (2020) identified that communities benefit from a wealth of greenspaces. Across Huntingdonshire there is an average of 87sqm of green space per person, which is higher than the average across the East of England of 42.75sqm. Survey results from the Healthy Open Spaces Strategy indicated that 68% of Huntingdonshire's residents visit a greenspace at least once a fortnight compared to the UK average of 57%.
- 7.2.6 The Sustainability Scoping Report (2023) prepared to support the emerging LP Update sets out, using Ordnance Survey National Mapping, a high level overview of the open space provision across HDC which is set out in table 19 below.

Table 19: Ordnance Survey open green space data as at April 2022

Type of open green space	Number of sites	Total Area (sqm)	% of total green space
Allotments or Community Growing Spaces	47	615,147.93	5%
Bowling Green	19	55,175.03	0.45%
Cemetery	44	408,093.47	3.32%
Golf Course	10	5,263,372.33	42.81%
Other Sports Facility	36	496,595	4.04%
Play Space	209	164,329.85	1.34%
Playing Field	88	2,120,592.44	17.25%

Type of open green space	Number of sites	Total Area (sqm)	% of total green space
Public Park or Garden	37	2,758,285.89	22.44%
Religious Grounds	98	392,592.55	3.19%
Tennis Court	17	19,987.93	0.16%
Total open green space	605	12,294,172.42	100%

7.2.7 A more detailed overview of open space provision across HDC is set out in the Open Space Strategy for Huntingdonshire (2011-2016).

Table 20: Overview of provision – Open Space Strategy for Huntingdonshire (2011-2016)

Type of open green space	Number of sites	Total Area (sqm) based on 'primary purpose classification'	% of total green space
Parks and gardens (informal)	22	1,947,411	4.5%
Natural open space (informal)	78	28,942,532	67.5%
Amenity green space (informal)	143	1,149,156	2.7%
Provision for children and young people	114	754,080	1.8%
Outdoor sports facilities	110	8,890,090	20.7%
Allotments and community gardens	38	592,023	1.4%
Green corridors	14	147,958	0.3%
Civic spaces	7	7,056	0.02%
Cemeteries and churchyards	86	477,563	1.1%
Total open green space	612	42,907,869	100%

7.2.8 Table 20 identifies provision of natural open space and amenity green space typologies which increases the total area identified and the total in table 20 above.

7.2.9 Natural open space has the highest quantity of provision, accounting for two thirds of the district total. This proportion is heavily influenced by the size of Grafham Water (Grafham), a site that on its own accounts for over 8 million sqm of open space. Other natural open spaces which are notable for their large size are

Woodwalton Fen, Monks Wood & The Odd Quarter (Sawtry) and Holme Fen; all of which are in excess of 1.5 million sqm in area. Each of these assets are Sites of Special Scientific Interests (SSSI) and are being impacted by recreational pressure. As a result these should not be relied upon to meet future open space requirements for Huntingdonshire as visiting these areas is being carefully managed. The quantity of outdoor sports facilities is heavily influenced by the number of golf courses within HDC.

- 7.2.10 Of the provision, St Neots has the highest quantity of open space with 3,072,804 sqm, followed by Huntingdon with 2,376,649 sqm. 17% of HDC's open space is located within the four main market towns of the District (St Neots, Huntingdon, Ramsey and St Ives). Table 21 provides a breakdown of the distribution of open space across HDC as set out in the Open Space Strategy for Huntingdonshire.

Table 21: Distribution of open space provision – Open Space Strategy for Huntingdonshire (2011-2016)

Type of open green space	Huntingdon (sqm)	Ramsey (sqm)	St Ives (sqm)	St Neots (sqm)
Parks and gardens (informal)	824,043	26,727	94,207	830,500
Natural open space (informal)	457,788	54,536	163,514	927,090
Amenity green space (informal)	311,461	25,001	85,388	204,987
Provision for children and young people	137,459	31,727	72,737	109,668
Outdoor sports facilities	497,567	544,710	495,767	846,374
Allotments and community gardens	52,079	28,526	54,839	79,709
Green corridors	60,383	0	34,512	29,620
Civic spaces	4,818	0	1,085	1,154
Cemeteries and churchyards	31,051	58,429	27,517	43,700
Total open green space	2,376,649	769,656	1,029,666	3,072,804
Amount of open space per parish resident (sqm)	108	90	63	106
Proportion of total open space in district (%)	5.5	1.8	2.4	7.2

7.3 Establishing Future Infrastructure Needs and Developer Contributions

- 7.3.1 The provision of new green and blue infrastructure items, land for new green and blue infrastructure, and future management arrangements, will usually be secured through S.106 agreements supporting planning applications. Open space provision is typically expected to be delivered on site but where this isn't possible financial contributions will be sought for off-site contributions. Other funding sources for the provision of new green and blue infrastructure could include funding from Government, community events, the National Lottery, Sport England, and grant funding from relevant sporting organisations.
- 7.3.2 In their consultation response NE recommends that the LP should allocate space for several new country parks of a similar size to Hinchbrook Country Park (or bigger), to address existing green infrastructure provision deficiencies at a strategic level and provide meaningful 'long walk' alternative locations to the above mentioned SSSIs. This should ideally be in addition to any green infrastructure proposed as part of new development, unless these sites include over-provision of high quality semi-natural greenspace which has capacity for the number of existing residents of the local area as well as all new residents of the development. This is in accordance with the NE National Green Infrastructure Framework Accessible Green Space (AGS) standard (3ha per 1000 people). Using an average of 2.4 people per dwelling, the AGS capacity standard would be a minimum of 0.0072ha / dwelling, so a 20ha greenspace could support around 2,777 dwellings.
- 7.3.3 The HDC Developer Contributions SPD (2011) sets out a contribution cost per person for informal green space by calculating the open space requirements per person and the cost of landscape works per metre. Off-site contributions of £135.36 per person for parks and gardens, natural and semi natural green space, or amenity green space (excluding equipped children's play). Off-site contributions of £32.00 per person is required for allotment and community gardens.
- 7.3.4 For strategic sites, and for sites in close proximity to accessible SSSIs, NE recommends higher levels of greenspace provision beyond the AGS standard and closer to the scale of a Suitable Alternative Natural Greenspace (SANG) to mitigate recreational pressure on designated habitats.

7.3.5 The SPD¹⁸⁰ identifies capital costs for play equipment, facilities and allotments / community gardens (all costs exclude VAT):

- LAP- £17,458
- LEAP- £46,555
- NEAP-£69,832
- Concrete skate park - £120,000
- BMX track - £25,000
- MUGA (0.7ha) - £90,000
- MUGA (0.7ha with floodlights) - £110,000
- Allotment site including fencing, roadways and water supply - £10 per sqm

7.3.6 With the exception of allotments, all of the above types will also require ancillary items including shelters, seating and signage and litter bins at a maximum guide cost of £18,000 per project excluding VAT.

7.3.7 The SPD¹⁸¹ identifies the following maintenance costs for play equipment and facilities:

- LAP- £35,492.00
- LEAP- £73,847.20
- NEAP- £73,204.03
- Concrete skate park- £165,000.00
- BMX track- £35,969.92
- MUGA- £66,882.65

7.3.8 Through consultation, it will be vital to understand HDC's approach to calculating future standards and therefore needs for the provision of Green Infrastructure and open space in the district to support the Local Plan. HDC have identified the following issues which infrastructure provision should look to address:

- *Maintenance capacity for green infrastructure*: While new spaces are being delivered, long-term maintenance funding and resource are constrained, particularly for biodiversity-rich or multifunctional sites.
- *Fragmentation of green corridors*: In some areas, development has created gaps in ecological connectivity, limiting the effectiveness of nature recovery efforts.

¹⁸⁰ [Developer Contributions SPD 2011](#)

¹⁸¹ [Developer Contributions Updated Costs document](#)

- *Access to natural greenspace in rural settlements:* Some smaller villages lack safe walking/cycling routes to nearby open spaces, especially for older residents and families.

7.3.9 The assessment provided against each of the growth options and potential strategic site options in Sections 13 and 14 below, provides a snapshot of the likely impact on green infrastructure, and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently ‘fixed’ and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

7.4 Lead agencies:

- HDC
- Natural Cambridgeshire
- Natural England
- The Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire
- Natural Cambridgeshire – supported by Cambridgeshire and Peterborough Combined Authority

7.5 Evidence base:

- Standards Framework 2.0, Building with Nature¹⁸²
- National Green Infrastructure Framework, Natural England, 2023¹⁸³
- Huntingdonshire Local Plan to 2036 (2019)
- Huntingdonshire Local Plan Sustainability Appraisal Scoping Report¹⁸⁴
- Open Space Strategy for Huntingdonshire 2011 – 2016¹⁸⁵
- HDC Developer Contributions SPD (2011)¹⁸⁶
- Developer Contributions Updated Costs document¹⁸⁷
- Cambridgeshire and Peterborough Local Nature Recovery Strategy (in progress)¹⁸⁸

¹⁸² [BWN Standards](#)

¹⁸³ [NE National Green Infrastructure Framework](#)

¹⁸⁴ [Huntingdonshire Local Plan Sustainability Appraisal Scoping Report](#)

¹⁸⁵ [Open Space Strategy for Huntingdonshire 2011 – 2016](#)

¹⁸⁶ [Developer Contributions SPD 2011](#)

¹⁸⁷ [Developer Contributions Updated Costs document](#)

¹⁸⁸ [Cambridgeshire and Peterborough LNRS](#)

- Cambridgeshire Green Infrastructure Strategy (June 2011)¹⁸⁹
- Great Fen Masterplan (2010)¹⁹⁰
- An Interim Nature Recovery Network for Huntingdonshire (2024)¹⁹¹
- HDC Healthy Open Spaces Strategy 2020¹⁹²
- Consultation Response: HDC Parks, Countryside & Climate (June 2025)
- Consultation Response: Natural England (June 2025)
- Consultation Response: Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire (June 2025)

¹⁸⁹ [Cambridgeshire Green Infrastructure Strategy \(June 2011\)](#)

¹⁹⁰ [Great Fen Masterplan \(2010\)](#)

¹⁹¹ [Draft Interim Nature Recovery Network for Huntingdonshire January 2024](#)

¹⁹² [HDC Healthy Open Spaces Strategy 2020](#)

8.0 Flood Management

8.1 Context

- 8.1.1 Infrastructure provision for flood defence and surface water management includes a range of measures to counteract the risks of flooding from main rivers and the sea as well as from local sources of flooding (surface water, groundwater and minor/ordinary watercourses). The Flood and Water Management Act (2010) states that local flood risk includes the flood risk from surface runoff, groundwater and ordinary watercourses. The Environment Agency (EA) published the National Flood and Coastal Erosion Risk Management Strategy for England (2022) and sets three long term ambitions: climate resilient places, today's growth and infrastructure resilient in tomorrow's climate and a nation ready to respond and adapt to flooding and coastal change.
- 8.1.2 Responsibility for flood risk management and drainage is shared between the EA, CCC and wastewater companies. The EA is responsible for managing flood risk from main rivers or the sea at a strategic level and works in partnership with HDC, Anglian Water (AW), the Lead Local Flood Authority (LLFA) which for in Huntingdonshire is CCC, the Highways Authority, and internal drainage boards (IDBs). The EAs responsibilities also relates to the management of infrastructure assets which prevent flooding from tidal and fluvial sources.
- 8.1.3 The EA has produced a new National Flood Risk Assessment (NaFRA) (January 2025) which identifies current and future flood risk from rivers, the sea and surface water for England. This is the first update since 2018 and include data from both the EA and LPAs, and includes more up to date and better data and improved modelling methodologies. The Department for Environment, Food & Rural Affairs (DEFRA) published the National standards for sustainable drainage systems (SuDS) (2025) which sets out an emphasis on managing water to mimic natural drainage, manage surface runoff at or close to the surface and as close to its source as practicable.
- 8.1.4 The EA in conjunction with partners of the Great Ouse Flood Risk Management Technical Group, has prepared the Future Fens Flood Risk Management Baseline Report (2020). It considers what the future flood risk management choices for the Great Ouse Fens might look like, and develop options which can deliver the future flood and drainage infrastructure that will provide flood resilience in and around

the Fens. The infrastructure complexity, flood and coastal risk and water resources needs all have interdependencies and need to be considered within a variety of future climate and growth scenarios. AW has produced guidance for managing surface water risk for new and redeveloped growth sites. This has been prepared to allow for the effective management of AW's operational risk and so developers are aware of the risks posed from surface water drainage and considered as early as possible.

- 8.1.5 As the LLFA, CCC is responsible for the management of local flood risk covering surface water flooding, ordinary and awarded watercourse flooding and groundwater flooding from surface water drainage systems. CCC is responsible for developing a strategy for flood risk management and relevant monitoring procedures and is a statutory consultee in responding to major planning applications for sustainable drainage systems (SuDS). CCC has a duty under Section 19 of the Flood and Water Management Act 2010 to investigate significant flood incidents. They will prepare and publish a report which will identify areas effected by flooding incidents, actions taken by risk management authorities, and make recommendations to help prevent or manage the impacts of flooding.
- 8.1.6 The Cambridgeshire and Peterborough Flood and Water Partnership (CPFloW) is a professional, multi-agency partnership overseeing the operational delivery of flood risk management across Cambridgeshire and Peterborough. The partnership includes district and county councils, AW, Cambridgeshire Fire & Rescue Service (CFRS), Cambridgeshire Police, the EA, National Highways, IDBs, River Nene Regional Park, and the National Farmers Union.
- 8.1.7 The Cambridgeshire Flood Risk Management Strategy 2021-2027 sets out the roles and responsibilities of Flood Risk Management Partners within the county. It identifies 'wet spots' across all of Cambridgeshire – of relevance to Huntingdonshire is St Ives, St Neots and Sawtry. It identifies 5 key objectives in understanding flood risk, managing the likelihood and impact, helping citizens to understand and manage their own risk, ensuring appropriate development in Cambridgeshire, and improving flood prediction, warning and post flood recovery. The associated Action Plan identifies a number of areas within Huntingdonshire which are the focus of further intervention and measures to reduce flood risk, including investigations into flood risk in Huntingdon, investigations into capacity issues in Alconbury, and reviewing opportunities for flood resilience schemes in

Brampton, the Offords, Broughton, Godmanchester, Ramsey, Sawtry, Buckden, St Neots, and St Ives.

8.1.8 The MLC are a locally funded public authority who own and operate critical infrastructure that provides flood resilience, land drainage, navigation, water resources and environmental benefits for local communities in the Cambridgeshire and Norfolk Fens. A number of IDBs operate within the administrative area of the MLC – the following operate within Huntingdonshire:

- Alconbury and Ellington
- Benwick
- Bluntisham
- Conington & Holme
- Holmewood and District
- Ramsey
- Ramsey 1st (Hollow)
- Ramsey 4th (Middlemoor)
- Ramsey Upwood & Great Raveley
- Sawtry
- Sutton & Mepal
- Warboys, Somersham & Pidley
- Whittlesey and District
- Woodwalton

8.1.9 The Bedford Group of Drainage Boards oversee three IDB areas across Buckinghamshire, Bedfordshire and Cambridgeshire. Within Huntingdonshire this includes the Alconbury and Ellington area.

[Flooding from rivers](#)

8.1.10 A number of areas across HDC are at risk from flooding from rivers – several of which are located within Flood Zone 3. The River Great Ouse and a large section of its surrounds are located within Flood Zone 3, particularly around St Neots, Huntingdon, Godmanchester, Wyton and St Ives. An extensive area of fens located within the Middle Level catchment is also within Flood Zone 3, located to the north, east and west of Ramsey, east of Sawtry, and south-east of Peterborough. Other notable areas within Flood Zone 3 include Alconbury and Alconbury Weston, which are at risk from Alconbury Brook. It is the role of the

MLC and IDBs to maintain a general standard of flood protection for agricultural and developed land within their administrative areas.

Flooding from surface water

- 8.1.11 Areas at risk from surface water flooding are scattered across Huntingdonshire, however areas of high risk, known as 'wet spots'¹⁹³, are located at Sawtry, Alconbury, Alconbury Weston, Huntingdon, Sawtry, St Ives and St Neots.

Flooding from groundwater

- 8.1.12 Groundwater flood risk is measured by the grid codes which are defined by the groundwater levels in proximity to the ground surface in the 100-year return period flood event. Grid Code 4 is the highest risk of groundwater flooding with levels within 0.0025m of the ground surface. Areas within Grid Code 4 include Huntingdon, Godmanchester, Wyton and St Ives towards the centre and east of the district, St Neots to the south-west, and Yaxley to the north.

Flooding from sewers

- 8.1.13 AW keeps a record of flood incidents from its drainage and sewer networks. Many historic flooding incidents from sewers are at the individual property level and therefore considered sensitive information. The largest number of recorded sewer flooding incidents have occurred in St Neots, Huntingdon and St Ives. Full data sets for this are included in Appendix B of the Huntingdonshire Integrated Water Management Strategy: Level 1 SFRA (March 2024)¹⁹⁴.

Flooding from reservoirs

- 8.1.14 The EA is the enforcement authority for managing flood risk from reservoirs, in accordance with the Reservoirs Act 1975 in England and Wales and the Flood and Water Management Act (2010). All large reservoirs must be regularly inspected and supervised by reservoir panel engineers. Local authorities are responsible for coordinating emergency plans for reservoir flooding and ensuring communities are well prepared. The LPA should work with other members of the Cambridgeshire and Peterborough Resilience Forum to develop these plans.

¹⁹³ Identified in the [Cambridgeshire County Council Surface Water Management Plan \(2014\)](#)

¹⁹⁴ [Huntingdonshire Integrated Water Management Strategy: Level 1 SFRA \(March 2024\)](#)

8.1.15 There are 13 large-raised reservoirs which have the potential to impact HDC in the event of a breach – seven of which are located within HDC, with the remaining six located outside:

- Fen Drayton Lakes
- Grafham Stage 2 Filtered Water Tank
- Grafham Water
- Foxenfield
- Holland Wood
- Ladyseat Reservoir
- Ouse Washes FSA
- Blatherwycke Lake – Northamptonshire
- Lower East End Farm – Bedfordshire
- Tythe Farm Reservoir – Bedfordshire
- Sacrewell – Peterborough
- White Water (Stamford) – Peterborough
- Whittlesey (Nene) Washes Flood Storage Area Reservoir – Cambridgeshire

8.1.16 The Woodwalton Fen Flood Storage Reservoir was registered under the Reservoirs Act 1975 in 2023 and has been designated ‘high risk’ by the EA. The MLC are the ‘undertaker’ under the Act.

8.2 Existing provision

8.2.1 The following major flood defences have been identified across the main rivers within HDC. These are managed by the EA and are ranked by their condition (Grade 1 being very good and Grade 5 being very poor)¹⁹⁵.

Table 22: Major Flood Defences within Huntingdonshire

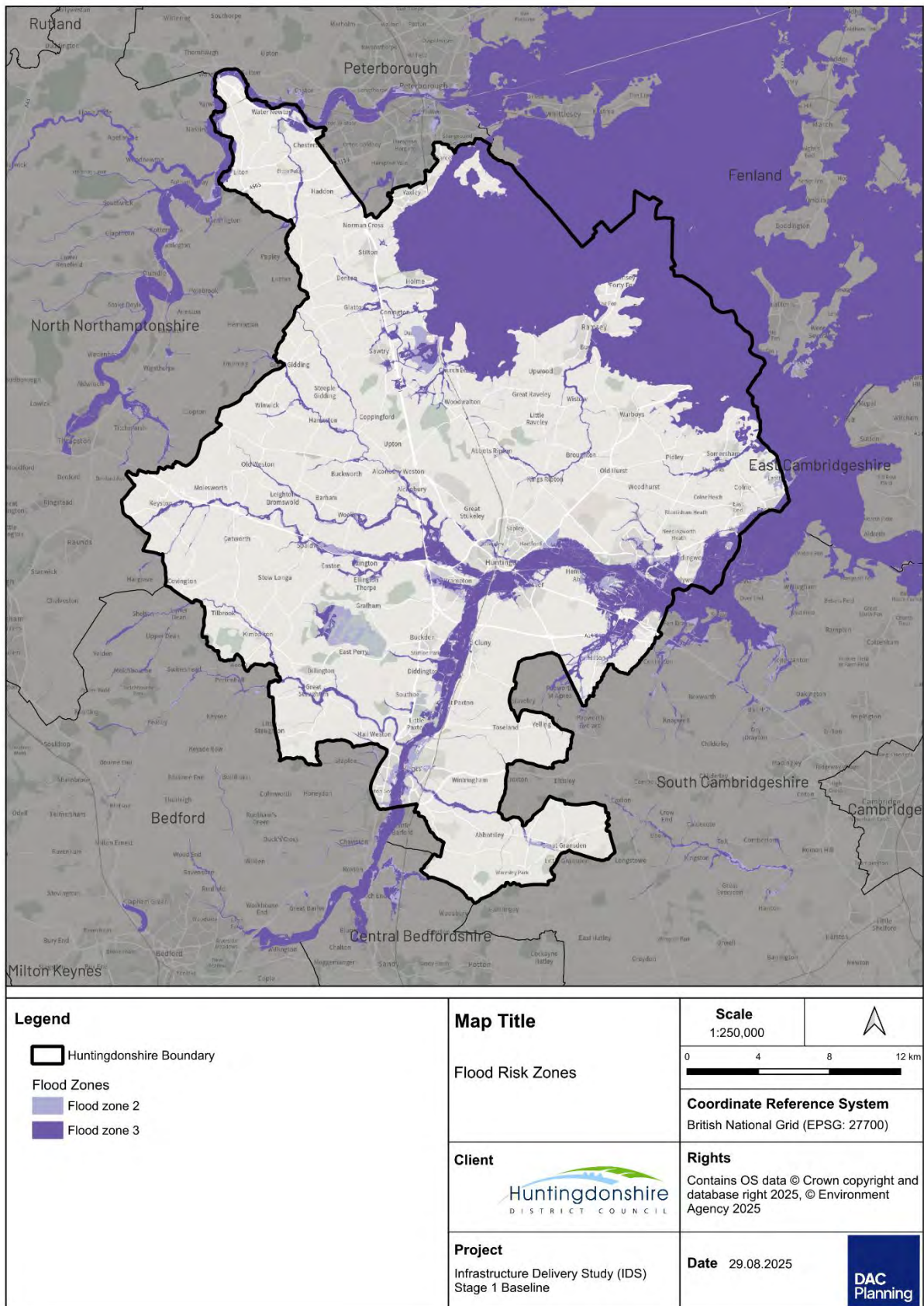
Defence Location	Asset Type	Flood Source	Watercourse	Condition Grade
St Neots	2 embankments	Fluvial	River Great Ouse	2 (1) 3 (1)
Godmanchester	2 embankments 30 walls	Fluvial Tidal		2 (19) 3 (14)
Houghton and Wyton	1 embankment 2 walls	Fluvial		2 (2) 3 (1)

¹⁹⁵ Other flood defences exist at and between the defence locations identified in the table, with the full scope of these to be agreed with the EA at Stage 2.

Defence Location	Asset Type	Flood Source	Watercourse	Condition Grade
Hemingford Abbots	1 embankment	Fluvial		3 (1)
Fenstanton	1 embankment	Fluvial		3 (1)
Earith	4 embankments	Fluvial		3 (1)
	1 wall	Tidal		N/A (4)
Colne	3 embankments	Fluvial		2 (1)
			3 (2)	
*Number in brackets denotes number of defences				

Source: Huntingdonshire Integrated Water Management Strategy: Level 1 SFRA (March 2024).

Figure 6: Flood Risk Map



- 8.2.2 The MLC and IDBs operate a far wider remit of flood defences and local water level management systems. Stage 2 of the IDS can explore the flood defences and local water level management systems most relevant to the preferred options for growth.

8.3 Establishing Future Infrastructure Needs and Developer Contributions

- 8.3.1 The EA identifies through the Future Fens Baseline Report that sea level rise will restrict HDC's fluvial water gravity discharge to the North Sea at an accelerated rate via the Denver Complex further down the catchment. Further reports associated with the Future Fens programme will provide further options on planning, investment and management choices, but the current report indicates that Partnership Funding contributions of between £611million and £946million are likely to be required over the next 100 years. This will contribute towards a total cost of £1.8billion for management across the Great Ouse Fens over the next 100 years¹⁹⁶. Further reports will build on the work of the baseline, which includes scenario appraisals, to develop and model different flood risk management options and how to manage the impacts of climate change in more detail.
- 8.3.2 The EA has identified Critical Drainage Areas (CDAs)¹⁹⁷, also referred to as Areas with Critical Drainage problems – (AwCDPs) as potential flood mitigation measures for HDC to consider. They retain flood water for longer periods of time before discharging into main rivers. AwCDPs should reduce local flood risks through net gains to surface water management in new development. This aligns with NE's request for infrastructure provision which helps to slow the flow of surface water within the Great Ouse and River Nene catchments, particularly in relation to the Ouse Washes, Portholme, Woodwalton Fen, and the Nene Washes. Larger sites should seek to include such measures on-site, but strategic measures should be considered at the earliest opportunity.
- 8.3.3 The Middle Level Flood Defence Improvement Scheme was proposed to increase the flood defence banks to a height which delivers a consistent level of flood protection across the Middle Level district. The scheme is intended to span across

¹⁹⁶ [Future Fens Flood Risk Management Baseline Report \(2020\)](#)

¹⁹⁷ Critical Drainage Area (CDA) or Areas with Critical Drainage problems (AwCDPs) are designated areas where surface water runoff is known to cause flooding issues, often due to a combination of factors like impermeable surfaces, topography, and inadequate drainage infrastructure.

four Local Authority areas; Huntingdonshire, Fenland, Kings Lynn & West Norfolk, and Peterborough, funded by Flood Defence Grant-in-Aid. The scheme will focus on the main Middle Level drainage channels and their banks and will mainly consist of building up earth banks to increase their height, by up to a metre in some places. The scope and costs of the improvement scheme are being reviewed and subsequently works have paused.

- 8.3.4 The various fluvial, tidal and IDB assets that manage HDC's water are often outside the District but are strategic planning matters across LPA boundaries. Cooperation with the upstream and downstream authorities will be needed, to ensure that water entering HDC from upstream is treated and managed and to ensure sufficient water resource and water quality headroom in the catchment to allow capacity for HDC's growth and infrastructure to be accommodated
- 8.3.5 The Stage 1 SFRA advises that flood risk impact should be over-mitigated to help provide the net benefit requirements of the NPPF. This could be best achieved through strategic solutions such as CDAs and AwCDPs, and may also include upstream flood storage, integrated major infrastructure/Flood Risk Management schemes, new defences and watercourse improvements as part of regeneration and enhancing green infrastructure, with opportunities for Working with Natural Processes and retrofitting of SuDS to existing development. However such schemes are not funded through Grant in Aid and solutions would need to be led and funded by developers.
- 8.3.6 The Cambridgeshire Flood and Water SPD (2016) and Surface Water Planning Guidance (2025) provide support to LPAs to manage flood risk and the water environment as part of new development proposals. Mitigation and infrastructure provision is advocated through site design. The Stage 1 SFRA identifies mitigation measures which are available for new development and for existing developments at flood risk which range from site layout and design, the use of SuDS, modifications to ground levels, raising floor levels, and property flood resilience (specific to existing properties). Any flood alleviation schemes are funded through development proposals and no Grant in Aid has been identified currently.
- 8.3.7 Further investigation will be undertaken at stage 2 to understand more detailed impacts of growth upon the infrastructure provision.
- 8.3.8 The assessment provided against each of the growth options and potential strategic site options in Sections 13 and 14 below, provides a snapshot of the likely impact on flood risk, and potential mitigation options based on the high-level

growth proposals. It is important to highlight that these are not currently ‘fixed’ and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

8.4 Lead agencies:

- Cambridgeshire County Council
- Anglian Water
- Environment Agency

8.5 Evidence base:

- Huntingdonshire Integrated Water Management Strategy: Level 1 Strategic Flood Risk Assessment (March 2024)¹⁹⁸
- Cambridgeshire Flood Risk Management Strategy 2021-2027¹⁹⁹
- Cambridgeshire Flood Risk Management Strategy Action Plan 2021-2027²⁰⁰
- Cambridgeshire Flood and Water SPD (2016)²⁰¹
- Cambridgeshire Surface Water Planning Guidance (2025)²⁰²
- Future Fens Flood Risk Management Baseline Report (2020)²⁰³
- Anglian Water: Surface water risk management guidance for new and re-developed growth sites (2025)²⁰⁴
- Consultation Response: Cambridgeshire County Council (Lead Local Flood Authority – LLFA) June 2025
- Consultation Response: Environment Agency June 2025
- Consultation Response: IDB Bedford Group June 2025
- Consultation Response: Middle Level Commissions June 2025
- Consultation Response: Natural England June 2025
- Consultation Response: Anglian Water July 2025

¹⁹⁸ [Huntingdonshire Integrated Water Management Strategy: Level 1 Strategic Flood Risk Assessment \(March 2024\)](#)

¹⁹⁹ [Cambridgeshire Flood Risk Management Strategy 2021-2027](#)

²⁰⁰ [Cambridgeshire Flood Risk Management Strategy Action Plan 2021-2027](#)

²⁰¹ [Cambridgeshire Flood and Water SPD \(2016\)](#)

²⁰² [Cambridgeshire Surface Water Planning Guidance \(2025\)](#)

²⁰³ [Future Fens Flood Risk Management Baseline Report \(2020\)](#)

²⁰⁴ [Anglian Water: Surface water risk management guidance for new and re-developed growth sites \(2025\)](#)

9.0 Emergency Services

- 9.1.1 The contributions outlined in section 9 have been identified by Cambridgeshire Constabulary, Cambridgeshire Fire & Rescue Service, and the East of England Ambulance Service NHS Trust. The contributions for emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC. These will be reviewed at Stage 2 of the IDS.

9.2 Context

- 9.2.1 Cambridgeshire Constabulary are responsible for providing police services across the County and Peterborough, and work closely with its 'blue light' partners, incorporating Cambridgeshire Fire & Rescue Service (CFRS) and the East of England Ambulance Service NHS Trust (EEAST).
- 9.2.2 Cambridgeshire Constabulary polices the five Cambridgeshire district and Peterborough unitary authority areas, through six policing command units. The local policing delivery model is formed around existing local authority and community safety partnerships boundaries, and delivers services across six local policing areas:
- Cambridge City
 - East Cambridgeshire
 - Fenland
 - Huntingdonshire
 - Peterborough
 - South Cambridgeshire
- 9.2.3 To use resources efficiently to address the incidence of crime and engage effectively with the local community, Cambridgeshire Constabulary operates a 'Local Policing Area' (LPA) policing model, with the County divided into two (north/south) operational policing areas.
- 9.2.4 Each Local Policing Area incorporates local neighbourhood policing teams who deliver local community engagement, liaison and anti-social behaviour issue resolution, including targeted policing activities where required.

- 9.2.5 Each Local Policing Area is resourced by a dedicated team, consisting of warranted officers including specialist unit officers (such as CID), non-warranted Police Community Support Officers (PCSO's) and support functions. This resourcing structure ensures that an appropriate level of response is coordinated at the outset, ranging from a routine community safety/ cohesion deployment to a serious crime response, to meet the community's needs.
- 9.2.6 The Cambridgeshire Constabulary set out its operational priorities in its Corporate Plan for 2024-2025 which includes safeguarding the vulnerable, combatting acquisitive crime, reducing harm to communities, tackle serious and organised crime, and increasing public satisfaction.
- 9.2.7 Funding for 2025/2026 is made up of £104.2m of government grant and precept payments of £92.7m. The majority of funding (99.2%) is passed to the Chief Constable to provide local and regional operational policing, including through the use of strategic partnerships through specialised and collaborated units²⁰⁵.

9.3 Existing provision

- 9.3.1 Cambridgeshire Constabulary's Estates Strategy is currently under review with the objective of making more intense use of existing premises where feasible, and modernising the estate where it is no longer considered to be 'fit for purpose'.
- 9.3.2 The Cambridgeshire Constabulary own and operate a range of police stations, land and other estates across the County. The following are located specifically within the district:
- Huntingdon HQ Offices
 - Police Stations at Huntingdon, St Ives and St Neots
 - Other Estate assets which include:
 - Huntingdon The Elms, Hinchbrook Hospital
 - Godmanchester Chord Park (Units A to E)
 - Monks Wood; and
 - Land at Kimbolton

²⁰⁵ [Cambridgeshire Constabulary Corporate Plan 2024-2025](#)

9.4 Establishing Future Infrastructure Needs and Developer Contributions

- 9.4.1 The Police Service is operating at capacity, and any growth would have an impact on the operational capacity of the Service, leading to an increase in calls for service (CFS)²⁰⁶ which could include crime to persons and property.
- 9.4.2 Additional demand would require new police infrastructure and facilities, in order to achieve sustainable communities, and provide for an appropriate level of community safety, cohesion and policing in line with objectives of the Police & Crime Plan.
- 9.4.3 Additional police infrastructure would be determined by the Constabulary and could include:
- Additional or enhanced police station (Local Policing Team) floor space and facilities, including fit out and refurbishment
 - Custody facilities
 - Interview suites for vulnerable victims
 - Touch down points
- 9.4.4 Applicants are advised to engage with the Constabulary at an early stage to determine the requirement for developer funded police infrastructure/ facilities, particularly for residential led developments of 200 dwellings and above.
- 9.4.5 A standard charge guideline of £195 per dwelling²⁰⁷ is considered applicable to residential led development by the Constabulary, which will be reviewed at Stage 2 of the IDS.
- 9.4.6 Where a more ‘bespoke approach’ to the scope and level of infrastructure/ facilities may be required (for developments of 200 dwellings) this would usually be determined through pre-application engagement with landowners and developers which is encouraged.
- 9.4.7 The funding of additional police infrastructure/ facilities needs to be aligned with the rate of housebuilding and related occupations, as this correlates with the increased demand for community safety, cohesion and policing activities.

²⁰⁶ An incident which requires the police (or other emergency services) to attend, assist or manage.

²⁰⁷ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

- 9.4.8 Developer contributions may be required to contribute towards the cost of new police infrastructure/ facilities.
- 9.4.9 The Cambridgeshire Police & Crime Commissioner Capital Strategy 2025/26-2028/29 identifies the need for major investment to be carried out over the next four years, to modernise and add capacity to its existing estate across Cambridgeshire, and to upgrade vehicles and ICT programmes.
- 9.4.10 The Constabulary's capital strategy²⁰⁸ contains £24.67m over the Medium term financial strategy period to cover countywide custody improvements, condition schemes linked to the age of the estate, developments at the HQ site and sustainability initiatives.

9.5 Lead agencies:

- Cambridgeshire Constabulary
- Cambridgeshire and Peterborough Police and Crime Commissioner

9.6 Evidence base:

- Cambridgeshire Police and Crime Commissioner – Capital Strategy (2025/26 to 2028/29)²⁰⁹
- Cambridgeshire and Peterborough Police and Crime Plan 2025 to 2028²¹⁰
- Cambridgeshire Constabulary Corporate Plan 2024-2025²¹¹
- Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

²⁰⁸ [Cambridgeshire Police and Crime Commissioner Capital Strategy \(2025/26 – 2028-29\)](#)

²⁰⁹ [Cambridgeshire Police and Crime Commissioner Capital Strategy \(2025/26 – 2028-29\)](#)

²¹⁰ [Cambridgeshire and Peterborough Police and Crime Plan 2025 to 2028](#)

²¹¹ [Cambridgeshire Constabulary Corporate Plan 2024-2025](#)

Fire

9.7 Context

- 9.7.1 CFRS are responsible for delivering a fire and rescue service across the County and Peterborough and works closely with its 'blue light' partners, incorporating Cambridgeshire Constabulary and the East of England Ambulance Service NHS Trust. CFRS has 440 operational posts (Wholetime²¹²/On call Staff), 46 appliances and 27 fire stations across its operational area.

9.8 Existing provision

- 9.8.1 Cambridgeshire Fire and Rescue Service operate 27 fire stations across their jurisdiction, of which 8 are located within HDC, including the CFRS headquarters:
- Hinchingsbrooke Cottage (HQ)
 - Huntingdon (Wholetime crewed)
 - St Neots (5-day crewed)
 - Kimbolton (on-call)
 - Ramsey (on-call)
 - Sawtry (on-call)
 - St Ives (on-call)
 - Yaxley (on-call)

9.9 Establishing Future Infrastructure Needs and Developer Contributions

- 9.9.1 The Fire & Rescue Service is operating at capacity, and any growth would have an impact on the operational capacity of the Service. The additional demand arises through an increase in the prevention, protection and response activities, including the increased number of incidents, increased attendance times and changes in the incident risk profile. In addition, the population increase, including households with school aged children, would require further youth engagement in localities to establish risk awareness to help prevent fires and other incidents, including emergencies, which helps to build safer communities.
- 9.9.2 Additional demand may require new developer funded fire and rescue infrastructure and facilities, to achieve sustainable development and provide for

²¹² Full time employment with the CFRS.

an appropriate level of community safety, cohesion and engagement, including prevention and protection activities in line with the CFRS Community Risk Management Plan.

9.9.3 Additional demand and increased risk to CFRS would therefore be mitigated and managed in line with the three strands of the service role as follows;

- *Prevention* – Creating space within Fire stations or hubs to prioritise community safety work in conjunction with delivery at home and school visits, including locations to work with partner agencies to reduce fire and road traffic incidents;
- *Protection* – by carrying out fire risk assessments with a focus on education, providing advice and seminars; and
- *Response* – by tasking highly trained personnel, including firefighters, into an area to deal with emergency & non-emergency incidents requiring a fire and rescue facility deployment.

9.9.4 Additional fire and rescue infrastructure and facilities would be determined by CFRS and may take the following form;

- Additional or enhanced fire station floor space and facilities, including fit out, refurbishment and extension;
- Operational crew drop-down points;

9.9.5 Applicants are advised to engage with CFRS at an early stage to determine the requirement for developer funded fire and rescue infrastructure and facilities, particularly for residential led developments of 200 dwellings and above, and commercial developments of 1,000sqm floor space and above.

9.9.6 CFRS has developed standard charge guidelines of £200 per dwelling and £7.32 per sqm²¹³ which they suggest should be applied to residential led development and non-residential (employment) floorspace respectively, which will be reviewed at Stage 2 of the IDS.

9.9.7 Where a more 'bespoke approach' to the scope and level of infrastructure and facilities may be required (for developments of 200+ dwellings and 1,000 sqm + employment floorspace) this would usually be determined through pre-application engagement with landowners and developers which is encouraged.

²¹³ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

- 9.9.8 The funding of additional fire and rescue infrastructure and facilities needs to be aligned with the rate of housebuilding, employment development and related occupations, as this correlates with the increased demand for CFRS Prevention, Protection and Response activities.
- 9.9.9 CFRS completed the modernisation and extension of the St Neots Community Fire Station at Huntingdon Street, St Neots, which is partly funded by HDC's strategic CIL, in September 2025.
- 9.9.10 CFRS also have plans to upgrade and update St Ives Fire Station at Ramsey Road, St Ives, PE27 5RA, to incorporate additional community use and to promote prevention and protection activities.
- 9.9.11 Once complete, these will provide additional service capacity to help mitigate and manage the increased demand arising from planned housing and population growth within the District to 2036, and linked to the growth strategy of the adopted local plan.
- 9.9.12 Further investment in fire and rescue infrastructure/ facilities would be required to address the emerging LP growth strategy.

9.10 Lead agencies:

- Cambridgeshire Fire and Rescue Service

9.11 Evidence base:

- Cambridgeshire & Peterborough Fire Authority: The Community Risk Management Plan (CRMP) 2024-29²¹⁴
- Annual Report and Statement of Assurance for Cambridgeshire & Peterborough Fire Authority 2023/24²¹⁵
- Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

Ambulance Services

²¹⁴ [Cambridgeshire & Peterborough Fire Authority: The Community Risk Management Plan \(CRMP\) 2024-29](#)

²¹⁵ [Annual Report and Statement of Assurance for Cambridgeshire & Peterborough Fire Authority 2023/24](#)

9.12 Context

- 9.12.1 Ambulance services in Huntingdonshire are provided by the EEAST. The goals as set out in the EEAST Strategy 2020-2025²¹⁶ are to:
- Be an exceptional place to work, volunteer and learn
 - Provide outstanding quality of care and performance
 - Be excellent collaborators and innovators as system partners; and
 - Be an environmentally and financially sustainable organisation
- 9.12.2 The latter goal confirms the Trust is reviewing their 'make ready', fleet and estates strategies to ensure they are operating from cost effective and efficient premises, that the fleet is of the right size, specification and condition to support the delivery of clinical care to the communities they serve.
- 9.12.3 The EEAST has also established a Sustainability Strategy 2024-2025²¹⁷ which identifies an Estates Strategic Enabling Plan. This Plan focusses on ensuring the Trust's estate is, amongst other things, located in the right place, meets service and patients' needs, provides a mix of facilities, is fit for purpose and safe, and fosters joint working with other healthcare, emergency and public sector organisations.
- 9.12.4 Underpinning the Plan is the Trust's target to achieve an 80% reduction in its carbon footprint by 2028-2032 and net zero by 2040. Ultimately the Plan seeks to reduce energy related carbon emission, by designing new properties to achieve an excellent rating for energy efficiency and to install efficient equipment into the existing portfolio.
- 9.12.5 The age profile is also a key factor, as people at both ends of the age spectrum consume a disproportionately large quantity of healthcare services and resource. Those aged over 75 years are most likely to have multiple long-term conditions and complex care needs.
- 9.12.6 Analysis of EEAST activity from 2019/20 indicates residents aged 65 years and over account for over 1/3 (35%) of Category 1 ambulance activity and 52% of all activity. Those aged 2-18 years account for 15% of Category 1 activity and 8% of all activity.

²¹⁶ [EEAST Strategy 2020-2025](#)

²¹⁷ [EEAST Sustainability Strategy 2024-2025](#)

9.13 Existing provision

- 9.13.1 The EEAST Headquarters is in Melbourn, South Cambridgeshire, with Ambulance Operations Centres in Bedford, Chelmsford and Norwich. The service operates across Cambridgeshire & Peterborough which includes a main Hub at Hinchingsbrooke Hospital, Huntingdon along with sub stations at St Ives and St Neots.
- 9.13.2 The Hub is in a sub-optimal location and is no longer fully 'fit for purpose' due to the site area, floor space and parking constraints, and absence of EV charging facilities. Site constraints also indicate that EV Charging facilities would be unfeasible.
- 9.13.3 Considerable parts of EEAST's ambulance estates are no longer in the right place or of the right size/structure to meet modern ambulance service needs due to varying levels of investment in previous years. Optimising the use of the current estate is integral to EEAST's Clinical and Sustainable Strategies to reduce unwarranted variation and make the best use of available resources.

9.14 Establishing Future Infrastructure Needs and Developer Contributions

- 9.14.1 Housing growth will impact on EEAST's operations within the local area, which are already operating at capacity. Development in Huntingdonshire would therefore lead to an increased draw on ambulance service capacity. EEAST therefore suggest developer contributions may be required to mitigate the impacts arising from proposed growth.
- 9.14.2 Infrastructure and facilities required to mitigate and manage the impacts of planned growth include upgrading or refurbishing existing premises, relocating existing ambulance stations to more suitable locations, and increasing the number and type of ambulances.
- 9.14.3 Indicative build costs are set out below²¹⁸:
- Ambulance Hub cost per sqm - £5,047 (Cost excludes land purchase, fees, VAT)

²¹⁸ Consultation Response: East of England Ambulance Service NHS Trust (June 2025)

9.14.4 Further investigation will be undertaken at stage 2 to understand more detailed impacts of growth upon the infrastructure provision.

9.14.5 The assessment provided against each of the growth options and potential strategic site options in Sections 13 and 14 below, provides a snapshot of the likely impact on the emergency services, and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

9.15 Lead agencies:

- East of England Ambulance Service NHS Trust (EEAST)

9.16 Evidence base:

- EEAST Strategy (2020-2025)²¹⁹
- [EEAST Sustainability Strategy 2024-2025](#)²²⁰
- Consultation Response: East of England Ambulance Service NHS Trust (June 2025)

²¹⁹ [EEAST Strategy 2020-2025](#)

²²⁰ [EEAST Sustainability Strategy 2024-2025](#)

10.0 Transport

- 10.1.1 Huntingdonshire's predominantly rural nature results in a significant proportion of journeys being made by private car, which is reflected by the district's three Strategic Road Network roads (A14, A1(M), A428). Huntingdonshire also benefits from two train stations at Huntingdon and St Neots, the Cambridgeshire Guided Busway connecting St Ives and Cambridge as well as smaller settlements on route and beyond, local bus services, and a Demand Responsive Transport service in the west of the district.
- 10.1.2 Huntingdonshire and the wider Cambridgeshire region is experiencing sustained population growth with targets in place for the development of approximately 20,100 new homes and 14,400 new jobs between 2011 and 2036²²¹. This will be supported by growth in retail, leisure and wider ancillary facilities. Such growth requires the equivalent growth in transport and other infrastructure to help ensure improved quality of life for all. Sustainable transport infrastructure, including that relating to electric vehicle charge points, will also be needed to ensure improvements in air quality for new and existing communities and the environment.
- 10.1.3 The Government's Transport Decarbonisation Plan ²²² sets the national commitments and actions required to decarbonise the transport system with a pathway to net zero. More recently the Government announced plans for an Integrated National Transport Strategy for England, the purpose of which is to outline a national vision for the design and delivery of the transport system in England with the overarching objective of delivering a transport system that is safe, reliable and accessible for everyone²²³.
- 10.1.4 Network Rail ²²⁴, National Highways ²²⁵, and Active Travel England ²²⁶ are sponsored by the Department for Transport (DfT) with responsibilities for the nation's rail, strategic road network, and active travel respectively. All three organisations have a role to play in Huntingdonshire owing to the presence of two

²²¹ [Huntingdonshire Local Plan \(May 2019\) – page 31](#). However, it should be noted the local housing need figure for the District has increased resulting from changes to the Government's Standard Method for calculating local housing need.

²²² [Transport Decarbonisation Plan \(July 2021\)](#)

²²³ [DfT press release regarding plans for an integrated national transport strategy \(28 November 2024\)](#)

²²⁴ [Network Rail](#)

²²⁵ [National Highways](#)

²²⁶ [Active Travel England](#)

train stations as well as potential new train stations at Alconbury Weald, and others just outside the district at Tempsford and Cambourne, the A14, A1(M), and A428 as part of the strategic road network (SRN), and scope for new and improved active travel infrastructure to support new and existing communities.

10.1.5 England's Economic Heartland (EEH) is the sub national transport body for this economically crucial region stretching from Swindon and Oxfordshire in the West to Cambridgeshire in the East. EEH advises Government on the transport infrastructure, services and policy framework that will help realise the region's economic potential while supporting the journey to net zero. The EEH Transport Strategy²²⁷ focusses on decarbonising transport across the region, promoting investment in digital infrastructure, supporting the delivery of strategic public transport projects such as EWR, championing active travel improvements, and ensuring the needs of freight and logistics are met. EEH's Connecting Economies: Cambridgeshire and Peterborough²²⁸ identifies challenges and opportunities associated with unlocking economic potential through improved connectivity within Cambridgeshire and Peterborough. It identifies the flagship transport improvements that evidence suggests would significantly contribute to economic growth, including improved A1 connectivity between Huntingdon and Biggleswade, maximising opportunities from EWR, Alconbury Weald train station, Varsity Way active travel corridor, and a sustainable transport link between Cambridge and Peterborough.

10.1.6 In May 2017 the CPCA, led by a directly elected mayor, was formed to deliver on the Devolution Deal²²⁹ agreed with Government. Since this time the CPCA has accrued strategic transport powers and acts as the strategic transport authority for the Cambridgeshire and Peterborough region. The CPCA's Local Transport and Connectivity Plan²³⁰ (LTCP), which superseded CCC's Local Transport Plan²³¹, outlines the overall transport strategy for the region. CCC has developed a series of transport strategies for the lower tier authorities within the County's area, including the Huntingdonshire Transport Strategy (March 2023)²³² and accompanying Huntingdonshire Transport Strategy Action Plan (March 2024)²³³,

²²⁷ [EEH Transport Strategy \(February 2021\)](#)

²²⁸ [EEH Connecting Economies: Cambridgeshire and Peterborough \(October 2024\)](#)

²²⁹ [CPCA Devolution Deal \(March 2017\)](#)

²³⁰ [CPCA Local Transport and Connectivity Plan \(November 2023\)](#)

²³¹ [CCC Local Transport Plan \(July 2015\)](#)

²³² [CCC Huntingdonshire Transport Strategy \(March 2023\)](#)

²³³ [CCC Huntingdonshire Transport Strategy Action Plan \(March 2024\)](#)

the purpose of which is to set a transport vision for the area, provide the strategy and policy basis for transport measures within the district, and identify transport schemes and studies required to implement the Strategy's vision and objectives.

- 10.1.7 The Greater Cambridge Partnership²³⁴ (GCP) is a local delivery body bringing investment to vital infrastructure improvements in transport, housing and skills. As the name suggests, its focus is on the Greater Cambridge area (Cambridge City Council and South Cambridgeshire District Council), however, GCP projects may have implications for Huntingdonshire owing to the District's close functional relationship with and proximity to the Greater Cambridge area.
- 10.1.8 The Huntingdonshire Local Plan²³⁵ was supported through the plan making process by transport evidence in the form of the Huntingdonshire Strategic Transport Study, which comprised the Baseline Report²³⁶, Development Scenario Comparative Assessment²³⁷, and Development Scenario Addendum²³⁸. The purpose of the Strategic Transport Study was to provide a baseline assessment of the transport conditions in the area and consider the implications of planned growth on the transport network with recommendations for the most sustainable development scenario. This study is being updated to support the emerging Local Plan. As part of the update, a mitigation log was developed, which included schemes suggested by the site promoters and from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. For the remainder of this report, the mitigation schemes outlined as mitigation measures to support proposed growth options, should be considered to be 'draft' at this stage.
- 10.1.9 Finally, it is important to emphasise that the Huntingdonshire Futures Baseline Report²³⁹, designed to evidence the challenges and opportunities across the District and inform the District's Place Strategy to 2050²⁴⁰, identifies that Huntingdonshire has 2 LSOAs in the 20% most relatively deprived nationally. The domain ranked most relatively deprived is Barriers to Housing and Services. The

²³⁴ [Greater Cambridge Partnership](#)

²³⁵ [HDC Huntingdonshire Local Plan \(May 2019\)](#)

²³⁶ [HDC Huntingdonshire Strategic Transport Study - Baseline Report \(May 2017\)](#)

²³⁷ [HDC Huntingdonshire Strategic Transport Study - Development Scenario Comparative Assessment \(May 2017\)](#)

²³⁸ [HDC Huntingdonshire Strategic Transport Study - Development Scenario Addendum \(December 2017\)](#)

²³⁹ [HDC Huntingdonshire Futures Baseline Report \(August 2022\)](#)

²⁴⁰ [HDC Huntingdonshire Futures Place Strategy to 2050 \(March 2023\)](#)

Domain measures the physical and financial accessibility of housing and local services.

Road

10.2 Context

- 10.2.1 Highways infrastructure includes both the strategic road network and local roads within the District. National Highways is responsible for operating, managing and improving the strategic road network, whilst the local road network is managed and maintained by CCC, which is the Local Highway Authority. National Highways' remit, as set out in DfT Circular 01/2022²⁴¹, includes supporting partners to deliver sustainable economic growth and transport decarbonisation such as through the installation of high-powered charge points for electric vehicles. CCC is working with strategic partners to improve the resilience, reliability and efficiency of the strategic and major route network for all users.

10.3 Existing provision

- 10.3.1 The CPCA Local Transport and Connectivity Plan²⁴² outlines the commitment to ensuring an effective and efficient transport system that delivers on environmental objectives whilst recognising the reality of transportation in the rural parts of Cambridgeshire and Peterborough. Included within the Plan is the desire to shift as much freight as possible from road to rail, thereby increasing the sustainability of freight whilst reducing road congestion. The CPCA also note their engagement with EEH, the region's sub national transport body, to understand the complexity of movements in and through the Oxford-Milton Keynes-Peterborough corridor.
- 10.3.2 Huntingdonshire is well connected to the national and regional strategic road network, mainly via the A1 (M), A1 and A14, while the more rural parts of the district are reasonably remote from the main strategic road network, reducing their accessibility by personal and public transport. The highest traffic flows are experienced on the A1(M) between Huntingdon and Peterborough in the north of the district. The A14 south of Huntingdon carries high flows, as well as the A1 near St Neots, and there is a very high concentration of HGVs on the A14 in particular.

²⁴¹

[DfT Circular 01/2022](#)

²⁴² [CPCA Local Transport and Connectivity Plan \(November 2023\)](#)

The largest delays can be observed on the A14 eastbound towards Cambridge, on the A141 around Huntingdon and on the A1123 between Huntingdon and St Ives. Delays also occur on the A428 between St Neots and the District's eastern boundary as well as on the A1096 and A605. The B1044, B1428 and B1514 face particularly heavy delays in the AM and PM peak²⁴³. Engagement with the North West Anglia NHS Foundation Trust highlighted congestion along Hinchingsbrooke Park Road adjacent to Hinchingsbrooke Hospital.

10.3.3 In recent years there have been several changes to the road network in Huntingdonshire, including works to the A14, which has removed strategic traffic from local roads. This scheme delivered an upgraded A14, Huntingdon Southern Bypass, and new roads around Huntingdon Station.

10.3.4 The Cambridgeshire Transport Proposals Database²⁴⁴ outlines the transport infrastructure, services and initiatives required to support growth across the County, and includes the following highways schemes:

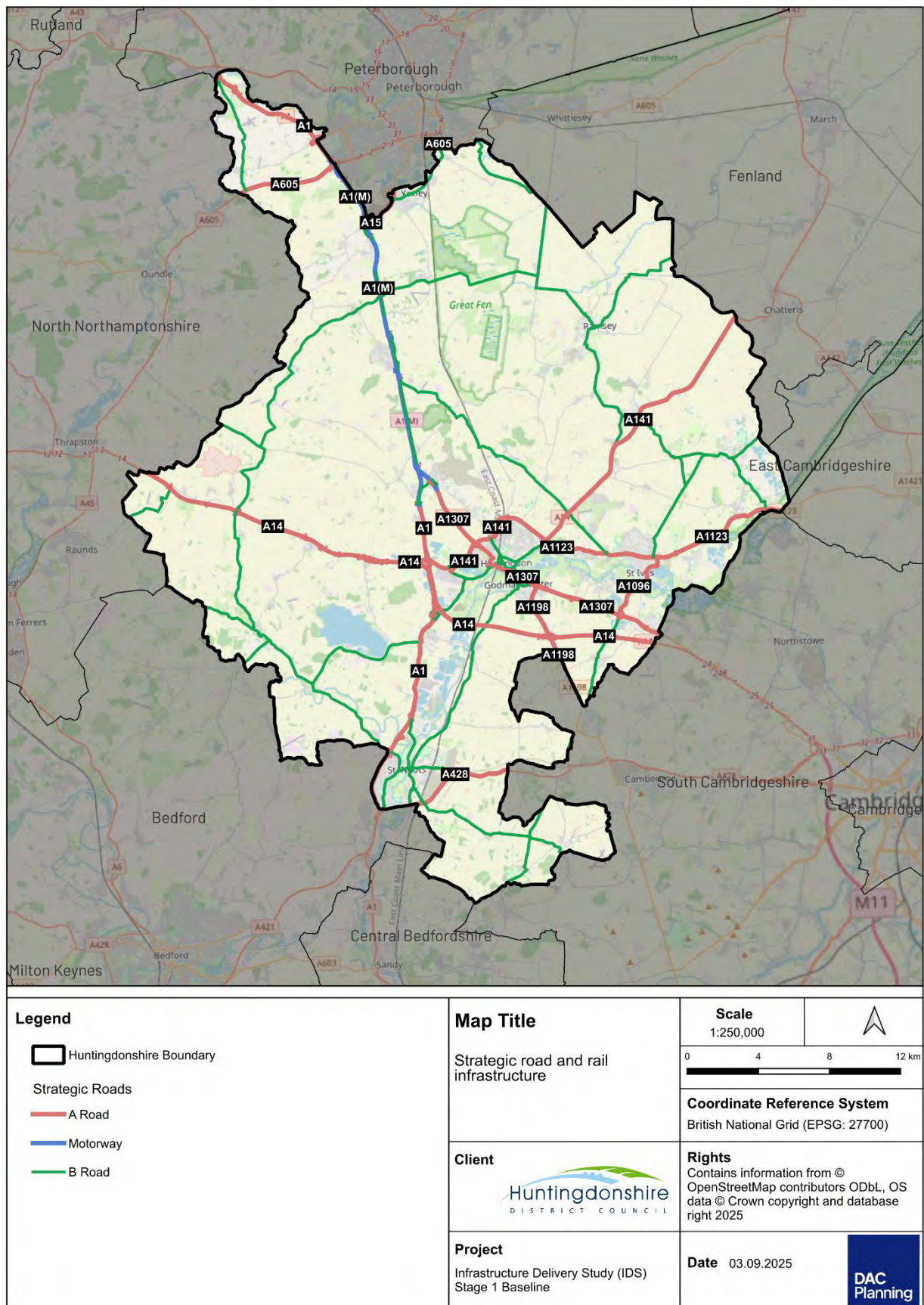
- A1096 junction capacity enhancements around St Ives
- B1090 Sawtry Way capacity and safety improvements between A141 and A1123
- Traffic management scheme relating to Needingworth Road, Pig Lane, and Meadow Lane, St Ives
- Traffic management scheme relating to Burstallars and The Pound, St Ives
- A141 northern bypass capacity enhancement around Huntingdon
- A1 capacity enhancements at Buckden roundabout
- Introduction of a variable message signing system at main approaches to the Huntingdon ring road
- Air quality management of the A14 bypass
- A141 future Huntingdon bypass alignment enhancements
- Environmental and public realm enhancements to area around Abbots Ripton
- A141/A1123/B1514 minor junction enhancements
- Local transport management measures at Post Street, The Causeway and Cambridge Street, Godmanchester
- Exploration of flood prevention measures at bridge on northern link to Little Paxton

²⁴³ [HDC Huntingdonshire Strategic Transport Study Baseline Report \(May 2017\) – page 33](#)

²⁴⁴ [CCC Cambridgeshire Transport Proposals Database \(December 2023\)](#)

- Review traffic management measures in town centres, including option of allowing left turn only to cars entering town centre at Priory Lane, St Neots
- Introduction of traffic lights on Little Barford roundabout
- Speed reduction measures at New Street, St Neots
- Raised table at crossing point on Montagu Street, St Neots
- Adjust kerbs/tactile paving, relocate bus shelter, remove some parking bays, improve uncontrolled crossing points and widen footways where appropriate. To include High Street, Market Square, South Street, Brook Street, Tebbutts Road and Church Street, St Neots
- B1040 Wheatsheaf Road and Woodhurst junction enhancements
- Investigate traffic calming along the existing A141, west and north of Hartford roundabout
- Investigate lower speed limit on approach to Huntingdon from Brampton
- Study to review the operation of Huntingdon Ring Road and identify measures to reduce congestion

Figure 7: Strategic Road and Rail Infrastructure in Huntingdonshire



10.3.5 In addition to the above is the ongoing Nationally Significant Infrastructure Project (NSIP) A428 Black Cat to Caxton Gibbet highways scheme being delivered by National Highways, which is designed to support growth in the area and improve journey times for the increasing population²⁴⁵. The works involve the dualling and realignment of 10km of the A428 between St Neots and Cambourne and are expected to complete in 2027.

10.3.6 Given the District's northern border tightly bounds the southern and western built extents of Peterborough, the cross-border transport implications remain important considerations. The Peterborough LP 2024-2044 Transport Assessment²⁴⁶ identifies transport impacts and proposed mitigation arising from planned growth in Peterborough, including the following congestion hotspots closest to the Huntingdonshire boundary:

- A605 Oundle Road
- A605 Stanground bypass and associated junctions
- A1139 Fletton Parkway Junction 3 – 3a
- Junction 2 (A1139 Fletton Parkway / Malborne Way / Natures Way / Goldhay Way
- A1260 The Serpentine / Phorpres Way / Tesco roundabout
- A15 London Rd / Clayburn Road
- Lodge Way northern and southern signalised junctions

10.4 Establishing Future Infrastructure Needs and Developer Contributions

10.4.1 Development sites that propose over 80 dwellings, or other types of development that generates equivalent or higher traffic flows, currently require a full Transport Assessment (TA). Lower levels of development (50-80 dwellings) will require a Transport Statement (TS). Details on the thresholds for TA and TS for other types of development as well as further guidance are provided in CCC's Transport Assessment Requirements²⁴⁷ and any subsequent updates.

10.4.2 Where mitigation is required for highway, pedestrian, cycle, and public transport schemes, such mitigation would under most circumstances be expected to be

²⁴⁵ [National Highways - A428 Black Cat to Caxton Gibbet highways scheme](#)

²⁴⁶ [PCC Peterborough Local Plan 2024-2044 Transport Assessment \(April 2025\)](#)

²⁴⁷ [CCC Transport Assessment Requirements \(January 2024\)](#)

delivered by the applicant, subject to technical approval by the Highway Authority. Contributions will usually be sought for strategic transport schemes where trips from the development would use the scheme and where there is a reasonable change of the scheme's progression²⁴⁸. For any other transport projects associated with meeting existing needs, potential funding sources include the DfT, CPCA, and/or CCC funding sources.

- 10.4.3 The emerging Local Plan's Strategic Transport Study²⁴⁹ identifies indicative required highways, public transport, and active travel infrastructure required to mitigate the impacts arising from the proposed growth options and strategic sites. These indicative infrastructure requirements are outlined against each strategic site and growth option in the following sections.
- 10.4.4 Engagement with National Highways²⁵⁰ highlighted known congestion at Brampton Hut Interchange and Buckden Roundabout, and the sub-standard junction design at Alwalton that may limit operational capacity and resilience of the Strategic Road Network, especially under future potential growth scenarios. The anticipated strategic modelling of the emerging LP growth options on the Strategic Road Network is expected to identify future capacity constraints across the A1 corridor, Brampton Hut, and other junctions. These future capacity constraints are likely to emerge in the medium (6-10 years) to long (11-15 years), subject to the scale and phasing of growth.
- 10.4.5 The emerging Universal Studios proposal²⁵¹ in the neighbouring Bedford Borough Council area, which features in the Government's UK Infrastructure: A 10 Year Strategy²⁵², could increase traffic on the A14/A1 from across the East of England and Stansted Airport. There may be a need for improved highway infrastructure as Buckden roundabout is substantially affected by traffic delays, accidents and frequent breakdown of vehicles.
- 10.4.6 The Peterborough LP 2024-2044 Transport Assessment²⁵³ highlighted the A605 Oundle Road corridor, which stretches beyond Peterborough into

²⁴⁸ [CCC Transport Assessment Requirements \(January 2024\)](#)

²⁴⁹ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](#)

²⁵⁰ Consultation response: National Highways (June 2025)

²⁵¹ [Multi-billion pound investment secured as universal theme park and resort set to be built in Bedford bringing thousands of jobs \(HM Government, 9 April 2025\)](#)

²⁵² [UK Infrastructure: A 10 Year Strategy \(HM Treasury & National Infrastructure and Service Transformation Authority, June 2025\) - page 52](#)

²⁵³ [Peterborough Local Plan evidence base – Peterborough Local Plan Transport Evidence \(April 2025\)](#)

Huntingdonshire, as subject to not insignificant challenges, which will require interventions beyond highways capacity improvements, including:

- Mix of uses to reduce the need for longer distance trips
- High quality active travel routes to and from the city centre
- High quality public transport
- Implementation of Car Park Management Plan and robust Travel Plan measures
- Housing typologies complimentary to lower trip lifestyles (e.g. flats)

10.4.7 Planned growth in Huntingdonshire and adjacent or near to the A605 Oundle Road corridor in Peterborough will need to consider these challenges alongside other sites coming forward beyond the Huntingdonshire boundary.

10.4.8 The assessment provided against each of the growth options and potential strategic site options in Section 14 below, provides a snapshot of the likely impact on transport and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

10.5 Lead agencies:

- Department for Transport
- Active Travel England
- National Highways
- England's Economic Heartland
- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire County Council
- Greater Cambridge Partnership
- Huntingdonshire District Council

10.6 Evidence base:

- Transport Decarbonisation Plan (DfT, July 2021)²⁵⁴
- Regional Transport Strategy (EEH, February 2021)²⁵⁵

²⁵⁴ [DfT Transport Decarbonisation Plan \(July 2021\)](#)

²⁵⁵ [EEH Regional Transport Strategy \(February 2021\)](#)

- Connecting Economies: Cambridgeshire and Peterborough (EEH, October 2024)²⁵⁶
- Local Transport and Connectivity Plan (CPCA, November 2023)²⁵⁷
- Huntingdonshire Transport Strategy (CCC, March 2023)²⁵⁸
- Huntingdonshire Transport Strategy Action Plan (CCC, March 2024)²⁵⁹
- Cambridgeshire Transport Proposals Database (CCC, December 2023)²⁶⁰
- Peterborough LP 2024-2044 Transport Assessment (PCC, April 2025)²⁶¹
- Consultation response: East of England Ambulance Service Trust (June 2025)
- Consultation response: East West Railway Company Limited (June 2025)
- Consultation response: National Highways (June 2025)
- Consultation response: Peterborough City Council (June 2025)

Rail

10.7 Context

- 10.7.1 Network Rail is sponsored by the DfT to own, maintain, and develop railway infrastructure across England, Scotland and Wales, including the railway infrastructure that runs through Huntingdonshire. The District's two train stations (Huntingdon and St Neots) are operated by Great Northern and form part of the East Coast Main Line with services operated by Great Northern and Thameslink.

10.8 Existing provision

- 10.8.1 Huntingdonshire is currently home to two train stations (Huntingdon and St Neots). Thameslink and Great Northern operate services between Peterborough and London Kings Cross via the two currently operational stations, with further onward connections available by interchange. The potential Alconbury Weald station will fall on this line while the proposed Tempsford station will fall on the new EWR line connecting Cambridge, Oxford and a number of settlements between.
- 10.8.2 The CPCA Local Transport and Connectivity Plan (November 2023)²⁶² notes the importance of the rail network to sustainable travel within and through the region and that it is of substantial importance that the frequency of services is improved.

²⁵⁶ [EEH Connecting Economies: Cambridgeshire and Peterborough \(October 2024\)](#)

²⁵⁷ [CPCA Local Transport and Connectivity Plan \(November 2023\)](#)

²⁵⁸ [CCC Huntingdonshire Transport Strategy \(March 2023\)](#)

²⁵⁹ [CCC Huntingdonshire Transport Strategy Action Plan \(March 2024\)](#)

²⁶⁰ [CCC Cambridgeshire Transport Proposals Database \(December 2023\)](#)

²⁶¹ [PCC Peterborough Local Plan 2024-2044 Transport Assessment \(April 2025\)](#)

²⁶² [CPCA Local Transport and Connectivity Plan \(November 2023\)](#)

It is acknowledged that improvements to the East Coast Mainline are needed to ensure the line's critical connectivity role for passengers and freight is maintained.

- 10.8.3 As part of wider improvements to the East Coast Mainline, such as the reinstatement of the fourth track on the east side of the railway between Huntingdon and Woodwalton, a new train station is planned at Alconbury Weald to support the strategic expansion of approximately 6,500 homes and associated infrastructure and facilities²⁶³.
- 10.8.4 EEH's Connecting Economies: Cambridgeshire and Peterborough²⁶⁴ identifies a sustainable transport link between Cambridge and Peterborough as a priority intervention, which could take the form of a railway to connect and invigorate the regional economy. If such a railway were to materialise there would be scope for it to route through Huntingdonshire and provide connections within the district. EEH, CPCA and partners will advocate for this project to help ensure it becomes a priority of national and regional transport planning.
- 10.8.5 The proposed EWR route, which is yet to receive development consent under the NSIP regime, runs through the southern corner of the district and includes a proposed new station at Tempsford immediately south of St Neots with connections onto the East Coast Mainline to St Neots, Huntingdon, and Peterborough. The potential Alconbury Weald station would also be a connection on this line. The route, which it is hoped will be electrified²⁶⁵, would also provide opportunities for further 'door to door' transport initiatives, improvements to digital connectivity, and support nature and active travel corridors²⁶⁶. On 14 November 2024 the Secretary of State for Transport issued safeguarding directions to Huntingdonshire District Council and other relevant LPAs concerning the safeguarding of land for EWR²⁶⁷. These safeguarding directions, associated maps and guidance require relevant LPAs, including Huntingdonshire District Council, to consult EWR Company Limited prior to the determination of any planning applications on EWR safeguarded land and to determine such planning applications in accordance with the recommendations of EWR Company Limited. This approach is of course designed to avoid development being permitted along the EWR route that could frustrate the railway's potential delivery.

²⁶³ [HDC Huntingdonshire Local Plan \(May 2019\) - Page 41](#)

²⁶⁴ [EEH Connecting Economies: Cambridgeshire and Peterborough \(October 2024\)](#)

²⁶⁵ [CPCA Local transport and Connectivity Plan \(November 2023\) - page 31](#)

²⁶⁶ [EEH Maximising East West Rail \(March 2025\)](#)

²⁶⁷ [EWR Safeguarding Direction, maps, and associated guidance](#)

10.9 Establishing Future Infrastructure Needs and Developer Contributions

- 10.9.1 Engagement with Network Rail has highlighted the importance of resolving various network capacity issues in order to demonstrate the feasibility of the proposed station at Tempsford serving the East Coast Main Line. Reducing journey times north of Hitchin between existing East Coast Main Line stations has been identified by Network Rail as part of a potential package of solutions that could free up space in the timetable to facilitate the proposed Tempsford station serving the East Coast Main Line. However, Network Rail note other operational issues, such as the interaction with other services approaching Peterborough and the duration of layovers at Peterborough, must also be resolved²⁶⁸.
- 10.9.2 Network Rail has considered the operational feasibility of the possible EWR and East Coast Main Line station at Tempsford alongside the four-tracking scheme between Huntingdon and Woodwalton. However, further operational feasibility would need to consider the proposed station at Alconbury Weald alongside the Tempsford station and the four-tracking scheme²⁶⁹.
- 10.9.3 Network Rail also highlighted a number of other constraints arising from the complexity of the passenger and freight timetabling in the wider region, including:
- Timing of Great Northern commuter trains, given the trains to Huntingdon and St Neots mostly operate via London St Pancras and serve destinations south of London.
 - The timing of commuter and long-distance high speed trains over the two-track Welwyn viaduct between Digswell and Woolmer Green Junctions, including the requirement for some trains to call at Welwyn North station.
 - The interaction between the Great Northern services and long-distance high speed (LDHS) service on the two/three track sections north of Huntingdon towards Peterborough, noting these LDHS trains continue north to serve a range of destinations including Leeds and Edinburgh, which will also be affected by other capacity constraints.
 - The requirement for these Great Northern terminating trains at Peterborough to cross the London-bound LDHS services to access platforms.

²⁶⁸ Consultation response: Network Rail (June 2025)

²⁶⁹ Consultation response: Network Rail (June 2025)

- The requirement to route approximately one-third of freight traffic passing through Peterborough station to a terminal to the east of the East Coast Main Line for crew change etc, which introduces multiple conflicting moves.

10.9.4 The assessment provided against each of the growth options and potential strategic site options in Sections 13 and 14 below, provides a snapshot of the likely impact on transport and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

10.10 Lead agencies:

- Department for Transport
- Network Rail
- Rail operators

10.11 Evidence base:

- Transport Decarbonisation Plan (DfT, July 2021)²⁷⁰
- Regional Transport Strategy (EEH, February 2021)²⁷¹
- Connecting Economies: Cambridgeshire and Peterborough (EEH, October 2024)²⁷²
- Maximising East West Rail (EEH, March 2025)²⁷³
- Local Transport and Connectivity Plan (CPCA, November 2023)²⁷⁴
- Huntingdonshire Transport Strategy (CCC, March 2023)²⁷⁵
- Huntingdonshire Transport Strategy Action Plan (CCC, March 2024)²⁷⁶
- Cambridgeshire Transport Proposals Database (CCC, December 2023)²⁷⁷
- Consultation response: East West Railway Company Limited (June 2025)
- Consultation response: Network Rail (June 2025)

²⁷⁰ [DfT Transport Decarbonisation Plan \(July 2021\)](#)

²⁷¹ [EEH Regional Transport Strategy \(February 2021\)](#)

²⁷² [EEH Connecting Economies: Cambridgeshire and Peterborough \(October 2024\)](#)

²⁷³ [EEH Maximising East West Rail \(March 2025\)](#)

²⁷⁴ [CPCA Local Transport and Connectivity Plan \(November 2023\)](#)

²⁷⁵ [CCC Huntingdonshire Transport Strategy \(March 2023\)](#)

²⁷⁶ [CCC Huntingdonshire Transport Strategy Action Plan \(March 2024\)](#)

²⁷⁷ [CCC Cambridgeshire Transport Proposals Database \(December 2023\)](#)

Bus

10.12 Context

- 10.12.1 Public transport provides an important contribution to reducing reliance on car use to access services and facilities, and therefore reducing congestion on roads within the District. In 2021, the Government published their national bus strategy Bus Back Better²⁷⁸, in response to declining bus ridership, the impact of the COVID-19 pandemic, regeneration goals and efforts to reduce carbon emissions. The Strategy seeks to improve bus services, through providing a greater role for local authorities in planning local bus services by preparing Bus Service Improvement Plans, jointly produced by local transport authorities and operators which set out how the area will deliver the goals and expectations of the National Bus Strategy.
- 10.12.2 The EEH Regional Transport Strategy ²⁷⁹, and their Connecting Economies: Cambridgeshire and Peterborough ²⁸⁰ publication recognise the importance of bus travel within and through the region in providing many with their primary means of transport as well as providing an alternative to the private car. Accordingly, bus services are at the forefront of the EEH's approach to connectivity.
- 10.12.3 The CPCA Local Transport and Connectivity Plan ²⁸¹ sets the Combined Authority's vision for bus travel across Cambridgeshire and Peterborough driven by the desire to be accessible, affordable, reliable, safe, frequent, and sustainable. Shifting trips from the private car to buses can go a long way in reducing emissions and congestion, and deliver on the aim of doubling bus patronage by 2030. The CPCA Bus Strategy²⁸² builds on this by outlining the ways in which the vision could be implemented. Franchising was identified as potentially the best way of delivering a modern and integrated transport system across Cambridgeshire and Peterborough²⁸³.
- 10.12.4 Since the publication of the CPCA Local Transport and Connectivity Plan and the CPCA Bus Strategy the CPCA has announced its decision to franchise the region's bus system²⁸⁴, with the first franchised bus service expected to commence in late 2027. The result will be a bus system whereby the CPCA decides the routes,

²⁷⁸ [DfT national bus strategy Bus Back Better \(March 2021\)](#)

²⁷⁹ [EEH Regional Transport Strategy \(February 2021\)](#)

²⁸⁰ [EEH Connecting Economies: Cambridgeshire and Peterborough \(October 2024\)](#)

²⁸¹ [CPCA Local Transport and Connectivity Plan \(November 2023\)](#)

²⁸² [CPCA Bus Strategy \(March 2023\)](#)

²⁸³ [CPCA Bus Strategy \(March 2023\) - p11](#)

²⁸⁴ [CPCA press release regarding decision to franchise the region's bus system \(February 2025\)](#)

timetables and fares, with bus operators bidding to run the service. Bus companies will not be brought into public ownership but must compete to be awarded routes.

10.13 Existing provision

- 10.13.1 The north western extent of the guided busway falls within Huntingdonshire, which sees 16km of busway track stretch from St Ives to Addenbrookes and Trumpington in Cambridge. The busway, with busses running at a steady 56mph without any other traffic to contend with, contributes substantially to reducing congestion along the A14 corridor. Another bus project within Huntingdonshire is the innovative demand responsive transport scheme operating in rural West Huntingdonshire²⁸⁵. The scheme utilises four vehicles to operate an ‘anywhere to anywhere’ bus service across 360 square km of the district. The role of public transport is not simply in improving access to places but also in reducing social isolation and the associated health issues, especially for residents that lack access to a private vehicle or the ability to drive or use active travel.
- 10.13.2 The Huntingdonshire Futures Baseline Report outlined that connectivity between rural and urban areas of the District is poor, with high levels of car dependence, and bus service provision is relatively infrequent with greater focus on the four market towns²⁸⁶.
- 10.13.3 Identified within the Huntingdonshire Transport Strategy²⁸⁷ is the potential A141 and St Ives highways improvements that could give greater priority to buses through St Ives. The Strategy also identifies other potential bus service improvements including:
- Bus service revenue support for the Godmanchester-Huntingdon and Godmanchester-Cambridge routes
 - Guided Busway extension from St Ives to Alconbury Weald
 - Public transport improvements between Alconbury Weald and Huntingdon
 - A public transport interchange at Alconbury Weald
 - A public transport interchange at Hartford
 - A new regular bus service for key locations within Stukeley Meadows
 - Bus service revenue support for key routes and destinations in Huntingdon

²⁸⁵ [Tiger on Demand](#)

²⁸⁶ [Huntingdonshire Futures Baseline Report \(August 2022\) – Page 103](#)

²⁸⁷ [CCC Huntingdonshire Transport Strategy \(March 2023\)](#)

- A study of the Huntingdon Ring Road to reduce congestion and improve bus routes
- A Feasibility study to investigate role of park and ride along public transport corridors from Huntingdon
- Bus stop improvements in St Ives
- Improvements to bus service between St Ives and Huntingdon
- Improvements to bus stop infrastructure and investigation of potential bus station in St Neots

10.14 Establishing Future Infrastructure Needs and Developer Contributions

- 10.14.1 The emerging Local Plan's Strategic Transport Study²⁸⁸ identifies indicative required highways, public transport, and active travel infrastructure required to mitigate the impacts arising from the proposed growth options and strategic sites. These indicative infrastructure requirements are outlined against each strategic site and growth option in the following sections.
- 10.14.2 The assessment provided against each of the growth options and potential strategic site options in Sections 13 and 14 below, provides a snapshot of the likely impact on transport and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

10.15 Lead agencies:

- Department for Transport
- England's Economic Heartland
- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire County Council
- Greater Cambridge Partnership
- Huntingdonshire District Council
- Bus operators

²⁸⁸ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

10.16 Evidence base:

- Transport Decarbonisation Plan (DfT, July 2021)²⁸⁹
- National bus strategy (DfT, March 2021)²⁹⁰
- Regional Transport Strategy (EEH, February 2021)²⁹¹
- Connecting Economies: Cambridgeshire and Peterborough (EEH, October 2024)²⁹²
- Local Transport and Connectivity Plan (CPCA, November 2023)²⁹³
- Cambridgeshire and Peterborough Bus Strategy (CPCA, March 2023)²⁹⁴
- Huntingdonshire Transport Strategy (CCC, March 2023)²⁹⁵
- Huntingdonshire Transport Strategy Action Plan (CCC, March 2024)²⁹⁶
- Cambridgeshire Transport Proposals Database (CCC, December 2023)²⁹⁷

Transport Hubs

10.17 Context

- 10.17.1 Transport hubs are highly visible, safe, and accessible spaces where public, shared and active travel modes are co-located alongside improvements to the public realm, along with community facilities where relevant. The redesign and reallocation of space away from the private car enhances the experience for travellers and creates a more pleasant environment for everyone.

10.18 Existing provision

- 10.18.1 EEH recognise the importance of transport hubs through their policy to support the establishment of mobility hubs²⁹⁸, and through their Mobility Hubs Business Case Guidance²⁹⁹, which establishes guidance for partners in taking forward transport hub proposals and preparing business cases.
- 10.18.2 The CPCA note their intention to develop and implement accessible local community hubs where a range of services, activities and opportunities are

²⁸⁹ [DfT Transport Decarbonisation Plan \(July 2021\)](#)

²⁹⁰ [DfT National bus strategy \(March 2021\)](#)

²⁹¹ [EEH Regional Transport Strategy \(February 2021\)](#)

²⁹² [EEH Connecting Economies: Cambridgeshire and Peterborough \(October 2024\)](#)

²⁹³ [CPCA Local Transport and Connectivity Plan \(November 2023\)](#)

²⁹⁴ [CPCA Bus Strategy \(March 2023\)](#)

²⁹⁵ [CCC Huntingdonshire Transport Strategy \(March 2023\)](#)

²⁹⁶ [CCC Huntingdonshire Transport Strategy Action Plan \(March 2024\)](#)

²⁹⁷ [CCC Cambridgeshire Transport Proposals Database \(December 2023\)](#)

²⁹⁸ [EEH Regional Transport Strategy \(February 2021\) – page 49](#)

²⁹⁹ [EEH Mobility Hubs Business Case Guidance \(March 2023\)](#)

provided in order to support social cohesion and reduce the need to travel longer distances or make multiple journeys. Key to their success will be the provision of safe cycle parking and storage, synchronised arrival and departure times between trains and busses, and combined ticketing³⁰⁰.

10.18.3 The Huntingdonshire Transport Strategy³⁰¹ identifies the investigation of setting up transport hubs in new developments as an action.

10.18.4 Transport hubs should be located at neighbourhood centres and public transport interchange locations ensuring that they are attractive, complement the public realm and street environment and maximise accessibility and utility. Huntingdon and St Neots train stations, and St Ives Park and Ride on the Cambridgeshire Guided Busway all provide for multi-modal travel and so operate as transport hubs.

10.19 Establishing Future Infrastructure Needs and Developer Contributions

10.19.1 The emerging Local Plan's Strategic Transport Study³⁰² identifies indicative required highways, public transport, and active travel infrastructure required to mitigate the impacts arising from the proposed growth options and strategic sites. These indicative infrastructure requirements are outlined against each strategic site and growth option in the following sections. Of particular relevance to this section is the identified transport proposal for a Park and Ride in the Wyton Airfield area to support existing and future communities.

10.19.2 The assessment provided against each of the growth options and potential strategic site options in Sections 13 and 14 below, provides a snapshot of the likely impact on transport and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

10.20 Lead agencies:

- Department for Transport
- Active Travel England

³⁰⁰ [CPCA Local Transport and Connectivity Plan \(November 2023\) – p22 & 32](#)

³⁰¹ [CCC Huntingdonshire Transport Strategy \(March 2023\)](#)

³⁰² [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](#)

- Network Rail
- National Highways
- England's Economic Heartland
- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire County Council
- Greater Cambridge Partnership
- Huntingdonshire District Council

10.21 Evidence base:

- Transport Decarbonisation Plan (DfT, July 2021)³⁰³
- National bus strategy (DfT, March 2021)³⁰⁴
- Regional Transport Strategy (EEH, February 2021)³⁰⁵
- Connecting Economies: Cambridgeshire and Peterborough (EEH, October 2024)³⁰⁶
- Maximising East West Rail (EEH, March 2025)³⁰⁷
- Active Travel Strategy (EEH, March 2022)³⁰⁸
- Local Transport and Connectivity Plan (CPCA, November 2023)³⁰⁹
- Cambridgeshire and Peterborough Bus Strategy (CPCA, March 2023)³¹⁰
- Cambridgeshire Active Travel Strategy (CCC, March 2023)³¹¹
- Cambridgeshire Local Cycling and Walking Infrastructure Plan (CCC, October 2022)³¹²
- Huntingdonshire Transport Strategy (CCC, March 2023)³¹³
- Huntingdonshire Transport Strategy Action Plan (CCC, March 2024)³¹⁴
- Cambridgeshire Transport Proposals Database (CCC, December 2023)³¹⁵
- Cambridgeshire Rights of Way Improvement Plan (CCC, 2006)³¹⁶

³⁰³ [DfT Transport Decarbonisation Plan \(July 2021\)](#)

³⁰⁴ [DfT National bus strategy \(March 2021\)](#)

³⁰⁵ [EEH Regional Transport Strategy \(February 2021\)](#)

³⁰⁶ [EEH Connecting Economies: Cambridgeshire and Peterborough \(October 2024\)](#)

³⁰⁷ [EEH Maximising East West Rail \(March 2025\)](#)

³⁰⁸ [EEH Active Travel Strategy \(March 2022\)](#)

³⁰⁹ [CPCA Local Transport and Connectivity Plan \(November 2023\)](#)

³¹⁰ [CPCA Bus Strategy \(March 2023\)](#)

³¹¹ [CCC Cambridgeshire Active Travel Strategy \(March 2023\)](#)

³¹² [CCC Cambridgeshire Local Cycling and Walking Infrastructure Plan \(October 2022\)](#)

³¹³ [CCC Huntingdonshire Transport Strategy \(March 2023\)](#)

³¹⁴ [CCC Huntingdonshire Transport Strategy Action Plan \(March 2024\)](#)

³¹⁵ [CCC Cambridgeshire Transport Proposals Database \(December 2023\)](#)

³¹⁶ [CCC Cambridgeshire Rights of Way Improvement Plan \(2006\)](#)

- Cambridgeshire Rights of Way Improvement Plan Update (CCC, April 2016)³¹⁷

Active Travel

10.22 Context

- 10.22.1 Only 9.5% of commuters travel to work in Huntingdonshire on foot or by bicycle³¹⁸. However, 17.8% of commuters travel less than 5km (3.1 miles) to work within the district³¹⁹, which could reasonably be carried out on foot or bicycle provided active travel infrastructure is available and of a sufficient quality. While this data is provided by the ONS, it must be noted that the travel data collected as part of the 2021 Census were severely disrupted by the Covid-19 pandemic.
- 10.22.2 The Huntingdonshire Futures Baseline Report ³²⁰ found that across Huntingdonshire, noting rural areas are expected to have low walkability potential to health services and primary schools, areas of low walkability^[OBJ]³²¹ are identified in the north of Huntingdon, eastern and western edge of St Ives, western and northern edges of Eaton Ford, eastern edge of St Neots, southern and eastern edge of Ramsey, northern edge of Yaxley and the southern edge of Sawtry^[OBJ].
- 10.22.3 In supporting active travel and facilitating more active and healthy lifestyles, a range of active travel infrastructure standards and guidance have been produced in recent years ³²². Such standards and guidance, when combined with comprehensive plans for the provision and improvement of active travel infrastructure in local areas, provide the conditions to help ensure as many people as possible have a range of appropriate transport choices to meet their needs.

10.23 Existing provision

- 10.23.1 Huntingdonshire's key transport institutions and those of the wider region maintain a focus on improving active travel infrastructure in order to increase uptake, generate modal shift, and help meet environmental objectives. The regional EEH

³¹⁷ [CCC Cambridgeshire Rights of Way Improvement Plan Update \(April 2016\)](#)

³¹⁸ [ONS \(2022\). 2021 Census Maps: Method of travel to workplace](#)

³¹⁹ [ONS \(2022\). 2021 Census Maps: Distance travelled to work](#)

³²⁰ [Huntingdonshire Futures Baseline Report \(August 2022\)](#)

³²¹ The [Huntingdonshire Futures Baseline Report \(August 2022\)](#) defines walkability as a measure of the ratio of the number of facilities each building can access in a 10-minute drive (@ 40mph) compared to a 15-minute walk.

³²² Including: [Local Transport Note 1/20: Cycle Infrastructure Design \(DfT, July 2020\)](#), [Inclusive Mobility \(DfT, January 2022\)](#), [Active Design \(Sport England, May 2023\)](#)

Active Travel Strategy³²³ establishes the high level ambition for sustained and significant growth in active travel to support a greater number and wider variety of journeys throughout the urban and rural parts of the region. The Huntingdonshire Transport Strategy Action Plan³²⁴ acknowledges that active travel schemes will play a key role in the delivery of the Huntingdonshire Transport Strategy, and that such schemes are addressed in the Cambridgeshire Active Travel Strategy³²⁵ and Cambridgeshire Local Cycling and Walking Infrastructure Plan³²⁶. The active travel schemes for Huntingdonshire are displayed in the four following maps, the first two relating to cycling and the other two relating to walking proposals. Such proposals will enhance the network of public rights of way across the District and wider County³²⁷. However, it should be noted that these active travel infrastructure proposals do not cover the whole District and leave some key areas without identified improvements. It should also be noted that while the District's Public Rights of Way network provides for a range of users, gaps exist that limit the effectiveness of the network and in some instances the safety of users³²⁸.

³²³ [EEH Active Travel Strategy \(March 2022\)](#)

³²⁴ [CCC Huntingdonshire Transport Strategy Action Plan \(March 2024\)](#)

³²⁵ [CCC Cambridgeshire Active Travel Strategy \(March 2023\)](#)

³²⁶ [CCC Cambridgeshire Local Cycling and Walking Infrastructure Plan \(October 2022\)](#)

³²⁷ [Cambridgeshire Definitive Map](#)

³²⁸ Consultation response: British Horse Society (June 2025)

Figure 8: Huntingdonshire cycle routes: Huntingdon and St Ives

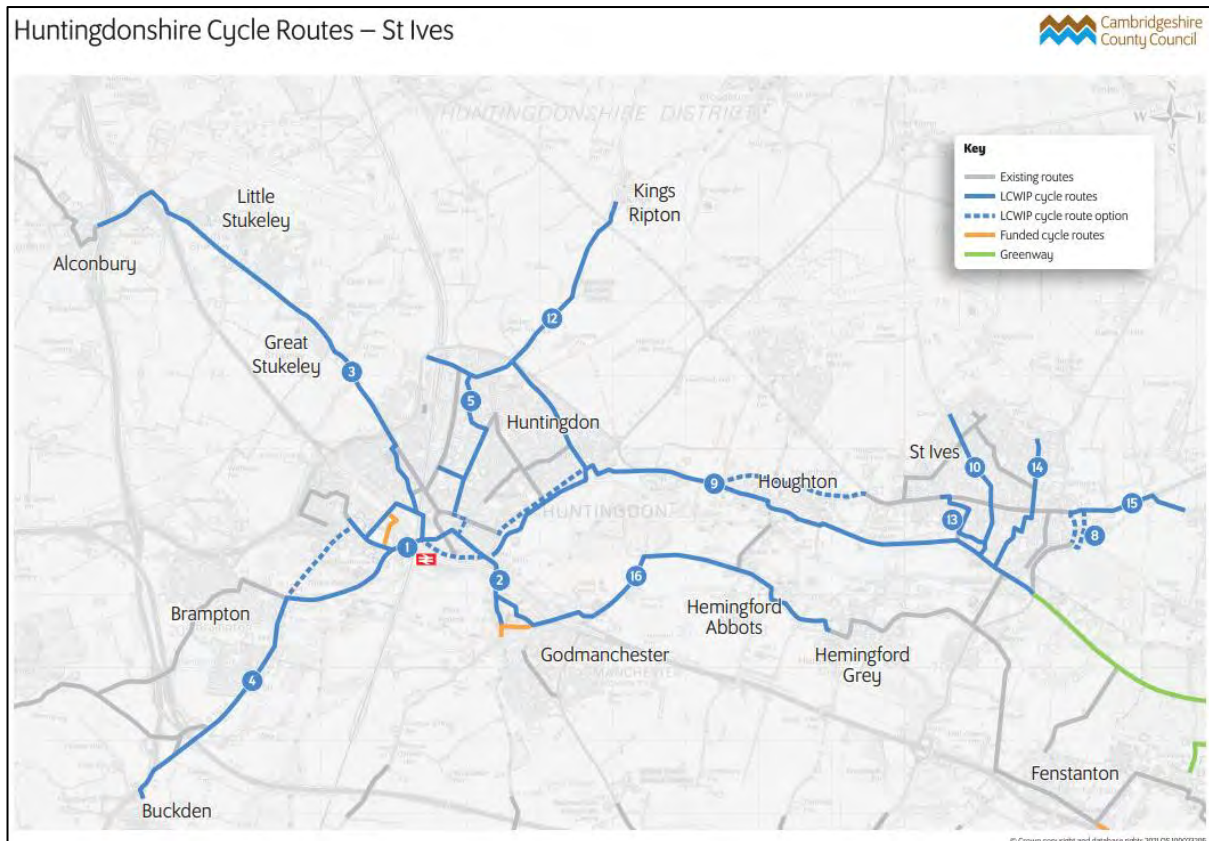


Figure 9: Huntingdonshire cycle routes: St Neots

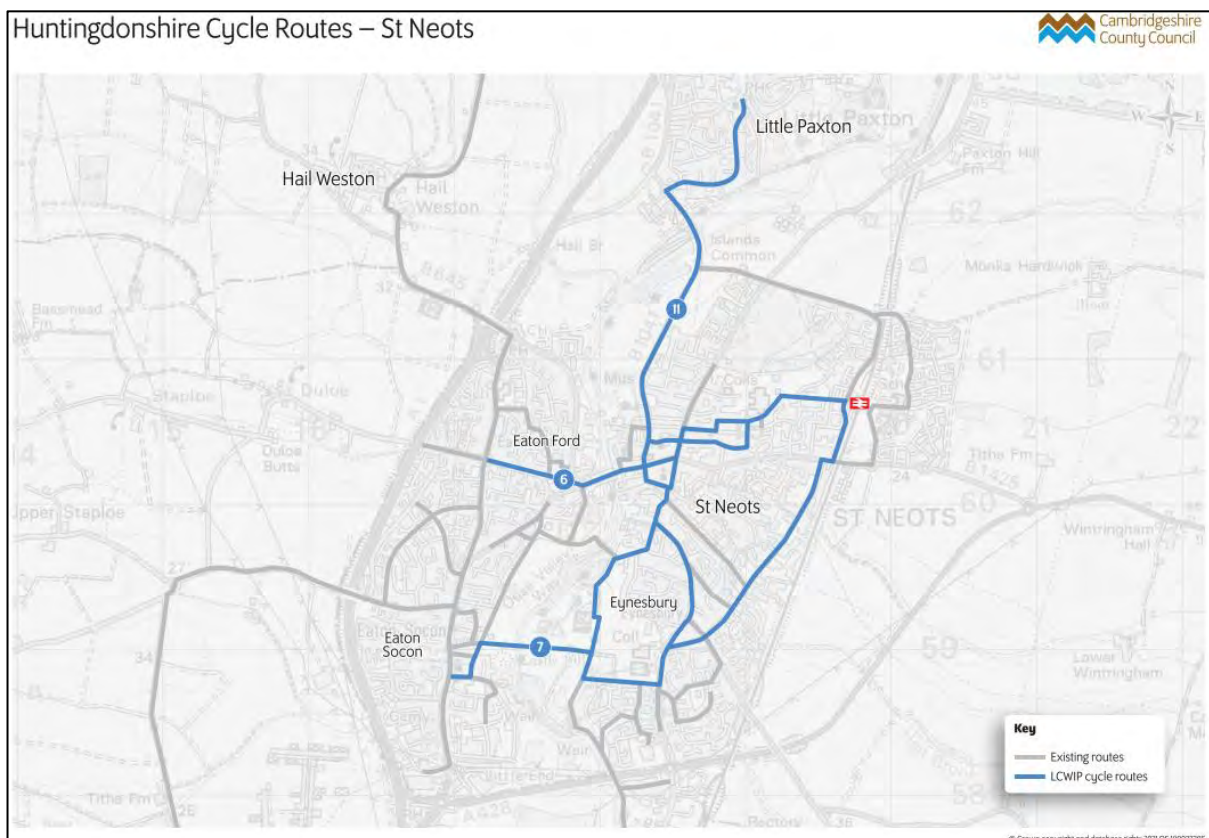


Figure 10: Huntingdonshire walking routes: Huntingdon and St Ives

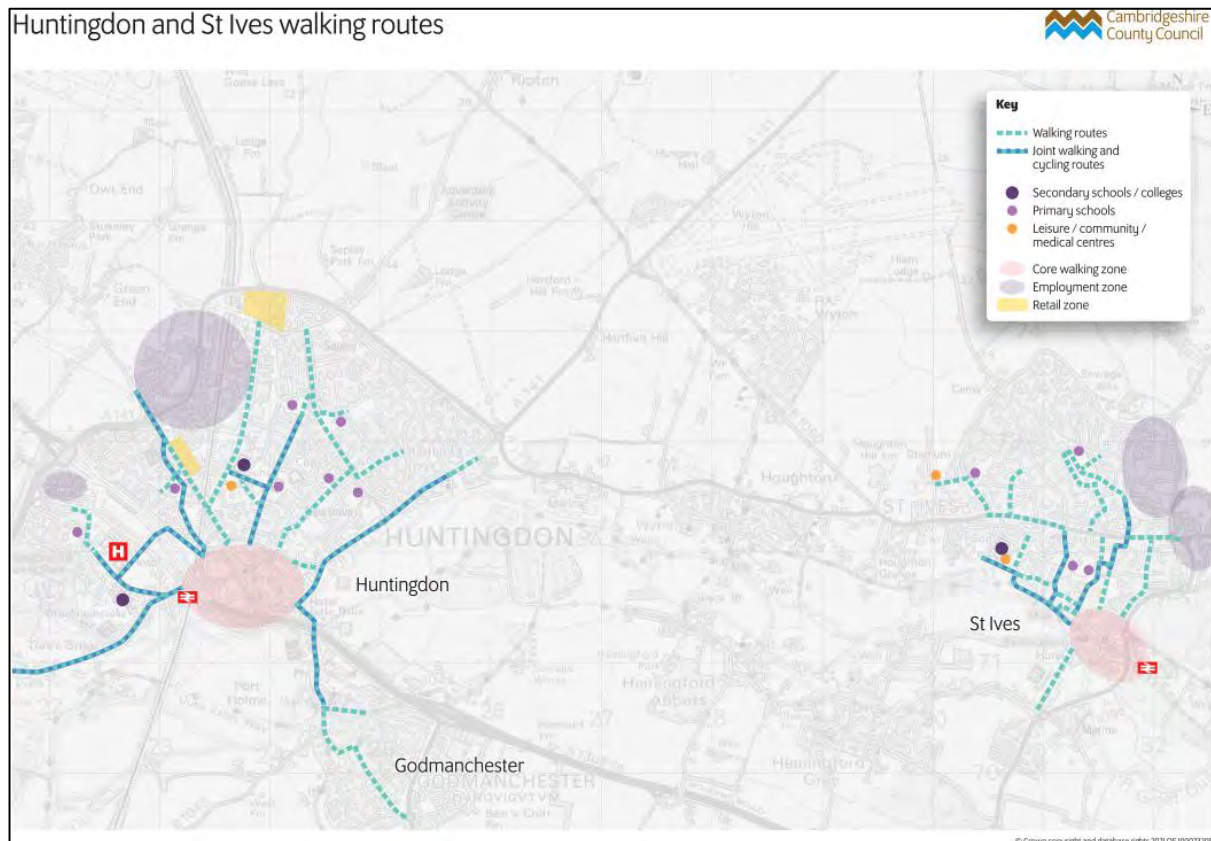
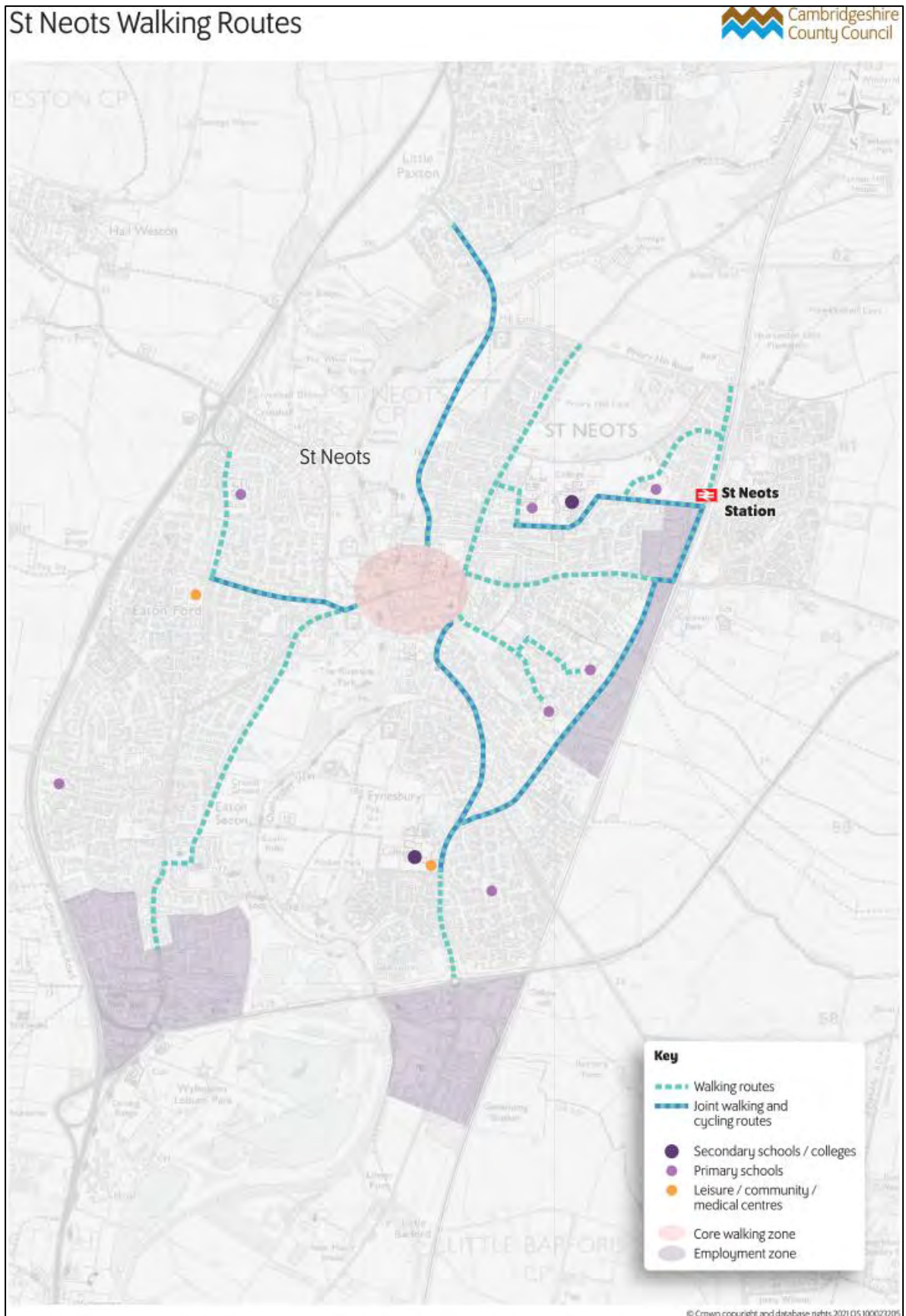


Figure 11: Huntingdonshire walking routes: St Neots



- 10.23.2 The Cambridgeshire Rights of Way Improvement Plan (2006)³²⁹ and Cambridgeshire Rights of Way Improvement Plan Update (April 2016)³³⁰ provide guiding principles for improvements to the public rights of way network and enhanced countryside access, and should be read in conjunction with the above Cambridgeshire Active Travel Strategy.

10.24 Establishing Future Infrastructure Needs and Developer Contributions

- 10.24.1 The emerging Local Plan's Strategic Transport Study³³¹ identifies indicative required highways, public transport, and active travel infrastructure required to mitigate the impacts arising from the proposed growth options and strategic sites. These indicative infrastructure requirements are outlined against each strategic site and growth option in the following sections.
- 10.24.2 The assessment provided against each of the growth options and potential strategic site options in Sections 13 and 14 below, provides a snapshot of the likely impact on transport and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

10.25 Lead agencies:

- Department for Transport
- Active Travel England
- England's Economic Heartland
- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire County Council
- Greater Cambridge Partnership
- Huntingdonshire District Council

³²⁹ [CCC Cambridgeshire Rights of Way Improvement Plan \(2006\)](#)

³³⁰ [CCC Cambridgeshire Rights of Way Improvement Plan Update \(April 2016\)](#)

³³¹ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](#)

10.26 Evidence base:

- Transport Decarbonisation Plan (DfT, July 2021)³³²
- Regional Transport Strategy (EEH, February 2021)³³³
- Connecting Economies: Cambridgeshire and Peterborough (EEH, October 2024)³³⁴
- Active Travel Strategy (EEH, March 2022)³³⁵
- Local Transport and Connectivity Plan (CPCA, November 2023)³³⁶
- Cambridgeshire Active Travel Strategy (CCC, March 2023)³³⁷
- Cambridgeshire Local Cycling and Walking Infrastructure Plan (CCC, October 2022)³³⁸
- Huntingdonshire Transport Strategy (CCC, March 2023)³³⁹
- Huntingdonshire Transport Strategy Action Plan (CCC, March 2024)³⁴⁰
- Cambridgeshire Transport Proposals Database (CCC, December 2023)³⁴¹
- Cambridgeshire Rights of Way Improvement Plan (CCC, 2006)³⁴²
- Cambridgeshire Rights of Way Improvement Plan Update (CCC, April 2016)³⁴³
- Consultation response: British Horse Society (June 2025)

³³² [DfT Transport Decarbonisation Plan \(July 2021\)](#)

³³³ [EEH Regional Transport Strategy \(February 2021\)](#)

³³⁴ [EEH Connecting Economies: Cambridgeshire and Peterborough \(October 2024\)](#)

³³⁵ [EEH Active Travel Strategy \(March 2022\)](#)

³³⁶ [CPCA Local Transport and Connectivity Plan \(November 2023\)](#)

³³⁷ [CCC Cambridgeshire Active Travel Strategy \(March 2023\)](#)

³³⁸ [CCC Cambridgeshire Local Cycling and Walking Infrastructure Plan \(October 2022\)](#)

³³⁹ [CCC Huntingdonshire Transport Strategy \(March 2023\)](#)

³⁴⁰ [CCC Huntingdonshire Transport Strategy Action Plan \(March 2024\)](#)

³⁴¹ [CCC Cambridgeshire Transport Proposals Database \(December 2023\)](#)

³⁴² [CCC Cambridgeshire Rights of Way Improvement Plan \(2006\)](#)

³⁴³ [CCC Cambridgeshire Rights of Way Improvement Plan Update \(April 2016\)](#)

11.0 Utilities

Electricity

11.1 Context and existing provision

- 11.1.1 Distribution Network Operators (DNO) are the companies that run regional electricity networks that connect homes, businesses and other users to the National Grid. The DNO for the District is UK Power Networks (UKPN). UKPN divides their jurisdiction into three operating areas, Eastern Power Network (EPN), London Power Network and South Eastern Power Network. Huntingdonshire falls within the EPN operating area.
- 11.1.2 UKPNs EPN distribution network supplies electricity to more than 3.7 million customers over an area of approximately 20,300 square kilometres³⁴⁴. Their operating area includes most of East Anglia. Electricity is taken from National Grid's 400kV and 275kV networks at several Grid Supply Points. UKPN note, in their RIIO-ED2 Business Plan 2023-2028³⁴⁵, that their connections service will be increasingly important as the UK transitions to a low carbon economy and that to deliver the necessary changes to transport and heating infrastructure the level of connections needed over the coming decade is unprecedented.
- 11.1.3 Local primary substations, which generally feed out to secondary substations which, in turn, connect to local homes and commercial premises, pose the biggest constraint to development and works to upgrade or provide new primary substations can result in high costs.
- 11.1.4 UKPN, like all regional DNOs, operate a first come, first served basis for electricity. This means that an individual development site may absorb the existing capacity in an electricity substation, requiring further upgrades to be implemented to accommodate further growth in the area. UKPN is expected to fund network reinforcement and asset replacement to underpin growth in the area.
- 11.1.5 While grid substations (and their associated primary substations) may currently have capacity, this is often reserved for future development. It can take many years for development which has been accepted by UKPN to be built out and, as such, reflects the capacity constraints highlighted by forecasts. UKPN is pursuing a

³⁴⁴ [UKPN EPN Long Term Development Statement \(November 2024\)](#)

³⁴⁵ [UKPN RIIO ED2 Business Plan 2023-2028 - p76](#)

programme to unlock additional generation capacity across the area through identifying and removing network constraints. Their RII0-ED2 Business Plan 2023-2028³⁴⁶ acknowledges the differing requirements of customers requiring either minor or major connections to the network, recognising the latter as including industrial, commercial and major residential uses.

11.1.6 The following existing primary substations supply the area:

- Kimbolton
- Perry
- Offord
- Godmanchester
- Hilton
- Little Barford
- St Ives
- RAF Alconbury
- Bring ton
- Woodwalton
- Bury
- Huntingdon Grid
- Farcet
- Orton, Peterborough

11.1.7 Of the above primary substations, all bar Brington and Godmanchester have over 5% headroom (this includes Orton, Peterborough). Brington is recorded as overloaded by over 5% while Godmanchester is recorded as ranging from 5% overloaded to 5% headroom³⁴⁷. Capacity data are derived from the demand data recorded during the most onerous season over the past year and the maximum capacity at each primary substation.

11.2 Establishing Future Infrastructure Needs and Developer Contributions

11.2.1 The Department for Energy Security and Net Zero has confirmed that the Future Homes Standard (FHS) will be published in the Autumn 2025 (Future Homes Hub

³⁴⁶ [UKPN RII0 ED2 Business Plan 2023-2028 - p76](#)

³⁴⁷ [UKPN Network Infrastructure and Usage Map](#)

announcement, 6 June, 2025³⁴⁸). As part of the FHS, it is expected that the government will announce that homes will be required to be built to gas free standard by December 2027. The FHS will put greater emphasis on the use of electricity to heat homes and provide energy to run heat pumps. Overall, the pressure placed on power networks by new developments which must comply with FHS is a factor that must be taken into consideration and focus will be needed as part of the Stage 2 IDS to understand the implications of FHS on new developments and energy capacity into the future.

- 11.2.2 The UKPN Network Infrastructure and Usage Map³⁴⁹ records infrastructure upgrades planned over the next five years, derived from the UKPN EPN Long Term Development Statement Development Proposals (November 2024)³⁵⁰. The only recorded infrastructure upgrade in the District relates to the installation of a new 3-section 33kv switchboard at Huntingdon Grid designed to reinforce the load. The upgrade is expected to be completed in 2028.
- 11.2.3 Many electricity generators and consumers have the potential to reduce their demand for electricity during peak periods or, conversely, the ability to increase energy supply using existing, on-site power generation assets. Flexibility procurement is the process of entering into a contract between DNOs, electricity generators and/or consumers in order to manage electricity use during supply and demand peaks and troughs³⁵¹.
- 11.2.4 Flexibility procurement relating to overloading expectations is identified for three locations across the District, at Brington, Kimbolton, and Godmanchester substations respectively. At the Godmanchester substation UKPN has partially fulfilled the system needs and will continue procuring flexibility to fulfil the system needs. However, at Brington and Kimbolton UKPN have not been able to procure sufficient flexibility but are aiming to procure more flexibility.

11.3 Lead agencies:

- United Kingdom Power Networks (UKPN)
- National Grid

³⁴⁸ [Future Homes Standard: Update and webinar](#)

³⁴⁹ [UKPN Network Infrastructure and Usage Map](#)

³⁵⁰ [UKPN Eastern Power Network - Long Term Development Statement Development Proposals \(November 2024\)](#)

³⁵¹ [Flexible Power - A joint initiative between four UK DNOs](#)

11.4 Evidence base:

- Long Term Development Statement Development Proposals (UKPN Eastern Power Network, November 2024)³⁵²
- RII0-ED2 Business Plan 2023-2028 (UKPN)³⁵³
- Network Infrastructure and Usage Map (UKPN)³⁵⁴
- Consultation response: North West Anglia NHS Foundation Trust (June 2025)
- Consultation response: UKPN (June 2025)

Renewable Energy

11.5 Context and existing provision

11.5.1 Huntingdonshire District Council commissioned LUC to prepare a Renewable and Low Carbon Study (November 2024)³⁵⁵ to inform the LP Update. The Study sought to:

- Review the ‘technical’ and ‘deployable’ potential for renewable and low carbon energy technologies of all scales within the District
- Provide recommendations or appropriate policy options to include in the LP regarding renewable and low carbon energy
- Advise on the potential to set targets for renewable energy or carbon savings over the life of the LP Update

11.5.2 This Study included a Renewable Energy Assessment (November 2024)³⁵⁶, which identified substantial technical potential for additional renewable and low carbon energy development within the District, which if wholly realised would provide a total illustrative capacity of 43,379MW, outputting 45,756,392MWh of energy per year. This equates to powering approximately 15.6 million homes with electricity and 304,000 homes with heat a year³⁵⁷. However, the Study acknowledges that this is not a realistic scenario.

³⁵² [UKPN Eastern Power Network - Long Term Development Statement Development Proposals \(November 2024\)](#)

³⁵³ [UKPN RII0 ED2 Business Plan 2023-2028](#)

³⁵⁴ [UKPN Network Infrastructure and Usage Map](#)

³⁵⁵ <https://www.huntingdonshire.gov.uk/planning/local-plan-update/evidence-library-for-local-plan-update/>

³⁵⁶ <https://www.huntingdonshire.gov.uk/media/ug1hci0e/document-e-local-plan-climate-change.pdf>

³⁵⁷ [Huntingdonshire Renewable and Low Carbon Study - Renewable Energy Assessment \(November 2024\) - p12](#)

- 11.5.3 At present an estimated 41% of electricity demand within Huntingdonshire is met by renewable/low carbon generation, principally solar and onshore wind generation. Under the business as usual scenario, this is estimated to increase to only 43% by 2050 (a 2% increase). In comparison, the ambitious scenario in the Renewable Energy Assessment estimates that renewable/low carbon generation could provide 80% of Huntingdonshire's electricity demand by 2050. This would require 4.3% and 1.2% of the identified land as having technical potential for wind and ground mounted solar, respectively, to be developed³⁵⁸.
- 11.5.4 Gaining a grid connection has become a substantial barrier to renewable energy developments due principally to the congested distribution network, which often cannot be resolved without substantial expense, which can create viability issues³⁵⁹.
- 11.5.5 The Study recommends opportunities are taken through the LP Update to introduce a supportive and positively worded criteria based policy for renewable and low carbon energy development, allocate sites for renewable and low carbon energy development, and support community led renewable and low carbon energy schemes³⁶⁰.

11.6 Establishing Future Infrastructure Needs and Developer Contributions

- 11.6.1 To date no feedback has been received from renewables infrastructure contacts, and the Council will continue to seek to engage with the renewable energy industry to inform future versions of the IDS.

11.7 Lead agencies:

- Department for Energy Security and Net Zero
- National Energy system Operator
- UK Power Networks

³⁵⁸ [Huntingdonshire Renewable and Low Carbon Study - Renewable Energy Assessment \(November 2024\) - p12-13](#)

³⁵⁹ [Huntingdonshire Renewable and Low Carbon Study - Renewable Energy Assessment \(November 2024\) - p62 - p165](#)

³⁶⁰ [Huntingdonshire Renewable and Low Carbon Study - Renewable Energy Assessment \(November 2024\) - p165](#)

11.8 Evidence base:

- [Huntingdonshire Renewable and Low Carbon Study \(HDC, November 2024\)](#)³⁶¹

Gas

11.9 Context and existing provision

- 11.9.1 The National Gas³⁶² National High Pressure transmission gas mains transport gas throughout the UK. DNOs receive high pressure gas from the National Gas transmission pipelines. Cadent is the DNO responsible for the operation of the gas National Transmission System in Huntingdonshire, and across the East of England, North West, West Midlands, and North London, providing gas services to a diverse range of customer and stakeholder groups.
- 11.9.2 Huntingdonshire is well served by National Gas' National High Pressure pipes, located to the west of Huntingdon. The Huntingdon Gas Compressor Station is located north of Kimbolton, where multiple National High Pressure gas pipelines converge.
- 11.9.3 Cadent produce Long Term Development Plans in order to forecast their demand and supply for the next ten years. Cadent has seen annual demand increases in gas in 2022/23 followed by a reduction in demand which is expected to continue over the next ten years owing to the shift towards electricity and efficiency improvements³⁶³. This picture is reflected in National Gas' Gas Ten Year Statement (2024), in which reduction in gas demand is expected over the next decade with the scale of reduction dependant on which future energy scenario materialises³⁶⁴. The scenario in which electrification of heating and transportation grows rapidly will lead to a larger reduction in gas demand than one in which alternative hydrogen fuels is favoured. This scope for different gas demand pathways will be reviewed by National Gas and Cadent respectively.

³⁶¹ <https://www.huntingdonshire.gov.uk/planning/local-plan-update/evidence-library-for-local-plan-update/>

³⁶² Formerly National Grid.

³⁶³ [Long Term Development Plan \(Cadent, October 2024\)](#)

³⁶⁴ [Gas Ten Year Statement \(National Gas, December 2024\) - page11](#)

11.10 Establishing Future Infrastructure Needs and Developer Contributions

- 11.10.1 The Department for Energy Security and Net Zero has confirmed that the FHS will be published in the Autumn 2025 (Future Homes Hub announcement, 6 June, 2025³⁶⁵). As part of the FHS, it is expected that the government will announce that new homes will be built as gas free by December 2027
- 11.10.2 The alternatives to gas include:
- Heat pumps
 - Electric heating
 - Heat networks
 - Biomass, biogas and hydrogen.
- 11.10.3 In liaison with Cadent Gas, it is understood that the shift away from gas boilers to heat pumps is taking time to achieve due to the time and investment involved in changes to the supply chain and workforce skills and training. However, the shift is moving forward despite an estimated two-year slippage.
- 11.10.4 To respond to the FHS, Cadent is working towards a full replacement of the network to plastic pipes by 2031, which will allow for bringing alternatives to gas into the existing gas pipeline network. This includes blended gas including biogas and hydrogen blends.
- 11.10.5 In terms of connections to new development, Cadent Gas note that the existing gas infrastructure network is dense in Huntingdonshire, therefore connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections. At present this information is not available but more detailed information with regard to strategic site connections to the gas network will be sought as part of the preparation of the Stage 2 IDS.

11.11 Lead agencies:

- Department for Energy Security and Net Zero
- National Energy System Operator
- National Gas

³⁶⁵ [Future Homes Standard: Update and webinar](#)

- Cadent

11.12 Evidence base:

- Gas Ten Year Statement (National Gas, December 2024)³⁶⁶
- Long Term Development Plan (Cadent, October 2024)³⁶⁷
- Biomethane gas to grid, Cadent³⁶⁸
- Consultation Response: Cadent (July, 2025)³⁶³

Communications

11.13 Context and existing provision

- 11.13.1 Communications infrastructure is the technology, products and network connections upon which various broadcasting and telecommunication services are operated. It can be built from copper cable, fibre or wireless technologies. Fixed (broadband) connectivity is the transmission of wide bandwidth data over a high-speed internet connection, and is typically split into superfast broadband, ultrafast broadband, full fibre and gigabit broadband – each faster than the previous. Mobile connectivity, which is provided by mobile network operators, is underpinned by different generations of cellular technology (e.g., 3G, 4G or 5G).
- 11.13.2 Ofcom is the Government's regulator and competition authority for the UK communications industries, including telecommunications. Ofcom's research shows that full-fibre broadband coverage could reach 96% of homes and businesses across the UK by 2027 with the right regulations and support³⁶⁹. To achieve this level of coverage Ofcom will work with the industry to promote competition, reach rural areas, protect consumers through price caps, and when redundant close the copper network.
- 11.13.3 Connection to gigabit capable broadband throughout the region is delivered through commercial roll-outs by BT Openreach, Virgin Media and Gigaclear. In addition to this, other commercial operators are offering rapidly expanding alternatives to the traditional fibre approach.
- 11.13.4 Connecting Cambridgeshire, led by the Cambridgeshire & Peterborough Combined Authority, works with local authorities, government bodies and external

³⁶⁶ [Gas Ten Year Statement \(National Gas, 2024\)](#)

³⁶⁷ <https://cadentgas.com/reports/long-term-development-plan>

³⁶⁸ [Bio-guide-to-connect-FINAL-280220.pdf](#)

³⁶⁹ [Ofcom proposals for full fibre rollout into final phase \(Ofcom – 20 March 2025\)](#)

organisations (e.g. telecoms suppliers, mobile operators) to improve the region's digital infrastructure, including broadband, mobile and public access Wifi.

11.13.5 Connecting Cambridgeshire's Digital Connectivity Strategy 2025-2029³⁷⁰ notes that the region achieved the Government's target of 85% Gigabit capable coverage in 2024, a year earlier than expected, thereby exceeding national average coverage. The overriding purpose of the Strategy is to make Cambridgeshire and Peterborough the leading region for digital connectivity and innovation to enable our residents and business to thrive. However, challenges are acknowledged, including the difficulty in rolling out Gigabit capable broadband to 100% of premises due to costs of deployment particularly in rural areas. Another identified challenge is inconsistent data on mobile coverage as well as reluctance on the part of Mobile Network Operators to commit to the often investments required to reach 4G and 5G coverage. Future targets include making Gigabit broadband available to 99% of the region by 2030, and 5G mobile coverage to all populated areas by 2030.

11.13.6 Openreach's Full Fibre Broadband Build Plan³⁷¹ outlines that Openreach are building Full Fibre services in the vast majority of Huntingdonshire's exchange areas. However, there are relatively large parts of the Abbots Ripton, Bythorn, Croxton, Great Gransden, Ortons, Winwick exchange areas that do not have access to Full Fibre services. At the time of writing Openreach do not have any confirmed plans to build more in these exchange areas.

11.14 Establishing Future Infrastructure Needs and Developer Contributions

11.14.1 To date no feedback has been received from lead communications infrastructure agencies regarding communications infrastructure, and the Council will continue to seek to engage with the communications industry to inform future versions of the IDS.

³⁷⁰ <https://www.connectingcambridgeshire.co.uk/wp-content/uploads/Digital-Connectivity-Strategy-2025-2029.pdf>

³⁷¹ https://www.openreach.com/fibre-broadband/where-when-building-ultrafast-full-fibre-broadband?utm_campaign=fibrecomms&utm_medium=newsletter&utm_source=google&utm_term=fibrecomms

11.15 Lead agencies:

- Department for Science, Innovation and Technology
- Ofcom
- Cambridgeshire & Peterborough Combined Authority
- Connecting Cambridgeshire
- Openreach

11.16 Evidence base:

- Digital Connectivity Strategy 2025-2029 (Connecting Cambridgeshire & CPCA)³⁷²
- Full Fibre Broadband Plan (Openreach, December 2024)³⁷³
- Full Fibre Broadband Build Plan (Openreach)³⁷⁴

Water Supply

11.17 Context and existing provision

- 11.17.1 The Secretary of State, advised by the EA, has classed a number of water company areas as seriously water stressed. The areas covered by AW (East Anglia) and Cambridge Water are classified as seriously water stressed³⁷⁵. This classification is based on an assessment that water resources are being or are likely to be exploited to a degree which may result in pressure on the environment or water supplies both now and in future. They do not indicate how individual water companies are performing in the management of their water resources, or a level of risk to public water supply.
- 11.17.2 Huntingdonshire's water is supplied by AW and Cambridge Water, with the former occupying a much larger area of the district than the latter. The District is covered by three Water Resource Zones (WRZ), these being AW's Ruthamford North WRZ and Ruthamford South WRZ, and the single Cambridge Water WRZ.

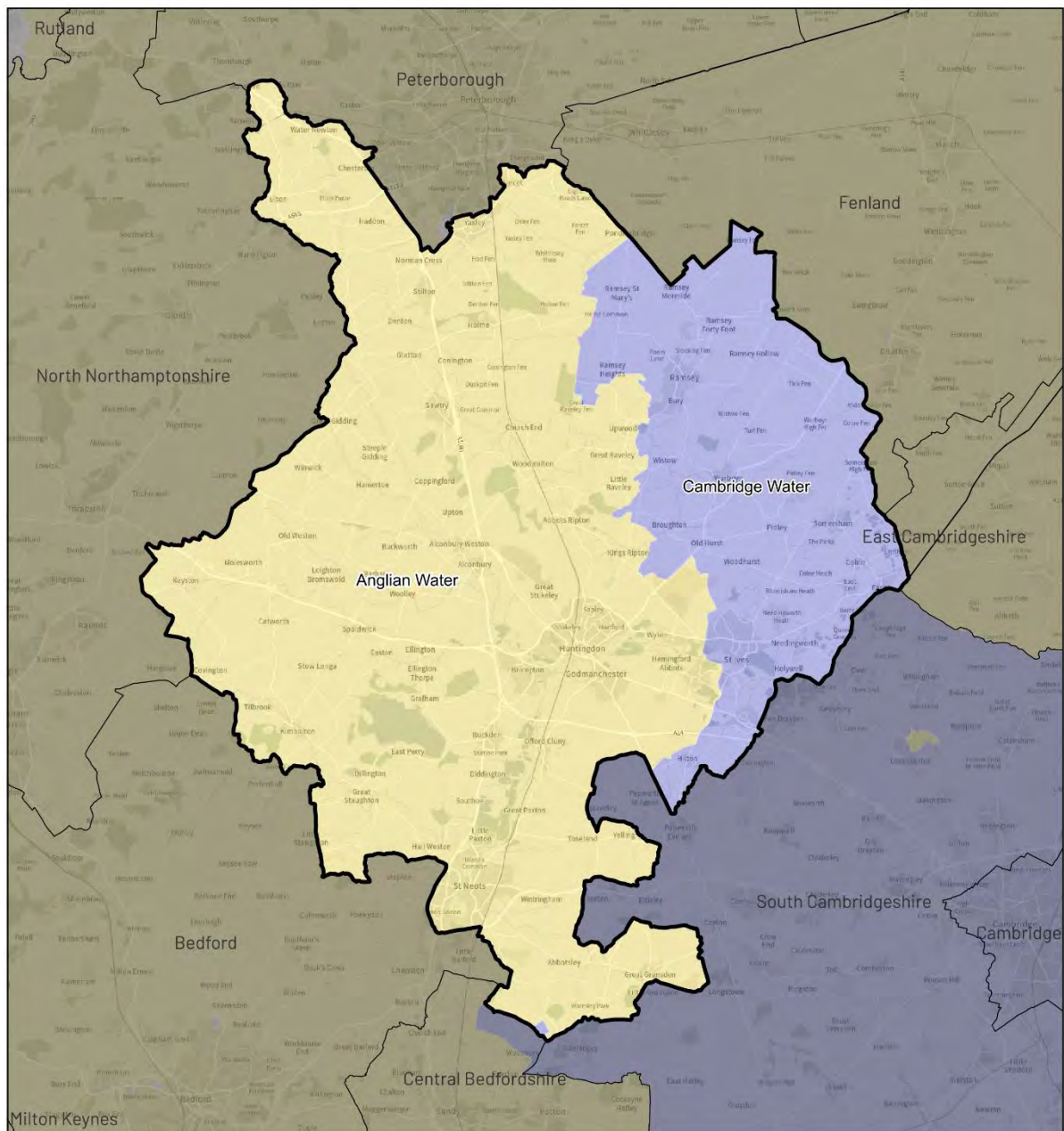
³⁷² <https://www.connectingcambridgeshire.co.uk/wp-content/uploads/Digital-Connectivity-Strategy-2025-2029.pdf>

³⁷³ [https://www.openreach.com/content/dam/openreach/openreach-dam-files/new-dam-\(not-in-use-yet\)/documents/where-and-when/FF-Build-Programme-Dec-2024-online.pdf](https://www.openreach.com/content/dam/openreach/openreach-dam-files/new-dam-(not-in-use-yet)/documents/where-and-when/FF-Build-Programme-Dec-2024-online.pdf)

³⁷⁴ https://www.openreach.com/fibre-broadband/where-when-building-ultrafast-full-fibre-broadband?utm_campaign=fibrecomms&utm_medium=newsletter&utm_source=google&utm_term=fibrecomms

³⁷⁵ [Water Stressed Areas - 2021 Classification \(EA & DEFRA, July 2021\)](#)

Figure 12: Water Supply Company Catchments in Huntingdonshire



Legend Huntingdonshire Boundary Water company boundary areas Anglian Water Cambridge Water	Map Title		Scale 1:250,000	
	Water Companies in Huntingdonshire 		 0 4 8 12 km	
			Coordinate Reference System British National Grid (EPSG: 27700)	
	Client 		Rights Contains OS data © Crown copyright and database right 2025, © Ofwat Source: https://www.ofwat.gov.uk/	
Project Infrastructure Delivery Study (IDS) Stage 1 Baseline		Date 03.09.2025		

- 11.17.3 The Ruthamford North WRZ is supplied solely from surface water, with abstractions from the River Nene filling Pitsford reservoir and Rivers Nene and Welland filling Rutland Water reservoir³⁷⁶. The Ruthamford South WRZ is supplied from surface water, with a direct abstraction from the River Great Ouse going to Grafham Water reservoir and a small groundwater contribution from abstraction in the Woburn Sands aquifer³⁷⁷. The Cambridge Water WRZ is supplied by abstraction from chalk aquifers to the South and East of Cambridge³⁷⁸.
- 11.17.4 Both AW and Cambridge Water identify challenges for the area, which include substantial pressures from baseline growth and growth associated with the Oxford-Cambridge region, environmental pressures resulting in targets to reduce abstraction, climate change, and extreme drought³⁷⁹. It is also noted that the Ruthamford area is AW's most complex supply system.
- 11.17.5 Through the Water Resource Management Plan 2024 (WRMP24) programme, AW can demonstrate a water supply headroom allowance at Ruthamford North of 10.4ml/d (million litres per day) in 2030 increasing to 15.6ml/d by 2050; and at Ruthamford South of 8.8 ml/d increasing to 12.1 ml/day. Cambridge Water can demonstrate a target headroom of 3.26ml/d (megalitres per day) in 2025 decreasing to 1.57ml/d by 2050³⁸⁰. Target headroom is a buffer on the annual supply/demand balance.

11.18 Establishing Future Infrastructure Needs

- 11.18.1 AW have prepared a Drought Plan (2022), which is referred to as DP22. It is updated every five years and AW are due to consult on DP27 this autumn/winter. DP22 focuses on the following approaches to reduce the risk of drought:
- Reducing demand: working with customers, AW predict that by 2045, water usage will reduce to 120 litres per person. That is a drop of 17 litres per person as measured in 2017-2018.
 - Temporary Use Bans: preventing customers from undertaking a range of water usage activities including watering gardens, cleaning cars, filling ponds etc.

³⁷⁶ [WRMP24 WRZ Summary \(Anglian Water, April 2025\) - p15](#)

³⁷⁷ [WRMP24 WRZ Summary \(Anglian Water, April 2025\) - p25](#)

³⁷⁸ [WRMP24 \(Cambridge Water, March 2025\) - p4](#)

³⁷⁹ [WRMP24 WRZ Summary \(Anglian Water, April 2025\) - p4](#) & [WRMP24 \(Cambridge Water, March 2025\) - p13](#)

³⁸⁰ [WRMP24 \(Cambridge Water, March 2025\) - p1](#)

- Non essential-use bans: where a drought situation worsens, AW would apply for to the government for a Drought Order.

- 11.18.2 Critical to the successful future provision of sufficient water supply is a package of demand and supply side measures. The Fens Reservoir, Lincolnshire Reservoir, and Grafham Water reservoir transfer are key elements of this package. The Fens Reservoir is being progressed by both AW and Cambridge Water and will contribute substantially to the water supply of the area³⁸¹.
- 11.18.3 The Fens and Lincolnshire Reservoirs are NSIPs for new water resources within the AW region, planned to provide water supply to AW customers (and Cambridge Water customers in the case of the Fens Reservoir). The reservoirs will be determined under the Planning Act 2008 as DCOs.
- 11.18.4 The need for the new reservoirs was established in AW's Water Resources Management Plan 2020-2045 (WRMP19) and taken forward in their most recent Water Resources Management Plan for 2025-2050 (WRMP24) together with other interim strategic supply options including potable water transfer interconnectors to support the long-term supply demand balance for water resources across AW's region; providing drought resilience and environmental protection. HDC is host authority to the associated infrastructure for both reservoirs (Lincs reservoir infrastructure to the north, and Fens reservoir infrastructure to the east).
- 11.18.5 The plans for the reservoirs are still at a relatively early stage and AW will continue to engage with Huntingdonshire District Council as the LP evolves, and more detail emerges for the reservoirs, particularly in terms of any sites taken forward as preferred options that have an interface with the associated infrastructure.
- 11.18.6 In the meantime, while water supply infrastructure is being planned and delivered, AW introduced the Non-Domestic Water Requests Policy in December 2024³⁸². The policy states that where new and unplanned non-domestic requests are received, which exceed 20,000 litres per day, AW will need to decline the request for more water, in order to protect existing supplies and the environment. The Policy identifies the following measures to be taken to reduce water usage:
- Smart metering
 - Water efficiency audits before water supplies are requested;

³⁸¹ [WRMP24 \(Cambridge Water, March 2025\) - p2](#)

³⁸² [chrome-extension_mhifbmdgcfjbbpaeojofohoejgiehjaj_edge_pdf_index.html](#)

- Water re-use including rainwater, surface water harvesting and greywater recycling and wastewater recycling.

11.18.7 The Shared Standards in Water Efficiency for Local Plans (June 2025)³⁸³ outline an agreed approach to water efficiency standards shared by AW, Cambridge Water, Essex & Suffolk Water, Affinity Water, the EA, and NE. The shared standards also have the full endorsement of Water Resources East. The guidance provides advice and evidence to LPAs within the Water Resource East area to apply policy requirements within Local Plans that:

- Achieve tighter water efficiency standards than the optional building regulations standard of 110 litres per person per day (l/p/d), towards a design standard of 85l/p/d for residential development where viability allows;
- Require new, extended or redeveloped non-domestic³⁸⁴ development to aim to achieve full credits in the BREEAM water calculator; and
- Require new major non-domestic development to include water saving measures and water reuse in their designs.

11.19 Lead agencies:

- Department for Environment, Food & Rural Affairs
- Environmental Agency
- Ofwat
- Water Resources East
- Anglian Water
- Cambridge Water

11.20 Evidence base:

- Water Stressed Areas - 2021 Classification (EA & DEFRA, July 2021)³⁸⁵
- Regional Water Resource Plan for Eastern England 2025-2050 (Water Resources East, December 2023)³⁸⁶

³⁸³ <https://www.anglianwater.co.uk/siteassets/developers/new-content/p--c/shared-standards-in-water-efficiency-for-local-plans.pdf>

³⁸⁴ 'non-domestic' excludes public buildings, such as schools and hospitals, and those where the primary use is for domestic purposes as well as residential dwellings

³⁸⁵ <https://www.gov.uk/government/publications/water-stressed-areas-2021-classification>

³⁸⁶ <https://wre.org.uk/the-regional-plan/>

- Water Resource Management Plan 2024 (Anglian Water, April 2025)³⁸⁷
- Water Resource Management Plan 2024 (Cambridge Water, March 2025)³⁸⁸
- Huntingdonshire Integrated Water Management Strategy: Stage 1 Water Cycle Study (March 2024)³⁸⁹
- Consultation response: Natural England (June 2025)
- Consultation response: Anglian Water (July 2025)
- Associated water infrastructure - Anglian Water - Fens Reservoir³⁹⁰
- Associated water infrastructure - Anglian Water - Lincolnshire Reservoir³⁹¹

Wastewater / Sewerage

11.21 Context and existing provision

- 11.21.1 Wastewater treatment, often referred to as water recycling, is the treatment of both domestic and commercial wastewater, including from toilets, baths, washing machines, industrial waste, and in combined sewer systems, rainwater run-off from roads and other impermeable surfaces such as roofs and pavements.
- 11.21.2 If left untreated, this can cause contamination and substantial adverse impacts on the water environment, including oxygen depletion, eutrophication of water as a result of the build-up of nutrients, and sewage litter. Wastewater is treated for appropriate disposal at water recycling centres.
- 11.21.3 The EA monitors the frequency and duration of storm overflow spills from wastewater treatment works/water recycling centres through their Spill Frequency Portal: Event Duration Monitoring Data³⁹². Engagement with NE highlighted their concerns regarding the capacity of water recycling centres resulting from the recorded discharge events displayed in the aforementioned Spill Frequency Portal. The interconnected nature of waterways and sensitive sites means that such protected sites can be harmed by water pollution derived from storm overflow spills.

³⁸⁷ <https://www.anglianwater.co.uk/corporate/strategies-and-plans/water-resources-management-plan/>

³⁸⁸ <https://www.cambridge-water.co.uk/about-us/our-strategies-and-plans/our-water-resources-management-plan>

³⁸⁹ <https://www.huntingdonshire.gov.uk/media/ht0h2ww5/huntingdonshire-integrated-water-management-strategy-stage-1-water-cycle-study.pdf>

³⁹⁰ <https://fensreservoir.co.uk/proposals/our-latest-proposals/associated-water-infrastructure/overview/>

³⁹¹ <https://www.lincsreservoir.co.uk/proposals/our-latest-proposals/associated-infrastructure/overview/>

³⁹² <https://experience.arcgis.com/experience/c9b8f3ba094c429aa30e0e2b6eaf43ac>

- 11.21.4 AW is the statutory sewerage undertaker for Huntingdonshire. Its Drainage and Wastewater Management Plan (May 2023) (DWMP)³⁹³ covers the period 2025-2050 and sets out how wastewater systems, and the drainage networks that impact them, are to be maintained, improved and extended over the next 25 years to ensure they are robust and resilient to future pressures.
- 11.21.5 The challenges associated with water recycling include population growth and intense rainfall due to climate change. The DWMP enhancement plans for Huntingdonshire's WRC are set out in Table 23 below. Although these improvements cover the period 2025-2050 they will need to be kept under review as growth pressures and climate change evolve.
- 11.21.6 Where the table states "N/A" it means that the WRC has either been screened out of requiring further action through the DWMP process or the WRC has a descriptive permit which means that they are very small treatment works, serving small populations and details of works have not been identified.

*Table 23: Huntingdonshire Water Recycling Centre enhancement plans
(AW DWMP, May 2023)*

Water Recycling Centre³⁹⁴	Medium term plans (by 2035)	Long term plans (by 2050)
Alconbury	Networks – mixed strategy with main solution of SuDS	25% surface water removal
Brampton	WRC – new permit with increased capacity. Smart consenting Networks – mixed strategy with main solution SuDS	WRC process optimisation 25% surface water removal
Buckden	Networks – mixed strategy with main solution SuDS	25% surface water removal
Catworth-Hostel	N/A	N/A
Chawston-Wybston	N/A	N/A
Covington	N/A	N/A
Easton	N/A	WRC – increase capacity and proactive maintenance
Elton	N/A	N/A
Great Gidding	N/A	N/A
Hail Weston	N/A	N/A
Holme	N/A	N/A
Huntingdon (Godmanchester)	Networks – mixed strategy with main solution SuDS	25% surface water removal

³⁹³ <https://www.anglianwater.co.uk/corporate/strategies-and-plans/drainage-wastewater-management-plan/final-plan/>

³⁹⁴ [Anglian Water Recycling Catchment Areas Map](#)

Water Recycling Centre ³⁹⁴	Medium term plans (by 2035)	Long term plans (by 2050)
Kimbolton	Networks – mixed strategy with main solution SuDS	25% surface water removal
Kings Ripton	N/A	N/A
Leighton Bromswold	N/A	N/A
Little Barford	N/A	N/A
Molesworth	N/A	N/A
Needingworth	Networks – mixed strategy with main solution SuDS	25% surface water removal
Oldhurst	N/A	N/A
Old Weston Main Street	N/A	N/A
Paxton	N/A	N/A
Peterborough	Network – additional capacity through attenuation	10% surface water removal
Ramsey	Networks – mixed strategy with main solution SuDS	25% surface water removal
Sawtry	Infiltration reduction	25% surface water removal
Somersham	Infiltration removal	Wait and see
Stibbington	Networks – mixed strategy with main solution SuDS	10% surface water removal
St Ives	Networks – mixed strategy with main solution SuDS	10% surface water removal
St Neots	WRC – new permit with increased capacity Networks – mixed strategy with main solution SuDS	50% surface water removal
Tilbrook	N/A	N/A
Upwood	N/A	N/A
Waresley	Networks – mixed strategy with main solution SuDS	50% surface water removal
Wyton	N/A	N/A

11.21.7 Through the Stage 1 IDS engagement process, AW noted that of these WRCs, there are current capacity constraints identified. These include:

- Brampton WRC
- Elton WRC
- Huntingdon WRC
- Needingworth WRC
- Tilbrook WRC
- Somersham WRC

11.21.8 Currently, this means that AW are objecting to planning applications that would lead to increased wastewater flows to these WRCs due to the risk environmental harm.

- 11.21.9 In relation to “Descriptive works”; as a result of the limited, and sometimes very constrained, parameters for descriptive permits, there is a risk that incremental housing growth could exceed the capacity of these small WRCs and potentially cause environmental harm. AW have therefore issued a Position Statement³⁹⁵ which explains that it will object to all applications (minor and major) proposing to connect to the network within the catchment of a descriptive works. In some instances, the applicant could overcome an objection if they carried out one year’s flow monitoring to establish if the additional flows would cause environmental harm.
- 11.21.10 There is no planned growth investment scheduled between 2025 and 2030 under Anglian Water’s Asset Management Period 8 (AMP8 2025-2030) at these WRCs and data will be updated annually.
- 11.21.11 In terms of current or recently completed projects, AW note the following projects within its Asset Management Plan 8 (AMP8) which runs from April 2025 – March 2030):
- St Neots WRC – planned growth scheme to increase dry weather flow capacity AMP8 2025-2030
 - Peterborough (Flag Fen) WRC – planned growth scheme for process capacity AMP8
 - Grafham to Rede interconnector pipeline - This water main will be capable of transferring up to 50ML/day of water and is proposed to cross the south of the district.
- 11.21.12 There will be a range of other investments within AMP8 including environmental schemes under the Water Industry National Environment Programme. These include:
- Total Nitrogen trial at Wyton WRC
 - Event Duration Monitoring and Flow Monitoring at some WRCs
 - Phosphate removal schemes at St Neots, St Ives, Kimbolton, Hail Weston, and Easton WRCs
 - Reducing storm overflow spills at high spilling storm overflows in Ramsey, Huntingdon, St Ives, and Brampton.

³⁹⁵ <https://www.anglianwater.co.uk/siteassets/developers/new-content/p--c/descriptive-works-position-statement-march-2025.pdf>

- Emergency overflows on Network pumping stations to have MCERTS certified monitoring of discharges where there is no storm overflow.

11.22 Establishing Future Infrastructure Needs and Developer Contributions

- 11.22.1 AW note that in relation to future needs relating to potential growth options and site allocations, it will be important to focus on the correct phasing of development.
- 11.22.2 In particular, ensuring that sites which require substantial investment come forward later in the plan period to allow infrastructure to be identified and delivered for increasing wastewater treatment capacity; and for reinforcement schemes to come forward in future AMPs.
- 11.22.3 If there are fundamental infrastructure concerns due to existing and planned infrastructure that might constrain a site, this might have implications for a site coming forward or reduce the overall quantum of growth currently indicated.
- 11.22.4 The scale of potential growth options means that there is scope for new WRCs in some locations and potential for developer contributions to enable this infrastructure to be delivered. This would depend on the environmental capacity of the area, such as a suitable watercourse to discharge the flows, which would require advice from the EA.
- 11.22.5 In terms of helping to maintain a five-year land supply of deliverable sites – the spatial strategy could identify some allocations where there is sufficient capacity at a WRC for growth to come forward in a timely way.
- 11.22.6 AW's Non-Domestic Water Demand Position Statement explains that to ensure AW meets its duty to provide potable water to domestic customers, there is now effectively a moratorium on new/increased demands of 20 cubic metres or more per day. The exception is for nationally significant projects or those determined by the Secretary of State.

11.23 Lead agencies:

- Ofwat
- Anglian Water

11.24 Evidence base:

- Drainage and Wastewater Management Plan 2025-2050 (Anglian Water, May 2023)³⁹⁶
- Consultation response: Natural England (June 2025)
- Consultation response: Anglian Water (July 2025)
- For Non-Domestic Water Demand Position Statement³⁹⁷

³⁹⁶ <https://www.anglianwater.co.uk/corporate/strategies-and-plans/drainage-wastewater-management-plan/final-plan/>

³⁹⁷ <https://www.anglianwater.co.uk/siteassets/developers/new-content/p--c/aws-non-domestic-demand-policy-sm-v2.pdf>

Waste

11.25 Context and existing provision

- 11.25.1 HDC operates as the Waste Collection Authority (WCA) and CCC as the Waste Disposal Authority (WDA) for the District and the wider county. CCC has statutory obligations to arrange for the disposal of controlled waste collected by WCA, to provide residents with sites at which household waste may be deposited (household recycling centres), and to arrange for the disposal of such waste.
- 11.25.2 CCC operates a range of waste management infrastructure, including Waste Transfer Stations, operational depots and household recycling centres, of which three are located in Huntingdonshire (Alconbury, Bluntisham, and St Neots).
- 11.25.3 The Cambridgeshire and Peterborough Minerals and Waste LP (July 2021)³⁹⁸ sets the policy framework for all minerals and waste development to 2036 to ensure a steady supply of minerals to support planned growth and facilitate modern waste management facilities to manage the area's waste. A number of Waste Management Areas (WMA) are located within Huntingdonshire, as identified on Maps D and E of the LP Policies Map (July 2021)³⁹⁹. WMA are specific sites identified for waste management facilities and consist of both existing operational sites and committed sites (i.e. those with planning permission but which are not yet operational) that make a substantial contribution to managing any waste stream. This Minerals and Waste LP does not allocate any sites for future waste management development as the Waste Needs Assessment prepared alongside the Plan did not identify any capacity gaps which justify the allocation of sites⁴⁰⁰. Policy 14 (waste management needs arising from residential and commercial development) outlines that development may be required to contribute to the provision of Household Recycling Centre services where appropriate and subject to an assessment of need.

³⁹⁸ <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan>

³⁹⁹

[https://cccandpcc.sharepoint.com/sites/PCCPlanningPolicyPublicData/Shared%20Documents/Planning%20Policy/Adopted%20Local%20Plan/Minerals%20and%20Waste%20Local%20Plan/2\)%20Minerals%20&%20Waste%20Local%20Plan%20Policies%20Maps%20July%202021.pdf?CT=1746825653411&OR=ItemsView](https://cccandpcc.sharepoint.com/sites/PCCPlanningPolicyPublicData/Shared%20Documents/Planning%20Policy/Adopted%20Local%20Plan/Minerals%20and%20Waste%20Local%20Plan/2)%20Minerals%20&%20Waste%20Local%20Plan%20Policies%20Maps%20July%202021.pdf?CT=1746825653411&OR=ItemsView)

⁴⁰⁰ [Cambridgeshire and Peterborough Waste Needs Assessment \(November 2019\)](#)

11.26 Establishing Future Infrastructure Needs and Developer Contributions

- 11.26.1 No response was provided from CCC with regard to Waste Management as part of the Stage 1 IDS engagement process. Further engagement will be undertaken at Stage 2 to better understand future infrastructure needs in relation to planned growth. In the meantime, responses received by HDC from CCC with regard to the Land Availability Assessment (October 2024) have been used to better understand the potential impacts of the strategic site allocation options, which are discussed below in Section 13.

11.27 Lead agencies:

- Cambridgeshire County Council
- Huntingdonshire District Council

11.28 Evidence base:

- Cambridgeshire and Peterborough Minerals and Waste Plan (CCC & Peterborough City Council, July 2021)⁴⁰¹
 - Cambridgeshire and Peterborough Waste Needs Assessment (CCC & Peterborough City Council, November 2019)⁴⁰²
- 11.28.1 The assessment provided against each of the growth options and potential strategic site options in Sections 13 and 14 below, provides a snapshot of the likely impact on utilities and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently ‘fixed’ and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

⁴⁰¹ <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/adopted-minerals-and-waste-plan>

⁴⁰² <https://cccandpcc.sharepoint.com/sites/PCCPlanningPolicyPublicData/Shared%20Documents/Planning%20Policy/Minerals%20and%20Waste%20Local%20Plan%20Examination/Primary%20Evidence/PE04%20-%20Waste%20Needs%20Assessment%20Nov%202019.pdf?CT=1746827294415&OR=ItemsView>

12.0 Others

Market Town Regeneration

12.1 Context

- 12.1.1 HDC has identified four market towns, namely Huntingdon, St Ives, Ramsey and St Neots under the Market Towns Programme (MTP) to renew and reshape the town centres. This section included town regeneration projects along with associated public realm and heritage assets that are proposed under the regeneration scheme.
- 12.1.2 St Neots was the first market town to develop a masterplan in 2018. The St Neots masterplan document (2018)⁴⁰³ was commissioned by the CPCA.
- 12.1.3 Three vision documents were also published for the three market towns of Huntingdon⁴⁰⁴, Ramsey⁴⁰⁵ and St Ives⁴⁰⁶ in June 2023. Apart from the vision documents; baseline reports, draft vision document feedback summaries and 'Prospectus For Growth' documents are also published for each individual market town. HDC confirmed that these documents set out an aspirational vision for growth; however, not all projects identified are guaranteed to come forward. The Market Towns Programme (MTP) for St Neots Town Centre is funded through a combination of external funding from the Department for Levelling Up, Housing & Communities (now the Ministry of Housing, Communities and Local Government), CPCA, HDC Strategic CIL and National Highways. The three market towns of Huntingdon, Ramsey and St Ives were allocated fundings through the Accelerated Towns Programme⁴⁰⁷ to mitigate the impacts of the COVID-19 pandemic and to begin long-term masterplanning activity in the towns.

12.2 Existing provision

- 12.2.1 This section is structured around the four market towns, with each subsection detailing the existing context and associated projects relevant to each market town.

⁴⁰³ [St Neots masterplan document](#) 2018

⁴⁰⁴ [Huntingdon](#) vision document 2023

⁴⁰⁵ [Ramsey](#) vision document 2023

⁴⁰⁶ [St Ives](#) vision document 2023

⁴⁰⁷ [Accelerated Towns Programme](#)

Huntingdon Market Town

- 12.2.2 Huntingdon being a historic and mid-sized market town has a number of heritage assets, including the Cromwell Museum, Hinchingsbrooke House, and the Town Hall.
- 12.2.3 The vision document for Huntingdon⁴⁰⁴ says that “Huntingdon will become a vibrant service centre and cultural hub for the subregion, by re-invigorating its diverse town centre, building on its cultural legacy and capitalising on extensive regional connections. The town centre will be reconnected with its neighbourhoods and the riverside to transform into a unique destination for Huntingdonshire.”
- 12.2.4 The CPCA funding has supported the launch of a new Visitor Centre at the Commemoration Hall alongside the Arts Café offering visitor information, signposting, and a small retail element.
- 12.2.5 As of the summer 2024 Market Town’s Programme Update⁴⁰⁸, HDC has begun discussions with Huntingdon BID (Business Improvement District) concerning the former Huntingdon Cinema at All Saints passage. Huntingdon BID has expressed an interest in the property, which is owned by HDC, with a view to bringing it back into productive commercial use as a boutique style cinema with complementary facilities including food and drink but latest update is yet to be received on this matter.
- 12.2.6 To support the Town Council’s focus on heritage, the Cromwell Museum Expansion project would see enhanced facilities offering visitors a wide range of town centre features including toilets, small cafes and a venue for hire for town centre events and activities. As per the Market Town’s Programme Update (MTPU) (March 2025)⁴⁰⁹, the Cromwell Museum is aiming to begin these works by 2027 and discussions regarding funding of this multi-million pound project have begun.
- 12.2.7 The existing Cromwell Museum building will remain a key part of the museum’s offer, serving as a dedicated space for educational activities in the historic setting of Oliver Cromwell’s former school. To date, the project has received funding towards the purchase of the site only.
- 12.2.8 Key projects for all the four market towns include the Shop Front Grant Scheme and the Digital Information Screen project. The Shop Front Grant Scheme has now

⁴⁰⁸ [Market Town’s Programme Update \(MTPU\) July 2024](#)

⁴⁰⁹ [Market Town’s Programme Update \(MTPU\) March 2025](#)

been concluded and since its launch, HDC received 18 applications in Huntingdon, of which 16 were approved. As of the current reporting date shown in table 24 below **Error! Bookmark not defined.**, 13 projects have been completed, and the remaining schemes were expected to be delivered by March 2025.

Table 24: Shop Front Grant Summary in Huntingdon (figures correct as at 13/02/25)

	Huntingdon
Applications	18
Award numbers	16
Reject numbers	2
To be reviewed	0
Grant award	£76,845
Total cost of works	£91,605
Abandoned Projects	0
Completions	13
Paid Grants	£49,543

Source: [Market Towns Spring Update Report 2025](#) **Error! Bookmark not defined.**

- 12.2.9 For the Digital Information Screen project, 8 screens are being proposed across the market towns of St Neots, St Ives, Huntingdon, and Ramsey with two screens in each town to support tourism, heritage, and local business promotion. They will provide residents, visitors and shoppers with real-time information on transport, events, and activities across Cambridgeshire, enhancing the local visitor economy.
- 12.2.10 The rollout has faced logistical challenges due to varied screen locations, planning requirements, and utility connections like energy and Wi-Fi. Despite this, the screens are expected to become valuable assets, fostering collaboration between Town Councils, HDC, local traders, and community groups.
- 12.2.11 Town Councils will manage and update the screens for an initial three-year period, with staff already trained and screens launching with tailored business and event content. Installation is being phased in during Spring 2025, with further details to follow.
- Ramsey Market Town**
- 12.2.12 Ramsey is a Fen Town with rich heritage assets including the 15th century abbey gatehouse and the parish church of St Thomas Becket. Its location close to a rich wetland ecosystem also offers opportunities for recreation.

- 12.2.13 HDC produced the following vision for Ramsey⁴¹⁰, which says that the town is “A prosperous market town in the heart of the rural Fens, with a distinct identity and pride in its heritage and setting. A community where business and trade are encouraged and growth is balanced by excellent connectivity and opportunities for young people, residents and the wider community.”
- 12.2.14 In collaboration with the CPCA, Ramsey Town Council is delivering a programme of improvements to enhance Ramsey town centre, with a focus on heritage, independent retail, and public space.
- 12.2.15 The Ramsey sub programme for town centre enhancement comprises three linked activities, which include:
- The pedestrianisation of a focused area within the Great Whyte area of Ramsey town centre.
 - The development of up to six ‘shop in a box’ small retail units in this pedestrianised location.
 - Improvements to the Mews Close car park to mitigate street parking loss and improve the visitor experience.
- 12.2.16 Following consultation with local businesses, residents and town centre users in September 2024, the project team has developed a number of improvements to the scheme. Changes made to the initial design options include further mitigation for the reduction in on-street parking spaces, and general layout improvements.
- 12.2.17 The Ramsey Great Whyte⁴¹¹ plan also includes upgrades to the Mews Close car park, with a focus on improving access, resurfacing, and potentially adding more parking spaces by optimising the layout and also improving the visitor experience. In parallel to finalising the design of the main Great Whyte project, HDC is also reviewing options to improve off-street car parking in liaison with Ramsey Town Council. This includes considering a partnership to improve and manage the Mews Close Car park and investigating the potential to expand parking provision in nearby locations.
- 12.2.18 Options are being explored for small-scale outdoor retail units to support start-ups for economic regeneration and add vibrancy to the shopping experience using shopping pods. This builds on the success of previous indoor marketplace-style models. The project is in the early planning stages, with feasibility and options

⁴¹⁰ [Ramsey](#) vision document 2023

⁴¹¹ [Ramsey Great Whyte](#)

work underway for the development of up to six ‘shop in a box’ small retail units in the pedestrianised location.

- 12.2.19 Public realm enhancements are being considered along the Ramsey Waterfront Rivermill development to make the area more attractive and accessible, responding to growing river traffic.
- 12.2.20 The Shop Front Grant Scheme has now been concluded and since its launch, HDC received 10 applications in Ramsey, of which 6 were approved. As of the current reporting date shown in table 25 below **Error! Bookmark not defined.**, 3 projects have been completed, and the remaining schemes were expected to be delivered by March 2025.

Table 25: Shop Front Grant Summary in Ramsey (figures correct as at 13/02/25)

	Ramsey
Applications	10
Award numbers	6
Reject numbers	4
To be reviewed	0
Grant award	£11,350
Total cost of works	£17,143
Abandoned Projects	0
Completions	3
Paid Grants	£9,650

Source: [Market Towns Spring Update Report 2025](#)

St Ives Market Town

- 12.2.21 St Ives is a traditional market town with strong connections to Cambridge. The vision document for St Ives⁴¹² highlights the transport opportunities around the Cambridgeshire Autonomous Metro (CAM) providing east-west rail links, with a new proposed stop at Cambourne.
- 12.2.22 The vision document also identifies the town as “An integral and growing part of the Cambridge economy, St Ives is a forward-looking town recognised for its character and heritage. As an attractive place to live and work, it offers a relaxed lifestyle, with unique activities and a strong sense of belonging.”
- 12.2.23 A number of projects are underway in St Ives to improve connectivity, public spaces, and cultural infrastructure, in partnership with CCC and St Ives Town

⁴¹² [St Ives](#) vision document 2023

Council. Some of the key projects identified in the vision document include public realm, riverside activities and Cattle Market Regeneration.

- 12.2.24 HDC completed the new Cattle Market ‘Living Wall’ project in St Ives in November 2024⁴¹³ The project involved improvement to the setting of the bus station and the adjacent Cattle Market area, using planting as part of a wall structure.
- 12.2.25 The Shop Front Grant Scheme has now been concluded and since its launch, HDC received 21 applications in St Ives, of which 15 were approved. As of the current reporting date shown in table 26 below, 10 projects have been completed, and the remaining schemes were expected to be delivered by March 2025.

Table 26: Shop Front Grant Summary in St Ives (figures correct as at 13/02/25)

	St Ives
Applications	21
Award numbers	15
Reject numbers	6
To be reviewed	0
Grant award	£39,711
Total cost of works	£55,846
Abandoned Projects	0
Completions	10
Paid Grants	£28,155

Source: [Market Towns Spring Update Report 2025](#)

- 12.2.26 Apart from the Shop Front Grant Scheme, works along The Broadway have been completed with the aim to boost footfall by making the area more welcoming for all users.
- 12.2.27 A new bandstand, completed in Summer 2023, has also been installed in the town centre. This cultural asset highlights St Ives’ heritage and provides a focal point for events and performances.

St Neots Town Centre

- 12.2.28 The master plan of St Neots⁴¹⁴ 2018 places emphasis on revitalising the town square, opening-up the waterfront and intensify the industrial spaces. The growth themes include industry, transportation, housing and regeneration. The regeneration themes for the town focuses on the enhancement of the Market square, retail diversification, improved pedestrian connectivity and high-speed

⁴¹³ [Market Town’s Programme Update \(MTPU\) December 2024](#)

⁴¹⁴ [St Neots masterplan document](#) 2018

broadband network. The masterplan also forecast that a co-ordinated regeneration programme would add up to £50m in GVA p.a. by 2036.

12.2.29 The Public Art project in St Neots has been funded from the Market Towns Programme budget and is being delivered directly by St Neots Town Council. The role of the District Council in the project is to monitor project delivery by the Town Council and to report progress to the CPCA as the funding body. As of December 2024, the project has moved through its initial stage with the appointed contractors undertaking consultation and engagement work.

12.2.30 The Shop Front Grant Scheme has now been concluded and since its launch, HDC received 22 applications in St Neots, of which 9 were approved. As of the current reporting date shown in table 27 below **Error! Bookmark not defined.**, 5 projects have been completed, and the remaining schemes were expected to be delivered by March 2025.

Table 27: Shop Front Grant Summary in St Neots (figures correct as at 13/02/25)

	St Neots
Applications	22
Award numbers	9
Reject numbers	13
To be reviewed	0
Grant award	£50,936
Total cost of works	£108,165
Abandoned Projects	2
Completions	5
Paid Grants	£31,579

Source: [Market Towns Spring Update Report 2025](#)

12.2.31 Refurbishment and expansion of the Priory Centre is one of the most substantial projects within the Market Town programme. The Priory Centre, previously a key venue for community events and civic activity, has been closed since late 2024 to facilitate extensive refurbishment and redevelopment. Alternative facilities have been made available in the town centre to minimise disruption. The Centre is set to benefit from an investment of nearly £8 million, sourced from HDC, the Future High Streets Fund, and HDC Strategic CIL.

12.2.32 An Energy Feasibility Study has also been commissioned for the Priory Centre project to improve energy sustainability for the building. The Market Town's

Programme Update (MTPU) report, December 2024⁴¹⁵ acknowledges the limited energy capacity of the location and so the energy study has a wider remit to not only consider electrical supply but also to move to more sustainable energy sources more broadly at the site. The study also integrates the neighbouring Oast House and Library, in addition to the Priory Centre.

12.3 Establishing Future Infrastructure Needs and Developer Contributions

12.3.1 The Ramsey Great Whyte project includes improving Ramsey's public realm space for local businesses to trade and grow. The four major projects for the Great Whyte plan are as follows:

- Mews car park additional spaces
- Access & way-finding 3 routes improved
- Highways amendments improvements
- Pedestrian square 4/6 new shops & public space

12.3.2 The need established in the vision document for all four market towns includes sustainable town regeneration and economic development through public realm, housing developments, business support to enhance local economy and sustainable infrastructure. The infrastructure improvements discuss improved pedestrian and cycle options (active travel), digital infrastructure and also revitalising heritage assets.

12.3.3 Public realm improvements in St Neots Town Centre began in late 2023 as part of a wider programme to enhance the town's civic infrastructure and visitor experience. The project includes the removal of car parking from the Market Square; expanding of resurfacing and widening of footpaths along the High Street and town bridge; installation of a new pedestrian crossing at Huntingdon Street, and surface repairs to improve accessibility, particularly for people using mobility aids. The project also incorporates an increase in the provision of cycle storage and Advanced Stop Lines (ASLs) at all junctions to encourage active travel. The project has undergone initial feasibility testing and the next steps are also

⁴¹⁵ [Market Town's Programme Update \(MTPU\) December 2024](#)

discussed in the [Feasibility report](#)⁴¹⁶. The Market Square project was completed in May 2025.

- 12.3.4 The latest Spring 2025 MTP Report⁴¹⁷ highlights that projects are at various stages, including the St Neots Town Centre Improvements, updated costings for which have resulted in substantial savings compared to previous estimates. The Report also highlights the level of risk relating to the Priory Centre project has been reduced to an acceptable level owing to confirmation of the construction contract value.

12.4 Lead agencies:

- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire County Council
- Huntingdonshire District Council
- Huntingdon Town Council
- St Neots Town Council
- St Ives Town Council
- Ramsey Town Council
- Huntingdon BID
- National Highways

12.5 Evidence base:

- [Ramsey Great Whyte Plan](#)
- [Accelerated Towns Programme](#)
- [Master plan of St Neots](#) 2018
- [Vision document for St Ives](#) 2023
- [Vision document for Huntingdon](#) 2023
- [Vision document for Ramsey](#) 2023
- [Market Town's Programme Update \(MTPU\) March 2025](#)
- [Market Town's Programme Update \(MTPU\) December 2024](#)
- [Market Town's Programme Update \(MTPU\) July 2024](#)

⁴¹⁶ <https://www.huntingdonshire.gov.uk/media/izvnm45/st-neots-market-square-stage-riba-stage-2-report.pdf>

⁴¹⁷ [Market Town's Programme Update Report \(March 2025\)](#)

Public Realm and Heritage Assets

12.6 Context

- 12.6.1 NPPF paragraph 20 advises that: "Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for: ... c) community facilities (such as health, education and cultural infrastructure); ... " Historic England considers cultural infrastructure to include all heritage assets within the District.
- 12.6.2 This section focuses exclusively on heritage assets and public realm. However, the previous section on 'Town Regeneration' also discusses heritage assets regeneration and public realm projects as a cross section of this topic.
- 12.6.3 The public realm that surrounds and enables access to heritage – including roads, squares, pavements, parking areas and street furniture such as lighting and signage – has a material impact on the way in which any historic place will be perceived. The Historic England's Streets for All⁴¹⁸ – East of England provides guidance on planning and implementing highways and other public realm works in sensitive historic locations.
- 12.6.4 The Streets for All guidance reflects the duty of local authorities and transport providers to ensure they do not exclude people from the services they provide, including public space. Historic England Consultation response 2025 informs that this document is in the process of being updated but the concepts are still relevant.

12.7 Existing provision

- 12.7.1 There are in total 86 Scheduled Monuments, 63 Conservation areas, 2214 Listed Buildings and 5 Registered parks and gardens that are within and border Huntingdonshire district (Source: Historic England).
- 12.7.2 Historic England's Heritage at Risk Register⁴¹⁹ identifies 9 heritage sites that are currently defined as being 'at risk'. Table 28 below details the designation, condition and priority category of the respective sites.
- 12.7.3 Paragraph 203 of the NPPF requires Local Plans to include a positive strategy for the historic environment, especially for at-risk heritage. However, the heritage at risk sites do not fall within sites presented within the proposed strategic site or

⁴¹⁸ <https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/>

⁴¹⁹ [Search the Heritage at Risk Register | Historic England](#)

growth options. Historic England advise the council to consider how charges may affect heritage-led development viability when setting CIL rates. Lower CIL rates or zoning adjustments may support regeneration of heritage at risk.

Table 28: Heritage Assets in Huntingdonshire on the Heritage At Risk Register

	Entry Name	Parish	Condition	Priority Category*	Designation
1	Parish Church of All Saints, Causeway Road, Broughton	Broughton	Poor	A	Listed Place of Worship grade II*, CA
2	Parish Church of St Swithin, Brington Road, Old Weston	Old Weston	Poor	A	Listed Place of Worship grade II*
3	Church of All Saints, High Street, Offord Cluny and Offord D'Arcy	Offord Cluny and Offord D'Arcy	Poor	B	Listed Place of Worship grade II*, CA
4	Church of St Mary, High Street, Huntingdon	Huntingdon	Poor	C	Listed Place of Worship grade I, CA
5	Parish Church of All Saints, Morborne	Morborne	Very bad	B	Listed Place of Worship grade I
6	Parish Church of St John the Baptist, Church Lane, Sibson-cum-Stibbington	Sibson-cum-Stibbington	Very bad	A	Listed Place of Worship grade II*, CA
7	Church of St Thomas, Herne Road, Ramsey	Ramsey	Poor	C	Listed Place of Worship grade II
8	Church of St Andrew, High Street, Abbots Ripton	Abbots Ripton	Poor	C	Listed Place of Worship grade I, CA
9	Great Gransden Windmill, Great Gransden	Great Gransden	Poor	E	Scheduled Monument and Listed Building grade II*

Source: Historic England 2025

* The Priority Category are as follows:

A - Immediate risk of further rapid deterioration or loss of fabric; no solution agreed

B - Immediate risk of further rapid deterioration or loss of fabric; solution agreed but not yet implemented

C - Slow decay; no solution agreed

E - Under repair or in fair to good repair, but no user identified; or under threat of vacancy with no obvious new user (applicable only to buildings capable of beneficial use)

- 12.7.4 As noted in the previous 'Market Town Regeneration' section of this report, the Old Falcon Hotel in St Neots (Grade II Listed) is being converted to a mix of residential and commercial uses.
- 12.7.5 Huntingdonshire also has heritage museums like the Cromwell Museum (Grade II*) in Huntingdon, the St Neots Museum, and Norris Museum in St Ives. The Cromwell Museum expansion project is currently being approved and is aiming to begin work by 2027⁴²⁰ Further information is provided in the Town Regeneration section.

12.8 Establishing Future Infrastructure Needs and Developer Contributions

- 12.8.1 Existing protections do not guarantee the future of these assets, so plans should actively seek to preserve them. Historic England recommends that any nationally or locally identified 'at risk' heritage assets be included in the Infrastructure Delivery Study (IDS). In the consultation response, Historic England also note a desire to seek improvements to secure the long-term future of heritage assets that are listed as 'at risk' in the above section.
- 12.8.2 Historic England also suggest that the infrastructure lists contained in future Infrastructure Funding Statements include reference to 'improvements to historic assets related to social, economic or environmental infrastructure' as a type of infrastructure project which the authority intends may be wholly, or partially, funded by CIL.
- 12.8.3 The assessment provided against each of the growth options and potential strategic site options in Sections 13 and 14 below, provide a snapshot of the likely impact on heritage assets, and potential mitigation options based on the high-level growth proposals. It is important to highlight that these are not currently 'fixed' and that more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified.

12.9 Lead agencies:

- Historic England

⁴²⁰ [Market Town's Programme Update \(MTPU\) March 2025](#)

- Huntingdonshire District Council

12.10 Evidence base:

- Consultation Response: Historic England, June 2025
- [Heritage at Risk Register](#) for Huntingdonshire
- [Streets for All](#) – East of England
[Market Town's Programme Update \(MTPU\) March 2025](#)

13.0 Assessment of Strategic Site Options

13.1 Infrastructure challenges and constraints for each strategic site option

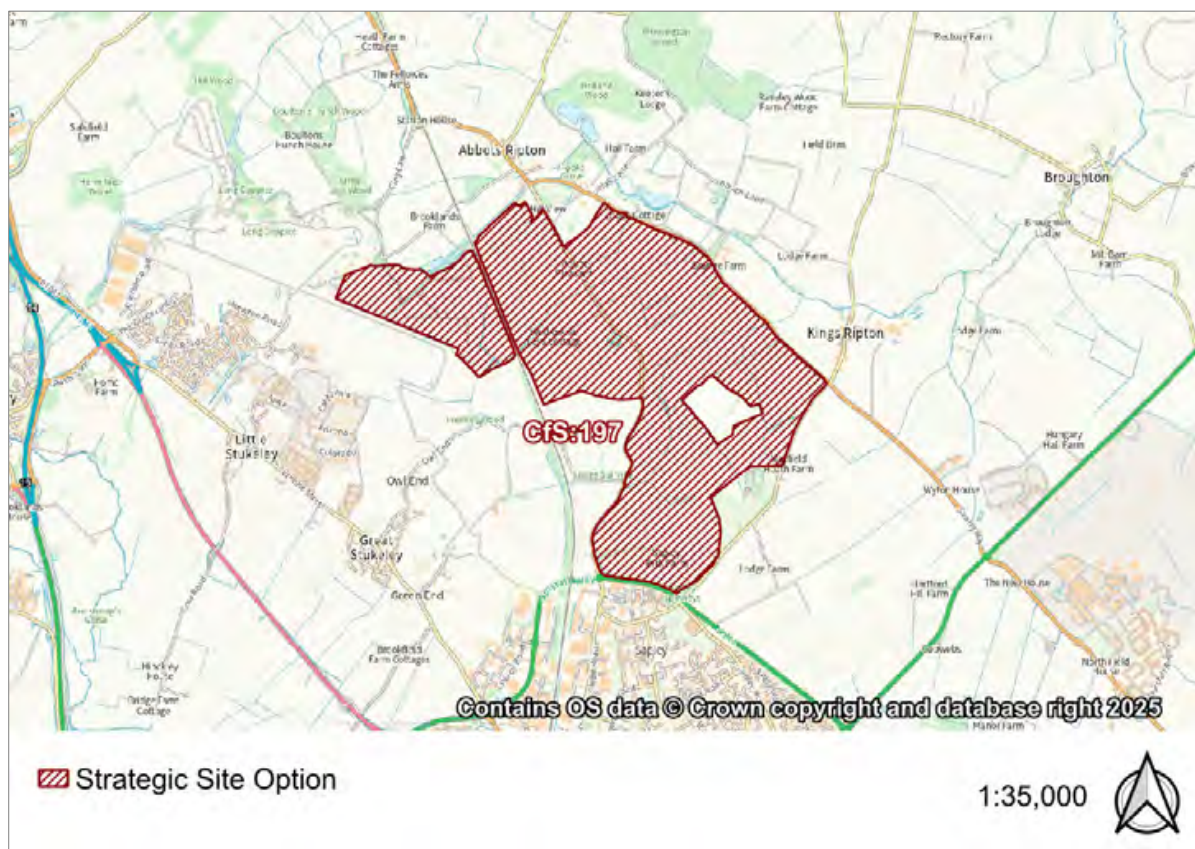
- 13.1.1 The following section provides an overview of the findings of the IDS Stage 1 Baseline consultation with regards the 13 strategic site options in relation to infrastructure challenges and constraints. It includes a summary of the strategic site (which is set out in more detail in the site proformas which are provided in Appendix A), followed by a summary of the implications of the site upon each infrastructure category including the identification of any specific infrastructure constraints and challenges which would need to be overcome or prioritised by HDC if the site option was taken forward.
- 13.1.2 It must be noted that the details and assessment below provide a snapshot of the likely impact of site options on infrastructure in the district and potential mitigation options provided through engagement with infrastructure providers and lead agencies. It is important to highlight that the data provided are estimations and may represent the 'worst case scenario'. Costs quoted and infrastructure requirements are not currently 'fixed' and more detailed assessment will be required at Stage 2 of the IDS, once a preferred option for the new LP has been identified. Finally, it is important to note that infrastructure needs reported within this section are based on additional potential LP growth only. Sites are not expected to make provision for existing deficiencies or cater for new provision where there is already existing capacity available.

13.2 Sapley Park Garden Village

- 13.2.1 The proposed strategic site option with reference ID- CfS:197 is located to the north of the A141 Huntingdon, east of Alconbury Weald and South of Abbots Ripton shown in figure 13.
- 13.2.2 The site comprises of two parcels of land with East Coast Mainline railway line separating the site into east and west zones. The total area of the site is 579.66 ha with proposed mixed-use land. The Huntingdonshire Land Availability

Assessment (2024)⁴²¹ describes the site predominantly as a grade 2 greenfield agricultural land with some garden land and offers no opportunities to contribute to regeneration. The site includes a large solar farm and associated infrastructure which is surrounded by secure fencing. The land is undulating ranging in heights, with valley features running east to west through the north, centre and south of the site. Heritage assets (listed buildings and scheduled monuments) are also present within the eastern parcel and adjacent to the western parcel. Conservation areas are nearby the site located in Abbots Ripton and Kings Ripton.

Figure 13: Site map of Sapley Park Garden Village



13.2.3 The Huntingdonshire Land Availability Assessment (2024) calculates the capacity of the site as follows:

- 9,006 total homes
- 20 ha of employment land

⁴²¹ [Huntingdonshire District Council - Land Availability Assessments](#)

- 13.2.4 Note that this factors in the removal of approximately 83 ha from the total site, representing the western parcel which is currently considered unachievable.
 $579.66\text{ha} - 83\text{ha} = \text{Gross Site Area} = 496.66\text{ha}.$

Education

- 13.2.5 Using CCC's general multipliers identified in their June 2025 consultation response, education officers would expect a site of this size to generate a maximum demand for an additional 2,702 places for children aged 0-3, an additional 3,603 primary school places, an additional 2,252 secondary school places and approximately 196 places for children with SEND.
- 13.2.6 It is expected that early years, primary and secondary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 13.2.7 Development would generate a maximum 3,603 primary school places which would equate to approximately 18FE. This could be provided as four 4FE schools and a 2FE school. This infrastructure would require a land allocation of 18.3ha and a capital contribution towards design and construction of the schools.
- 13.2.8 Development would generate a maximum 2,252 secondary school places which would equate to approximately 15FE. This could be provided as one 8FE school and one 7FE school. This infrastructure would require a land allocation of 16.4ha and a capital contribution towards design and construction of the school.
- 13.2.9 This development is expected to generate the need for a maximum additional 196 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 13.2.10 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

- 13.2.11 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed site option would create additional demand on GP practices, dentists and other health care provision in nearby settlements (Huntingdon, Warboys, Alconbury). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.
- 13.2.12 NHS Property Services and Cambridgeshire and Peterborough ICB noted that the five closest GP practices to this site have been assessed. All practices are already undersized for their current weighted list size of population and therefore cannot take on any new patients from this development.
- 13.2.13 The site would need to make provision for a new health facility (including land) plus an option for interim provision in the early phases of the development. At this time it is estimated that a Primary Care-Led Building (Neighbourhood Health Facility) of approximately 1,775m² gross internal area, would be required. The facility would cost approximately £11,552,382 based on 23/24 NHS Property Services Quantity Surveyor costings (excluding land costs).

Community and Built Facilities

- 13.2.14 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.2.15 The proposed option would increase demand on existing facilities especially Sapley Park in Huntingdon and Huntingdon Leisure Centre. While the area is currently served by an existing One Leisure facility, the scale of residential growth would place additional pressure on existing infrastructure, particularly in relation to swimming pool capacity, sports hall access, and pitch provision. New or improved infrastructure would be required to support the strategic site(s). HDC also sees an opportunity to enhance connectivity between the new development and both Sapley Park and Huntingdon Leisure Centre to maximise community access and participation.

- 13.2.16 Current swimming pool provision may be insufficient to meet future demand. Depending on location-specific assessments, expansion of existing pools may be required to accommodate increased usage, club development, and lesson programming.
- 13.2.17 Additional demand for sports hall space may be mitigated in part using dual-use school facilities. However, this would be dependent on securing robust and long-term community use agreements as part of the development process.
- 13.2.18 Outdoor sports provision should also be considered integral to site master planning. Where appropriate, new developments should include grass and/or artificial pitches supported by adequate changing facilities. This should align with the Huntingdonshire Playing Pitch Strategy⁴²² and be secured through planning obligations to ensure long-term community benefit.
- 13.2.19 The cost of the above identified infrastructure for Sapley Park Garden Village is shown in table 29. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers.

Table 29: Cost of delivering the new or improved infrastructure - Sapley Park Garden Village

Infrastructure provision	Cost
Swimming Pool Lanes – 4 additional lanes	£4,354,032
Courts (sports halls) – 5 additional courts	£3,631,275
5 adult Football Pitches	£520,790
9 Youth Football Pitches	£878,560
7 Mini Youth Pitches	£193,791
22 changing rooms	£4,400,018

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.2.20 The delivery of new or improved community sports infrastructure listed in table 29 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

⁴²² [Playing Pitch and Outdoor Sports Strategy](#)

Green Infrastructure and Blue Infrastructure

- 13.2.21 HDC has confirmed that new green infrastructure provision would be required to support growth at Sapley Park Garden Village, which would include a network of new parks, play areas, SuDS and biodiversity corridors. This network should integrate with Jubilee Park, Huntingdon but ensure that risks of overuse are mitigated by sufficient provision.
- 13.2.22 The cost of new green infrastructure is estimated to be between £5-7 million⁴²³ and includes provision at the scale of a new country park, biodiversity corridors and SuDS features. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.
- 13.2.23 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. In some cases—particularly where biodiversity net gain (BNG) delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.
- 13.2.24 The delivery of new or improved green infrastructure across the strategic sites should be phased in alignment with the development timeline, with a strong emphasis on early provision during the first 0–5 years of occupation where appropriate. Early delivery is particularly important for Sapley Park Garden Village as green infrastructure plays a key role in placemaking, climate resilience, and supporting community wellbeing.

Flood Management

- 13.2.25 Sapley Park Garden Village is within an area of identified flood risk which mainly follow ditchcourses along existing field boundaries. Further site-specific detail is required to fully understand how development will manage existing flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

⁴²³ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

- 13.2.26 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.2.27 Cambridgeshire Constabulary is currently operating at capacity and the proposed housing (9,006 dwellings / 21,614 population) & employment (20 ha / sqm floorspace to be confirmed) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling⁴²⁴ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £1,756,170 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

- 13.2.28 CFRS is currently operating at capacity and the proposed housing (9,006 dwellings / 21,614 population) & employment (20 ha / sqm floorspace to be confirmed) growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴²⁵ CFRS recommend that the site would generate a financial contribution of £1,801,200 towards additional fire and rescue infrastructure and facilities. This will be reviewed at Stage 2 of the IDS.
- 13.2.29 A standard charge of £7.32 per sqm⁴²⁶ applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.

⁴²⁴ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

⁴²⁵ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

⁴²⁶ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

13.2.30 The contributions for commercial development may contribute towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.2.31 In bringing forward Sapley Park Garden Village the Ambulance Service cites additional ambulance response posts may be required to support population growth and to ensure mandated response times were met. This is due to direct impacts on the Peterborough Emergency Ambulance Hub. A new Huntingdon Emergency Ambulance Hub at Hinchbrook Park would be required to relieve pressure on existing services.

13.2.32 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with the infrastructure delivery is set out within the different growth options in Chapter 14.

Transport

13.2.33 CCC highlighted a number of transport matters and considerations through their response to the emerging Local Plan Further Issues and Options consultation, including:

- Primary access should be from the A141 and secondary accesses may be possible from C112 King Ripton Road/Sapley Road; C115 Abbots Ripton Road/Huntingdon; and B1090 St Ives Road, all of which appear to have sufficient frontage (subject to detailed design in accordance with the Design Manual for Roads and Bridges (DMRB) or Manual for Streets (MfS), road safety audit, local junction spacing and capacity assessments) and may require off-site highway improvements in relation to the scale of development proposed
- The suitability of the approach road network for secondary accesses will need to be assessed in relation to the ability to cater for higher volumes of traffic and HGVs and may require infrastructure improvements
- Development would generate significant traffic on the A141 and B1098 as well as other nearby highways

- Potential severance issues created by the railway line running through the site are noted
- Local infrastructure improvements may be required, including significant improvements to walking and cycling infrastructure
- The formation of accesses may result in the loss of green infrastructure

13.2.34 The site is affected by existing Public Rights of Way. Such Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network.

13.2.35 The emerging Local Plan's Accessibility Technical Note⁴²⁷, which will form part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to other strategic sites. The Accessibility Technical Note analysis shows that the accessibility of the site is moderate. There is a substantial difference in the accessibility of the site from its different access points. The identified access point on the A141 (denoted as SPGV1 in the Accessibility Technical Note), which is located on the A141, closest to Huntingdon is the most accessible access points across all strategic sites, whilst access via Red Rose Way, part of the Alconbury Weald development (SPGV5) and via committed road also within the Alconbury Weald development (SPGV6) score the second and third lowest for accessibility. Access points to the south benefit from being in close proximity to a variety of destinations, including schools and employment areas and also benefit from the good level of bus provision within Sapley. Destinations will need to be provided towards the north of the site though, alongside public transport links, to maximise the sustainability of the site from a transport perspective.

13.2.36 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study

⁴²⁷ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

- Alconbury Train Station (indicative £50,000,000 construction cost and indicative £1,450,000 annual maintenance, operation and renewal cost)
- A141 bypass and dualling, Spittals Interchange to B1090 Sawtry Way (indicative £63,240,000 construction cost and indicative £1,834,000 annual maintenance, operation and renewal cost). Identified in Study as high priority
- A141/Huntingdon Road roundabout improvements (indicative £2,475,000 construction cost and indicative £72,000 annual maintenance, operation and renewal cost). Identified in Study as high priority
- Internal active travel network should connect to the LCWIP cycleway on Kings Ripton Road, as well as the cycleway on the existing A141 proposed as part of the A141 improvements (indicative £160,000 construction cost and indicative £5,000 annual maintenance, operation and renewal cost)
- New bus service between Huntingdon town centre and Sapley Park at 3 buses per hour (no construction cost and indicative £944,320 annual maintenance, operation and renewal cost)
- New Cambridge Guided Busway service between Cambridge and Sapley Park Garden Village at 2 buses per hour (no construction cost and indicative £945,240 annual maintenance, operation and renewal cost)
- Reduce speed of Huntingdon Road to 30mph, since it functions as an internal road of the development (indicative £305,000 construction cost and indicative £9,000 annual maintenance, operation and renewal cost)
- Introduce two access points to the south-east of the site on Kings Ripton Road (indicative £5,280,000 construction cost and indicative £153,500 annual maintenance, operation and renewal cost)
- New 3km active travel route between Sapley and Huntingdon (indicative £3,930,000 construction cost and indicative £114,000 annual maintenance, operation and renewal cost)
- New 3km active travel route between Hartford and Kings Ripton (indicative £3,390,000 construction cost and indicative £98,500 annual maintenance, operation and renewal cost)
- New A141/Kings Ripton Road roundabout (indicative £2,475,000 construction cost and indicative £72,000 annual maintenance, operation and renewal cost). Identified in Study as high priority

- A141/B1090 Sawtry Way roundabout restructuring (indicative £2,395,000 construction cost and indicative £69,500 annual maintenance, operation and renewal cost). Identified in Study as high priority
- Signalisation of A1123/B1090 Sawtry Way junction (indicative £800,000 construction cost and indicative £23,500 annual maintenance, operation and renewal cost). Identified in Study as high priority
- Rerouting of busway B to serve Gifford's Farm P&R, Wyton Airfield P&R, and Hinchbrook at 4 buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £3,056,000)
- Cambridgeshire Guided Busway route between Cambridge and Alconbury Weald via St Ives P&R, Huntingdon town centre, and Grange Farm (Alconbury Weald) at 4 buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £2,739,000)
- Bus service between Wyton Airfield P&R and Huntingdon Racecourse P&R, via Hartford, Huntingdon town centre, St Peter's Road, and Spittal's Way at 4 buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £2,739,000)
- Bus-only lanes along Houghton Road, St Ives (indicative £1,200,000 construction cost and indicative £35,000 annual maintenance, operation and renewal cost)
- Bus-only lanes along Main Street, Hartford Road, and Riverside Road, Huntingdon (indicative £3,990,000 construction cost and indicative £116,000 annual maintenance, operation and renewal cost)
- Spittal's Way cycleway (indicative £5,970,000 construction cost and indicative £173,500 annual maintenance, operation and renewal cost)

13.2.37 Of the above transport infrastructure, the following items have not been taken forward for further assessment by HDC:

- Bus-only lanes along Houghton Road, St Ives (indicative £1,200,000 construction cost and indicative £35,000 annual maintenance, operation and renewal cost)
- Bus-only lanes along Main Street, Hartford Road, and Riverside Road, Huntingdon (indicative £3,990,000 construction cost and indicative £116,000 annual maintenance, operation and renewal cost)

13.2.38 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure

opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the railway running through the site and site's severance from Huntingdon by the A141.

- 13.2.39 Network Rail highlight, through their consultation response to the emerging IDS, the site alongside other nearby sites could potentially support a new train station at Alconbury Weald, subject to the deliverability of the facility. The costs and mitigation measures associated with a new station are to be determined. Network Rail highlight that funding could potentially be provided by developers and the Rail Network Enhancements Pipeline. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

- 13.2.40 Development has an interaction with a 33kV overhead line route on the north-eastern edge. There is also a 33kV underground cable that traverses the south part of the site. Any mitigation/diversion/agreement to be discussed at a later stage with developers involved.

Water Supply

- 13.2.41 The site has a water main and rising mains around perimeter.

Wastewater

- 13.2.42 The site is in the location of three sewer pumping stations and is within the Huntingdon (HUNTSC) WRC Catchment.
- 13.2.43 This is a substantial growth site which would require a strategic solution for wastewater treatment, potentially in combination with other strategic sites Hungary Hall, west of A141, Wyton-on-the-Hill and Wyton Airfield. AW note that the site represents the largest strategic site being proposed by HDC, which would substantially expand the size of Huntingdon with the existing SUEs under construction.
- 13.2.44 The lead-in time to deliver this site would ensure that the infrastructure needed to support the new homes and employment being proposed, could be planned in subsequent AMPs. In addition, there would need to be consideration of other strategic sites in the vicinity to potentially inform the optimum solution that provides best value for our customers.

Other

Heritage Assets

- 13.2.45 This site contains two scheduled monuments (The Moat – a motte and bailey castle 700m west of Mayfield Heath Farm and a moated site in Bellamy's Grove). The site also contains a grade II listed building know as Wild Goose Leys.
- 13.2.46 There are a large number of designated heritage assets nearby. Just to the east of the site lies the Kings Ripton Conservation Area and its associated listed buildings (Grade II* (GII*) St Peters Church and the remaining Grade II (GII) listed buildings.)
- 13.2.47 At the northern end of the site, just beyond the site boundary, there is a scheduled monument – a bowl Barrow 550m south east of Abbots Ripton Hall. This is set within the Abbots Ripton Registered Park and Garden (GII) which also includes two listed buildings and part of the Abbots Ripton Conservation Area. The Conservation Area includes many other listed buildings (St Andrews Church being listed at GI) and a scheduled monument – Moat House moated site and fishponds 150m north of Rooks Grove.
- 13.2.48 On the north western edge just beyond the site boundary lie five GII* listed structures that formed part of the Former RAF Alconbury.
- 13.2.49 To the west of the site there is another scheduled monument – a moated site in Prestley Wood, 800m north of Cartwrights Farm.
- 13.2.50 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.
- 13.2.51 Historic England encourages the Council to identify a positive strategy for the conservation and enjoyment of the historic environment, in accordance with the NPPF. This may require the development of site specific policy criteria, and where necessary, mitigation which may require on site developer contributions.

Site Infrastructure Summary and Conclusions

- 13.2.52 The following tables provide an indicative and high level infrastructure impact summary using the data gathered from engagement with infrastructure providers. The infrastructure impacts that have been identified have been assessed using a rating system as defined in the table below.

Table 30: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 31: Potential Strategic Site Infrastructure Impact Summary - Sapley Park Garden Village

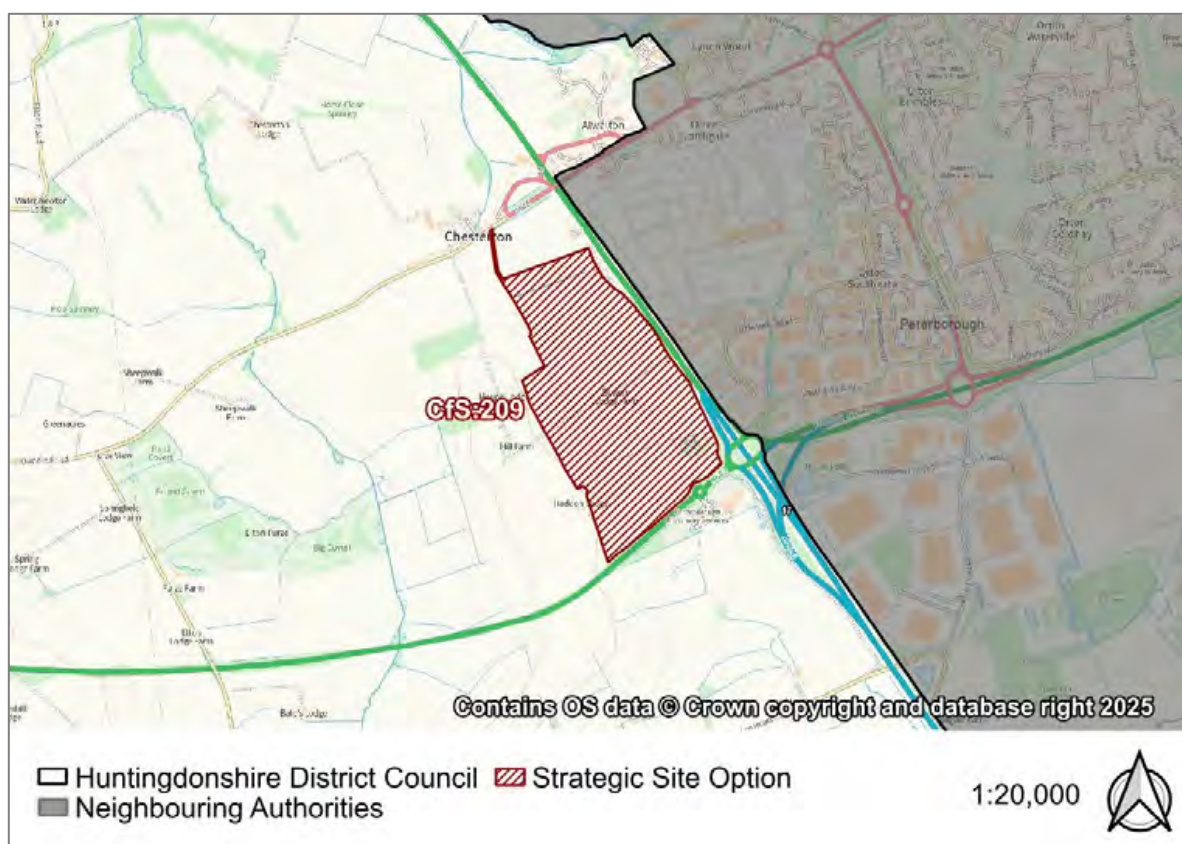
Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.
Health		Put strain on healthcare provision in Huntingdon, Warboys and Alconbury
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		The inclusion of a sports hub within the site was noted, although it will be important to ensure that this compliments rather than duplicates existing provision at One Leisure Huntingdon, and that it is developed in line with the Playing Pitch Strategy and wider strategic facility needs. Adult pitches at Sapley Park (Huntingdon) are at full capacity.
Green Infrastructure (GI) & Blue Infrastructure (BI)		Capacity issues identified for existing GI and BI in close proximity to the site.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and

Infrastructure Type	Site Rating	Note
		their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are also identified. A proportion of these requirements also arise from other nearby strategic sites irrespective of whether they are allocated, including Lodge Farm, Nook Farm, Hungary Hall, and Wyton Airfield. Included within these requirements are the Alconbury Weald train station and the proposed A141 bypass and dualling.
Utilities:		
Electricity		Diversion agreement may be required.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		The site has a water main and rising mains around perimeter.
Wastewater		Would require a strategic solution for wastewater treatment.
Other	The site contains heritage assets. Heritage impacts arising from development will require assessment via HIA, where relevant.	

13.3 Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon

- 13.3.1 The proposed strategic site option with reference ID CfS:209 is located in the north of Huntingdonshire District, adjacent to Peterborough City Council's boundary, and is bordered by the A1 to the east, the A605 to the south, with Chesterton and Oundle Road to the north and Elton to the west shown in figure 14. The total area of the site is 89.05 ha with proposed B2 and B8 use land. The Huntingdonshire Land Availability Assessment (2024)⁴²⁸ describes the site as wholly within flood zone 1 with some surface water flood risk. It is wholly classified as grade 3 agricultural land and is currently in agricultural use. There are a number of agricultural buildings and farmhouses on site which would be demolished. There is no known contamination, but telegraph poles run through the site. The site is within an extensive mineral safeguarding area. The parcel of land is also being promoted as a mixed-use residential option, as assessed below (CfS23-24296: Land at Bottom Lodge Farm, to the west of the A1 north of Peterborough service station and south of Oundle Road A1 West (North).

Figure 14: Site map of Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon



⁴²⁸ [Huntingdonshire District Council - Land Availability Assessments](#)

13.3.2 The Huntingdonshire Land Availability Assessment (2024) ⁴²⁹ calculates the capacity of the site as follows:

- 64,116 sqm B2 use
- 149,604 sqm B8 use

Education

13.3.3 As this site is solely for commercial and / or business development, with no residential dwellings being generated, there is unlikely to be any need for additional education infrastructure.

Healthcare

13.3.4 NHS Property Services on behalf of Cambridgeshire and Peterborough ICB explained that it will be important to consider the wider impact from this site on NHS services such as Ambulance and Urgent Care.

Community and Built Facilities

13.3.5 This site is proposed for B2 and B8 uses, indicating a focus on industrial and storage activities. As such, the anticipated impact on the leisure and community infrastructure managed by Huntingdonshire District Council is expected to be minimal.

Sports and Leisure

13.3.6 This site is proposed for B2 and B8 uses, indicating a focus on industrial and storage activities. As such, the anticipated impact on the leisure and community infrastructure managed by Huntingdonshire District Council is expected to be minimal.

13.3.7 Given the site's proximity to the boundary with Peterborough, it is likely that any marginal infrastructure demand generated by the site such as by employees or associated service activity may be met outside the district. Consequently, the influence of this site on Huntingdonshire One Leisure or Active Lifestyles provision is expected to be negligible.

Green Infrastructure and Blue Infrastructure

13.3.8 HDC has confirmed that new provision of open space and biodiversity corridors will be required as part of this development option at an estimated cost of £2-3

⁴²⁹ [Huntingdonshire District Council - Land Availability Assessments](#)

million⁴³⁰. This cost is primarily to address ecological mitigation and to provide landscape buffers. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.

13.3.9 The new or improved green infrastructure would primarily be funded through developer contributions. Any S.106 agreement should secure early delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

13.3.10 The delivery of new or improved green infrastructure across the strategic sites should be phased in alignment with the development timeline, with a strong emphasis on early provision during the first 0–5 years of occupation where appropriate. Early delivery is particularly important as green infrastructure plays a key role in placemaking, climate resilience, and supporting community wellbeing.

Flood Management

13.3.11 Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon is wholly within flood zone 1 with some surface water flood risk. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

13.3.12 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

13.3.13 Cambridgeshire Constabulary is currently operating at capacity and the proposed employment (64,116 / sqm B2 floorspace & 149,604sqm B8 use) would increase

⁴³⁰ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

demand on the police service. Cambridgeshire Constabulary does not have a standard charge for employment development and contribution costs would need to be confirmed at Stage 2 of the IDS or as part of any planning application. Notwithstanding, the following additional police infrastructure and facilities may still be required.

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

13.3.14 CFRS is currently operating at capacity & the proposed employment (64,116 / sqm B2 floorspace & 149,604sqm B8 use) would increase demand on the fire & rescue service. Based on a standard charge guideline of £7.32 per sqm⁴³¹ CFRS recommend that the site would generate a financial contribution of £469,329 (B2 use) and £1,095,101 (B8 use) towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.3.15 In bringing forward the Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon site additional infrastructure may be required and to ensure mandated response times were met. This is due to direct impacts on the Peterborough Emergency Ambulance Hub.

13.3.16 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

⁴³¹ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

13.3.17 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:

- The site appears to have sufficient frontage to the A605 to achieve an access (subject to detailed design in accordance with the DMRB, road safety audit and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required, at least one in emergency form
- It is unclear how high quality walking, cycling, wheeling access can be achieved either on the A605 or the Oundle Road across the A1 to link the development to Peterborough. This issue is of significant concern to CCC and if unresolvable the site would not be supported by the highway authority
- The site is affected by existing public Rights of Way. Such Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network

13.3.18 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

- Connect active travel network of Chesterton Garden Village (if allocated) to nearby Public Rights of Way (indicative £125,000 construction cost and indicative £4,000 annual maintenance, operation and renewal cost)
- Connection between bridleway 46/5 and footpath 46/3 (likely a zebra crossing) (indicative £10,000 construction cost and indicative £500 annual maintenance, operation and renewal cost)
- Improved active travel provision into Peterborough (indicative £1,925,000 construction cost and indicative £56,000 annual maintenance, operation and renewal cost)
- Cycleway to connect through the site north to south, from Oundle Road (Chesterton) to the A605 Peterborough Services roundabout (indicative £2,580,000 construction cost and indicative £75,000 annual maintenance, operation and renewal cost)

- New pedestrian / cycle bridge over the A1 (indicative £2,045,000 construction cost and indicative £59,500 annual maintenance, operation and renewal cost)
- Extension of the existing 25 bus service between Peterborough city centre and Alwalton Hill to Land West of A1 with retained timetabling (bus service only, indicative £449,190 annual maintenance, operation and renewal cost)

13.3.19 Peterborough City Council, through their consultation response to the emerging IDS, note that despite the employment option being of a lesser impact than the residential equivalent the location of this site would have a negative impact on transport infrastructure in Peterborough, particularly on Oundle Road, where most residents at the site would access the city. The City Council also highlight the severance of the site from the city by the A1 as an additional challenge. Consequently, the City Council note that substantial road infrastructure improvements would be required on the A1, A605 and Oundle Road which would likely require government intervention and funding. The active travel network would also need to be improved, which alongside the road infrastructure improvements could benefit Peterborough long-term.

13.3.20 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the site's severance from Peterborough by the A1.

13.3.21 Network Rail, through their consultation response to the emerging IDS, highlight the site would support increased footfall at Peterborough train station, requiring improved access to the station. The scope of these improvements would need to be scoped and funded separate to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

13.3.22 UKPN notes that, depending on the magnitude of the commercial demand, it might be possible to reinforce Orton Primary Substation by adding a third transformer. However, commercial developments can contain some relatively heavy demands which might require the development of further electrical infrastructure.

- 13.3.23 UK Power Networks envisions applying to Ofgem for funding during the next Regulatory Period (ED3, 2028 -2033) to establish a new Grid Supply Point (GSP) closer to Peterborough City⁴³². Funding is therefore subject to the discretion and approval of Ofgem. Establishing a Primary Substation on site would need to be funded by the applicant.

Water Supply

- 13.3.24 There are current water capacity restrictions for non-domestic water requests requiring more than 20m³/day.
- 13.3.25 Lincolnshire Reservoir NSIP associated infrastructure is located within the site boundary. The Reservoir is of substantial importance to ensure future water resources are available to support future growth. AW would seek to ensure that any further assessment of the site for allocation in the LP has regard to this, and consider necessary policy safeguards are applied to avoid any conflict with delivery of this critical infrastructure.

Wastewater

- 13.3.26 The site is considered by AW to be constrained, if connection is required to Peterborough (Flag Fen) WRC. Peterborough WRC is amber for Peterborough City Council Local Plan growth and five-year housing land supply, but there is an approved scheme to increase process capacity at the works, which will be delivered in AMP8 2025 - 2030.
- 13.3.27 Once the above mentioned scheme is delivered, AW will continue to monitor headroom and additional growth proposed in the emerging Peterborough Local Plan, to determine whether future options need to be assessed to address wastewater treatment for the WRC catchment.
- 13.3.28 Until the growth scheme to increase process capacity has been delivered, AW will recommend that a pre-occupancy condition is attached to any planning consents for growth, to delay any network connections until after the upgrades are completed. This is to avoid potential pollution risks arising from increased flows to the works leading to non-compliance of AW's permit.
- 13.3.29 There would need to be sufficient network capacity to accommodate the flows from any growth proposed adjacent to the Peterborough WRC catchment which is likely

⁴³² Grid Supply Point (GSP) is the point at which the national transmission network, operated by National Grid connects to the UK Power Network regional distribution network.

to necessitate a sustainable point of connection (SPOC). The site is west of the A1 corridor which presents challenges for conveyance if a SPOC is feasible.

- 13.3.30 There are substantial network constraints and challenges across the Peterborough WRC catchment and additional flows from the proposed new allocations are likely to pose a risk to the existing network capacity and increase the risk of sewer surcharges and pollution events – solutions to these constraints are not easily identified and there would need to be further investigation as to whether it could be achieved through network reinforcement alone.

Other

Heritage Assets

- 13.3.31 Whilst this site does not contain any designated heritage assets there are a number of designated heritage assets nearby. These include a cluster of listed buildings and structures to the north of the site in Chesterton including the GI listed St Michaels Church, and three GII listed buildings or structures. To the west of the site lies a scheduled monument, a Roman barrow 380m north of Hill Farm.
- 13.3.32 The potential impact upon the significance of these heritage assets through development within their settings should be investigated.

Site Infrastructure Summary and Conclusions

- 13.3.33 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 32: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 33: Potential Strategic Site Infrastructure Impact Summary - Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon

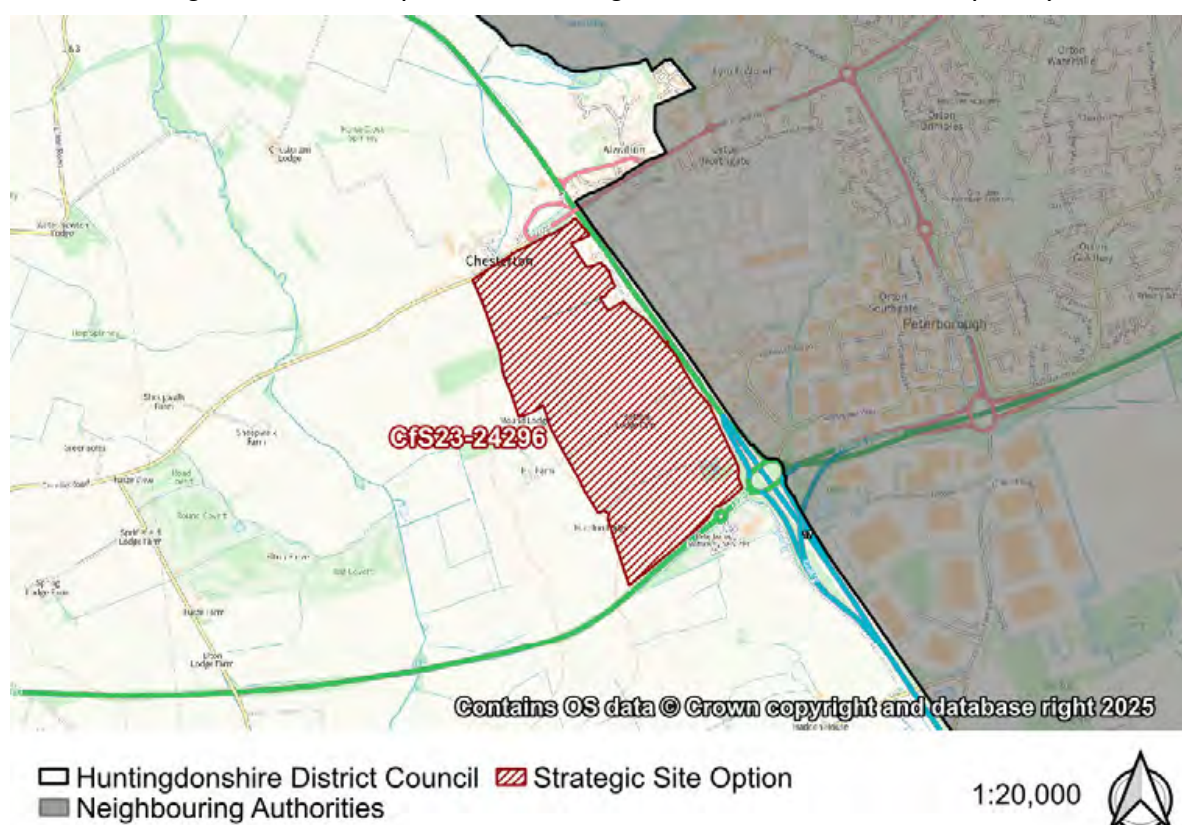
Infrastructure Type	Site Rating	Note
Education	N/A	Commercial development only
Health		Further consideration will be given at Stage 2, particularly in relation to emergency services.
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		Given its location, it is anticipated that a substantial proportion of the resulting infrastructure demand—particularly for leisure and community sport provision—may be met outside the district, with users of the site likely to access existing facilities in Peterborough.
GI & BI		GI and BI is currently considered deliverable.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal for this and other nearby sites are also identified. A proportion of these requirements also arise from other nearby potential strategic sites irrespective of whether they are allocated, including Chesterton Garden Village. Of particular importance will be ensuring the site can be accessed via sustainable travel modes given its severance from Peterborough by the A1. The proximity to Peterborough may also present transport infrastructure challenges

Infrastructure Type	Site Rating	Note
		associated in particular with the A1, A605 and Oundle Road.
Utilities:		
Electricity		Reinforce Orton Primary Substation or new Primary Substation on site.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		Current water capacity restrictions for non-domestic water requests requiring more than 20m ³ /day. Lincolnshire Reservoir associated infrastructure in site boundary.
Wastewater		Substantial network constraints and challenges across the Peterborough WRC catchment. Solutions to these constraints not easily identified.
Other	Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but has heritage assets close to the site and infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.	

13.4 Bottom Lodge Farm / Land at A1 West (North)

- 13.4.1 The proposed strategic site option with reference ID CfS23-24296 is located at Bottom Lodge Farm, to the west of the A1, north of Peterborough service station and south of Oundle Road A1 West (North) shown in figure 15. The total area of the site is 115 ha with proposed mixed-use land. To note, this option overlaps with Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon - CfS:209 above in section 13.3. The Huntingdonshire Land Availability Assessment of sites submitted 1 August 2024 to 31 January 2025 describes the site as wholly within flood zone 1 with some surface water flood risk. It is wholly classified as grade 3 agricultural land and is currently in agricultural use. There are a number of agricultural buildings and farmhouses on site which would be demolished. There is no known contamination, but telegraph poles run through the site. The site is within an extensive mineral safeguarding area. The site is broadly similar in location and size as Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon (CfS:209).

Figure 15: Site map of Bottom Lodge Farm / Land at A1 West (North)



- 13.4.2 The Huntingdonshire Land Availability Assessment (2024) calculates the capacity of the site as follows:

- 1,638 homes
- 10ha for commercial development
- 5ha land for local community/mobility hub supporting retail and sports pitches
- 45 ha Natural green and open space
- 3ha for a primary school

Education

- 13.4.3 Using CCC's general multipliers, officers would expect a site of this size to generate demand for an additional 510 places for children aged 0-3, an additional 680 primary school places and 37 places for children with SEND.
- 13.4.4 It is expected that early years and primary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 13.4.5 Development would generate 680 primary school places which would equate to 3FE. This could be provided as one school and would require a land allocation of 3ha.
- 13.4.6 The catchment secondary school for this development, Nene Park Academy, contributes towards education provision in both Cambridgeshire and Peterborough. Therefore any queries relating to forecasting of secondary places at this school will need to be directed to and discussed in conjunction with Peterborough City Council.
- 13.4.7 This development is expected to generate the need for an additional 37 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 13.4.8 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

- 13.4.9 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the GP practices, dentists and other health care provision in nearby settlements (e.g., Yaxley,). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.
- 13.4.10 NHS Property Services and Cambridgeshire and Peterborough ICB noted the four closest practices were assessed:
- Lakeside Healthcare, Yaxley
 - Willow Tree Surgery, Peterborough
 - Nene Valley and Hodgson Medical Practice, Peterborough
 - Hampton Medical Centre, Peterborough
- 13.4.11 All of the above practices in Huntingdonshire and Peterborough are already undersized for their current weighted list size of population and therefore cannot take on any new patients from this development.
- 13.4.12 There is limited existing infrastructure in Huntingdonshire's administrative area to serve the site, therefore it will be important to explore the potential for combined mitigation with other sites coming forward in this area to west of A1. Alternatively mitigation could be through contribution to extension/improvements of existing estate (including closest practices to the east across Peterborough LPA boundary). Other sites coming forward in the Peterborough City Council administrative area will also need to be considered.
- 13.4.13 Off site mitigation would be required, including financial contribution towards increasing patient infrastructure capacity. It is estimated that 323m² additional floorspace would be required. This would cost approximately £1,625,354 (extension/refurbishment capital cost) based on 23/24 NHS Property Services Quantity Surveyor costings. Funding may come from developer contributions towards increasing capacity, potentially including cross-boundary spend in the PCC area. Early payment of financial contributions would be required to ensure mitigation is in place for new residents without impacting existing sites.

Community and Built Facilities

- 13.4.14 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in

Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.4.15 Given the location of the site near Peterborough, it is anticipated that a substantial proportion of the resulting infrastructure demand—particularly for leisure and community sport provision—may be met outside the district, with residents likely to access existing facilities in Peterborough. As such, direct impact on infrastructure managed by Huntingdonshire District Council may be limited.
- 13.4.16 While some demand for leisure provision may be exported to neighbouring authorities such as Peterborough, new or improved infrastructure within Huntingdonshire may still be required to meet the needs of residents who remain within the district for sport and physical activity.
- 13.4.17 In particular, the nearest One Leisure site—One Leisure Sawtry—may require investment to enhance capacity, especially considering the proposed reopening of the swimming pool. Depending on usage levels and projected demand, there may be a case for expanding swimming provision to ensure sufficient access for public swimming, learn to swim programmes, and local clubs.
- 13.4.18 For indoor sports, new or upgraded sports halls associated with proposed schools may offer an opportunity to support community use. To be effective, this would require the facilities to be designed with dual use in mind, alongside the implementation of strong and enforceable community use agreements to ensure availability outside school hours.
- 13.4.19 Where appropriate, developments should also deliver new outdoor playing pitches and changing provision to serve the local population. This should be guided by the Huntingdonshire Playing Pitch Strategy⁴³³ and secured through planning obligations to guarantee long-term access and sustainability.
- 13.4.20 The cost of the above identified infrastructure for Bottom Lodge Farm / Land at A1 West (North) is shown in table 34. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide

⁴³³ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers.

Table 34: Cost of delivering the new or improved infrastructure - Bottom Lodge Farm / Land at A1 West (North)

Infrastructure provision	Cost
Swimming Pool Lanes – 1 additional lanes	£791,863
Courts (sport halls) – 1 additional courts	£660,416
1 adult Football Pitches	£94,717
2 Youth Football Pitches	£78,560
1 Mini Youth Pitches	£35,245
3 changing rooms	£800,203

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.4.21 The delivery of new or improved community sports infrastructure listed in table 34 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development

Green Infrastructure and Blue Infrastructure

- 13.4.22 HDC has confirmed that new provision of open space, biodiversity corridors, play areas, community green space and active travel links will be required as part of this development option at an estimated cost of £4-6 million⁴³⁴. This cost is primarily to address BNG and provide parks and play areas. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.
- 13.4.23 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a vital role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

⁴³⁴ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

Flood Management

- 13.4.24 Bottom Lodge Farm is wholly within flood zone 1 with some surface water flood risk. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.4.25 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.4.26 Cambridgeshire Constabulary is currently operating at capacity and the housing (1,638 dwellings / 3,849 population) & employment (10 ha / sqm floorspace to be confirmed) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling⁴³⁵ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £319,410 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

- 13.4.27 CFRS is currently operating at capacity & the proposed housing (1,638 dwellings / 3,849 population) & employment (10 ha / sqm floorspace to be confirmed) growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴³⁶ CFRS recommend that the site would generate

⁴³⁵ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

⁴³⁶ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

a financial contribution of £327,600 towards additional fire and rescue infrastructure and facilities. This will be reviewed at Stage 2 of the IDS.

13.4.28 A standard charge of £7.32 per sqm⁴³⁷ applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.

13.4.29 The contributions may go towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.4.30 In bringing forward the Bottom Lodge Farm site additional infrastructure may be required to support population growth and to ensure mandated response times are met. This is due to direct impacts on the Peterborough Emergency Ambulance Hub.

13.4.31 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

13.4.32 The emerging Local Plan's Accessibility Technical Note⁴³⁸, which forms part of the Strategic Transport Study⁴³⁹, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to other strategic sites. The Accessibility Technical Note analysis shows that accessibility of the site is moderate. There is a substantial difference in the public transport accessibility of the site between the northern and southern site access points, with the former being in close proximity to bus stops on Oundle Road. The X4 routes from these stops every 30 minutes to Peterborough during the weekday

⁴³⁷ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

⁴³⁸ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](#)

⁴³⁹ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](#)

PM peak. All site access points score poorly for accessibility by foot and for the site to be sustainable from a transport perspective, destinations will need to be provided within the site masterplan.

13.4.33 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

- Connect active travel network of Chesterton Garden Village (if allocated) to nearby Public Rights of Way (indicative £125,000 construction cost and indicative £4,000 annual maintenance, operation and renewal cost)
- Connection between bridleway 46/5 and footpath 46/3 (likely a zebra crossing) (indicative £10,000 construction cost and indicative £500 annual maintenance, operation and renewal cost)
- Improved active travel provision into Peterborough (indicative £1,925,000 construction cost and indicative £56,000 annual maintenance, operation and renewal cost)
- Cycleway to connect through the site north to south, from Oundle Road (Chesterton) to the A605 Peterborough Services roundabout (indicative £2,580,000 construction cost and indicative £75,000 annual maintenance, operation and renewal cost)
- New pedestrian / cycle bridge over the A1 (indicative £2,045,000 construction cost and indicative £59,500 annual maintenance, operation and renewal cost)
- Extension of the existing 25 bus service between Peterborough city centre and Alwalton Hill to Land West of A1 with retained timetabling (bus service only, indicative £449,190 annual maintenance, operation and renewal cost)

13.4.34 Peterborough City Council, through their consultation response to the emerging IDS, note the location of this site would have a negative impact on transport infrastructure in Peterborough, particularly on Oundle Road, where most residents at the site would access the city. The City Council also highlight the severance of the site from the city by the A1 as an additional challenge. Consequently, the City Council note that substantial road infrastructure improvements would be required on the A1, A605 and Oundle Road which would likely require government

intervention and funding. The active travel network would also need to be improved, which alongside the road infrastructure improvements could benefit Peterborough long-term.

13.4.35 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the site's severance from Peterborough by the A1.

13.4.36 Network Rail, through their consultation response to the emerging IDS, highlight the site would support increased footfall at Peterborough train station, requiring improved access to the station. The scope of these improvements would need to be scoped and funded separate to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

13.4.37 This site has been considered alongside potential additional sites to the west of Peterborough, including Chesterton Garden Village and Sibson Garden Community. Taken together, UK Power Networks identify the following:

- There is some capacity at Orton Primary substation and the 132kV networks that feed the area from Walpole GSP, but certainly not enough to supply number of dwellings envisioned.
- This means that 132kV & 33kV reinforcements would be triggered in due course to supply the sites.
- It is envisaged that the infrastructure upstream from the sites would need to be reinforced to carry the load associated with the full development.

13.4.38 The requirement for new or improved infrastructure is reliant on whether all or some of the sites in the area to the west of Peterborough would be taken forward. However, it should be noted that UK Power Networks have identified that there is limited capacity available, therefore further engagement will be required at Stage 2 to determine the impacts of the preferred option upon the capacity of the network and the level of reinforcement needed.

Water Supply

- 13.4.39 There are current water capacity restrictions for non-domestic water requests requiring more than 20m³/day.
- 13.4.40 Lincolnshire Reservoir associated infrastructure is located within the site boundary. The Reservoir is of substantial importance to ensure future water resources are available to support future growth. Therefore AW would seek to ensure that any further assessment of the site for allocation in the LP has regard to this, and consider necessary policy safeguards are applied to avoid any conflict with delivery of this critical infrastructure.

Wastewater

- 13.4.41 The site is considered by AW to be constrained, if connection is required to Peterborough (Flag Fen) WRC. The Peterborough Detailed (Phase 2) Water Cycle Study (Royal Haskoning, April, 2025)⁴⁴⁰ explains that “The capacity of WRCs in Peterborough is assessed annually by Anglian Water...Flag Fen and Stibbington are nearing their limits. Of the WRCs Bainton, Deeping and Flag Fen were projected to be exceeding or within 20% of capacity based on the proposed developments...”. AW note in their response to the IDS engagement that there is a growth scheme to increase process capacity at Flag Fen WRC, which will be delivered in AMP8 2025 - 2030.
- 13.4.42 Once the Flag Fen WRC capacity scheme is delivered, AW will continue to monitor headroom and additional growth proposed in the emerging Peterborough Local Plan, to determine whether future options need to be assessed to address wastewater treatment for the WRC catchment.
- 13.4.43 Until the growth scheme to increase process capacity has been delivered, AW will recommend that a pre-occupancy condition is attached to any planning consents for growth, to delay any network connections until after the upgrades are completed. This is to avoid potential pollution risks arising from increased flows to the works leading to non-compliance of AW's permit.
- 13.4.44 There would need to be sufficient network capacity to accommodate the flows from any growth proposed adjacent to the Peterborough WRC catchment which is likely to necessitate a sustainable point of connection (SPOC), if AW is able to identify a SPOC given existing network constraints and taking account of already

⁴⁴⁰ [PE017b Peterborough Detailed \(Phase 2\) Water Cycle Study April 2025.pdf](#)

consented growth yet to connect to our network. The site is west of the A1 corridor which presents further challenges for conveyance if a SPOC is feasible.

- 13.4.45 AW responded to the IDS engagement questionnaire by stating that “There are significant network constraints and challenges across the Peterborough WRC catchment and additional flows from the proposed new allocations are likely to pose a risk to the existing network capacity and increase the risk of sewer surcharges and pollution events – solutions to these constraints are not easily identified and there would need to be further investigation as to whether it could be achieved through network reinforcement alone”.

Other

Heritage Assets

- 13.4.46 The site includes a scheduled monument, a Roman barrow 380m north of Hill Farm. To the north of the site lie a number of listed buildings and structures in Chesterton including the GI listed St Michaels Church, and three GII listed buildings or structures. There are also 2 listings to the north east of the site – Kate’s Cabin and a milestone.
- 13.4.47 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

- 13.4.48 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 35: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 36: Potential Strategic Site Infrastructure Impact Summary - Bottom Lodge Farm / Land at A1 West (North)

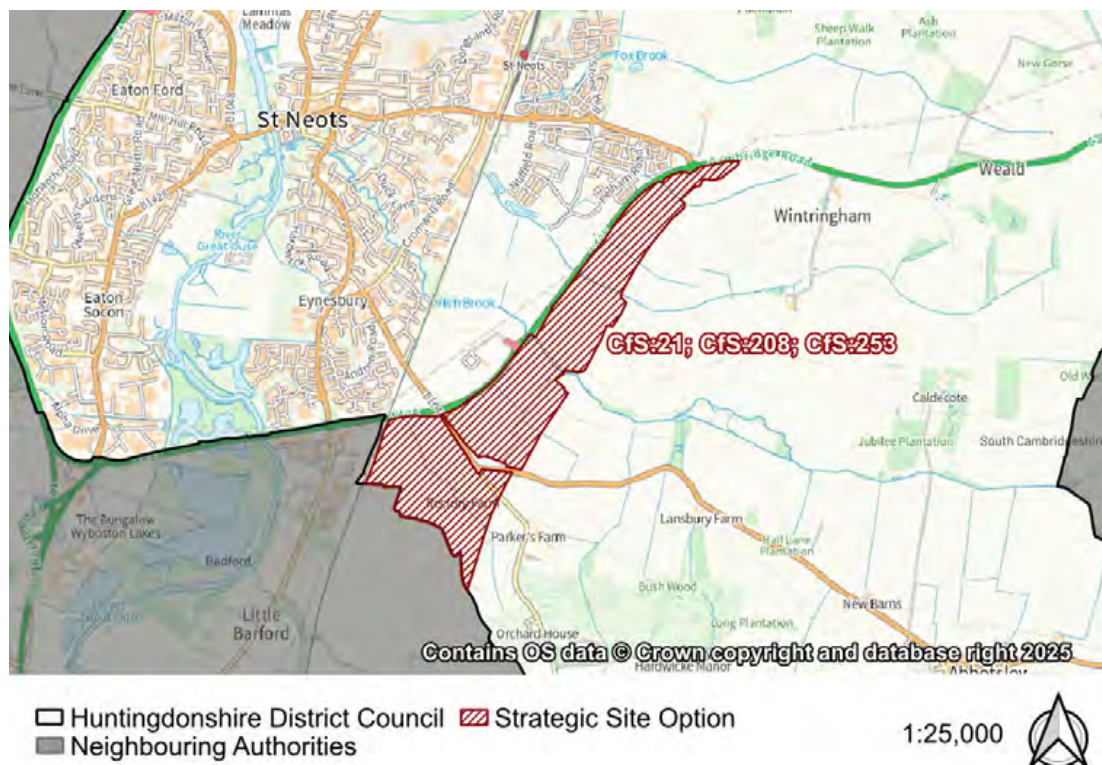
Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.
Health		Mitigation could be through contributions to extension/improvements of existing estate (including closest practices to the east across Peterborough LPA boundary). Other sites coming forward in the Peterborough City Council administrative area will also need to be considered.
Community and Built Facilities	Further consideration will be given at Stage 2	
Sport and Leisure		Given its location, it is anticipated that a substantial proportion of the resulting infrastructure demand—particularly for leisure and community sport provision—may be met outside the district, with residents likely to access existing? facilities in Peterborough.
GI & BI		GI and BI is currently considered deliverable.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are also identified. A proportion of these requirements also arise from other nearby strategic sites irrespective of whether they are allocated, including Chesterton Garden Village, if it comes forward. Of particular importance will be ensuring the site can be accessed via sustainable travel modes given its severance from Peterborough by the A1. The proximity to Peterborough may also present transport infrastructure challenges associated in particular with the A1, A605 and Oundle Road.

Infrastructure Type	Site Rating	Note
Utilities:		
Electricity		Infrastructure reinforcement would be required given the capacity available at Orton Primary substation. However, the extent of the reinforcement and new infrastructure required is reliant on better understanding of the quantum of growth coming forward to the west of Peterborough, which will be assessed at Stage 2.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		Current water capacity restrictions for non-domestic water requests requiring more than 20m ³ /day. Lincolnshire Reservoir associated infrastructure is within site boundary.
Wastewater		Substantial network constraints and challenges across the Peterborough WRC catchment. Solutions to these constraints not easily identified.
Other		Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site contains heritage assets and infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.

13.5 East of St Neots

- 13.5.1 The proposed strategic site option comprising of three sites with reference IDs- CfS:21; CfS:208; CfS:253 is located to the east of St Neots, between the current A428 and the dualled A428 currently under construction as shown in figure 16. The total site area is 138.47 ha with mixed-use land. The site is predominantly comprised of grade 2 agricultural land, with some agricultural and residential buildings, and is located between the current A428 in the west and the future dualled A428 in the east. The site is broadly consistent with the form of the wider landscape which slopes gently towards St Neots. The portion of Strategic Expansion Location SEL2: St Neots East known as Wintringham Park is located to the north of the site and is currently under construction with some homes already occupied. The majority of the site is located within FZ1, with no areas within FZ3b, although some surface water flood risk is present.

Figure 16: Site map of East of St Neots



- 13.5.2 The Huntingdonshire Land Availability Assessment (2024) calculates the anticipated capacity of these sites as:
- Residential: Approximately 2,619 homes
 - (CfS:21 – 1,227 homes, CfS: 208 – 781 homes, CfS: 253 – 611 homes)
 - Commercial: Approximately 9.5ha

- (CfS: 21 – 3ha, CfS: 208 – 1.5ha, CfS: 253 – 5ha (including Care home, Knowledge Intensive Business Services (KIBS) and creative industry uses).

Education

- 13.5.3 Using CCC's general multipliers, officers would expect a site of this size to generate demand for additional early years and school places. This includes 786 places for children aged 0-3, 1,048 primary school places, 655 secondary school places and approximately 57 places for children with SEND.
- 13.5.4 It is expected that early years, primary and secondary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 13.5.5 Development would generate 1,048 primary school places which equates to 5FE. This could be provided as one 2FE and one 3FE school. This would require a land allocation of 5.3ha and a capital contribution towards design and construction of the schools.
- 13.5.6 Development would generate 655 secondary school places which equates to 5FE. This could be provided as one 5FE school. This would require a land allocation of 5.4ha and a capital contribution towards design and construction of the school.
- 13.5.7 This development is expected to generate the need for an additional 57 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 13.5.8 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on-site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

- 13.5.9 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the GP practices, dentists and other health care provision in nearby settlements (e.g.,

St Neots, Eynesbury). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.

13.5.10 NHS Property Services and the Cambridgeshire and Peterborough ICB note that all six of the closest GP practices were assessed and showed that a small amount of capacity is available within Lakeside St Neots – Cedar House and its branch sites at Dumbelton and Eaton Socon. However, the capacity has been assessed as limited and could be exhausted through shorter term windfall and small site development in the locality (this can be re-assessed at the point of submission). All other affected practices, as listed below, are already undersized for their current weighted list size of population and therefore cannot take on any new patients from this development.

- Almond Road Surgery – St Neots
- Buckden and Little Paxton Surgeries - Little Paxton
- St Neots Health Centre
- Lakeside St Neots - Cedar House (Main)
- Lakeside St Neots – Dumbelton (Branch)
- Lakeside St Neots – Eaton Socon Healthcare (Branch)

13.5.11 New on-site or off-site provision of Primary Care-Led floorspace would be required of at least 516.32m². This is at the lower end of size threshold for new on-site facilities, so the ICB would need to be engaged at application stage to consider more detailed mitigation requirements. It is estimated that the cost of the mitigation would be approximately £3,359,504 (extension/refurbishment capital costs) based on 23/24 NHS Property Services Quantity Surveyor costs.

13.5.12 Funding of the mitigation would be through Developer Contributions – with option for:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
- The provision of a serviced plot of land at no cost, and a financial contribution equivalent to the full capital cost of a new build facility of the required size: or
- Financial contribution towards off-site capacity improvement project

13.5.13 Engagement with the NHS Property Services and ICB raise the fact that early payment of financial contribution, would be optimal to ensure mitigation can be in

place for new residents without impacting existing sites. However, delivery timescales will require detailed assessment and consideration at Stage 2.

Community and Built Facilities

- 13.5.14 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.5.15 The scale of residential growth in this area will place additional demand on the existing sport and leisure infrastructure managed by Huntingdonshire District Council, particularly on One Leisure St Neots (OLSN). This includes anticipated increases in usage of swimming facilities, sports hall space, and wider health and wellbeing provision.
- 13.5.16 In addition, nearby parks such as Priory Park—which provides important outdoor sports facilities including grass pitches—are likely to experience increased pressure. Sufficient pitch provision within the development, to meet the needs of the growing population will ensure long-term sustainability. Strategic planning for these developments should therefore include clear commitments to both on-site provision and the enhancement of existing local infrastructure, supported by appropriate investment and community access arrangements.
- 13.5.17 While the area is currently served by an existing One Leisure facility, the scale of residential growth would place additional pressure on existing infrastructure, particularly in relation to swimming pool capacity, sports hall access, and pitch provision.
- 13.5.18 Current swimming pool provision may be insufficient to meet future demand. Depending on location-specific assessments, expansion of existing pools may be required to accommodate increased usage, club development, and lesson programming.
- 13.5.19 Additional demand for sports hall space may be mitigated in part using dual-use school facilities. However, this would be dependent on securing robust and long-term community use agreements as part of the development process.
- 13.5.20 Outdoor sports provision should also be considered integral to site master planning. Where appropriate, new developments should include grass and/or

artificial pitches supported by adequate changing facilities. This should align with the Huntingdonshire Playing Pitch Strategy⁴⁴¹ and be secured through planning obligations to ensure long-term community benefit.

- 13.5.21 The cost of the above identified infrastructure for East of St Neots is shown in table 37. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers.

Table 37: Cost of delivering the new or improved infrastructure - East of St Neots

Infrastructure provision	Cost
Swimming Pool Lanes – 1-2 additional lanes	£1,266,053
Courts (sport halls) – 1 to 2 additional courts	£1,055,892
1 to 2 adult Football Pitches	£151,436
2 to 3 Youth Football Pitches	£255,472
1 to 2 Mini Youth Pitches	£56,348
5-7 changing rooms	£1,279,441

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.5.22 The delivery of new or improved community sports infrastructure listed in table 37 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

Green Infrastructure and Blue Infrastructure

- 13.5.23 HDC has confirmed that development at East of St Neots would place pressure on existing green infrastructure in St Neots and require new provision to ensure access to natural greenspace and mitigate flood risk. This provision should include new green corridors and enhancement to existing parks, along with SuDS and flood mitigation features at an estimated cost of £4-6 million⁴⁴². The cost will be refined at Stage 2 to reflect further detail on typologies, overall green

⁴⁴¹ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

⁴⁴² Consultation Response: HDC Parks, Countryside & Climate (June 2025)

infrastructure capacity on site, and off site strategic green infrastructure requirements.

- 13.5.24 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a key role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

Flood Management

- 13.5.25 Land east of St Neots is wholly within flood zone 1 with some surface water flood risk. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.5.26 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.5.27 Cambridgeshire Constabulary is currently operating at capacity and the housing (2,619 dwellings / 6,154 population) & employment (9.5 ha / sqm floorspace to be confirmed) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling⁴⁴³ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £510,705 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

⁴⁴³ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

- 13.5.28 CFRS is currently operating at capacity & the proposed housing (2,619 dwellings / 6,1544 population) & employment (9.5 ha / sqm floorspace to be confirmed) growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴⁴⁴ CFRS recommend that the site would generate a financial contribution of £523,800 towards additional fire and rescue infrastructure and facilities. This will be reviewed at Stage 2 of the IDS.
- 13.5.29 A standard charge of £7.32 per sqm⁴⁴⁵ applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.
- 13.5.30 The contributions will go towards the following additional fire and rescue infrastructure and facilities:
- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
 - Operational crew drop-down points;

Ambulance Service

- 13.5.31 In bringing forward the Land east of St Neots site additional ambulance response posts would be required to support population growth and to ensure mandated response times were met. A new Huntingdon Emergency Ambulance Hub at Hinchbrook Park would be required to relieve pressure on existing services.
- 13.5.32 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

⁴⁴⁴ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

⁴⁴⁵ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

Transport

- 13.5.33 On 14 November 2024 the Secretary of State for Transport issued safeguarding directions to HDC and other relevant LPAs concerning the safeguarding of land for EWR⁴⁴⁶. These safeguarding directions, associated maps and guidance require relevant LPAs, including HDC, to consult EWR Company Limited prior to the determination of any planning applications on EWR safeguarded land and to determine such planning applications in accordance with the recommendations of EWR Company Limited. This approach is of course designed to avoid development being permitted along the EWR route that could frustrate the railway's potential delivery. The strategic and non-strategic sites to the East of St Neots fall within the EWR safeguarded land. Consequently, the development potential of these sites will remain uncertain until such time as the EWR proposal has progressed through the NSIP regime. In the absence of such certainty, it would be appropriate to take a cautious approach and assume the land cannot be developed other than in association with the EWR proposal. This should be kept under review pending the outcome of the EWR NSIP process.
- 13.5.34 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:
- The site appears to have sufficient frontage to the public highway to achieve an access onto the B1046 in accordance with the DMRB and Manual for Streets requirements respecting local junction spacing
 - The site is affected by existing public Rights of Way. Such Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network
 - Local infrastructure improvements would be required in the form of walking/cycling connectivity, in particular to demonstrate connectivity with the Wintringham development to the west and active travel provision either over or under the A428. It may be possible to make use of the existing underpass
- 13.5.35 The emerging Local Plan's Accessibility Technical Note⁴⁴⁷, which forms part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to

⁴⁴⁶ [EWR Safeguarding Direction, maps, and associated guidance](#)

⁴⁴⁷ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](#)

other strategic sites. The Accessibility Technical Note shows the site scores highest for accessibility across all of those analysed. This is primarily due to the site's close proximity to St Neots, which contains several key trip attractors within an acceptable walking and cycling distance. The site's location also means it benefits from the existing public transport provision within the town. Importantly, whilst distance to trip attractors is not an issue at the site, the A428 is currently inappropriate for walking and cycling, as it has no footways, no formal crossings and a national speed limit. Mitigation measures will therefore be required to ensure that the A428 does not cause severance to residents wishing to make westward movements towards St Neots.

13.5.36 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

13.5.37 Following the construction of the A421 extension and de-trunking of the A428, at least 3 crossing points will be required on the A428 to allow for access into Wintringham and further to St Neots (indicative £360,000 construction cost and indicative £10,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority

- Segregated active travel path adjacent to the A428 between Cambridge Road / A428 and B1428 Great North Road / A428 roundabouts (indicative £5,015,000 construction cost and indicative £145,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Connection of the Land East of St Neots site to adjacent sites via pre-existing Public Rights of Way (indicative £2,675,000 construction cost and indicative £78,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- New St Neots Circular bus route serving the development and various destinations in the town at 2 buses per hour (bus service only, indicative £857,242 annual maintenance, operation and renewal cost). Identified in the Study as high priority

- New bus stop on the A428 / Loverose Way roundabout (indicative £175,000 construction cost and indicative £5,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- De-trunking of the A428 will require the reduction of its speed limit from National Speed Limit to 40 or 30 mph (indicative £405,000 construction cost and indicative £12,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Improving the signal timings at A1/B661 Junction (indicative £195,000 construction cost and indicative £6,000 annual maintenance, operation and renewal cost)

13.5.38 A number of footpaths run through the site in an east-west direction between open countryside and St Neots. This provides an important foundation for enhanced provision connecting the site to St Neots. However, the lack of other public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the site's severance from St Neots by the current A428, with potential for further disruption to the wider Public Rights of Way network resulting from the dualling of the A428 along the site's eastern boundary and the EWR proposal potentially running along and through parts of the site.

13.5.39 Network Rail, through their consultation response to the emerging IDS, highlight the site would support increased footfall at St Neots train station, requiring improved access to the station. The scope of these improvements would need to be scoped and funded separate to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

13.5.40 The proposed site impacts an existing dual circuit 132kV overhead line corridor. If the site is taken forward, mitigation will be addressed as part of a strategic paper being developed to submit to OFGEM for the next regulatory price control period (ED3, 2028-2033).

Water Supply

- 13.5.41 A water mains is located to the northern and along the southern edge of the site boundary.

Wastewater

- 13.5.42 The closest WRC Catchment is St Neots (SNEOSC). A WRC is located just beyond the south-west boundary of the site.
- 13.5.43 The AW planned growth scheme at St Neots WRC involves work to increase dry weather flow capacity (AMP8, 2025 – 2030). In their response to the IDS consultation, AW note that the planned work at St Neots WRC does not include the proposed site allocations at East of St Neots.
- 13.5.44 AW also noted the following regarding the potential site at East of St Neots: “There is currently no sustainable point of connection to the St Neots WRC network available for this site. Therefore, wastewater flows would require a connection and the additional capacity would need to be accommodated within the network. Infrastructure to support the site may include a strategic network reinforcement scheme, if determined to be feasible, which would need to be identified through the emerging DWMP (should the site be taken forward) and identified for investment in subsequent AMPs - post 2030. The site is potentially constrained and any conveyance to a sustainable point of connection would need to overcome interfaces with linear infrastructure such as the A428 and the railway.”⁴⁴⁸

Other

Heritage Assets

- 13.5.45 There are no designated heritage assets within the site. There are two GII listed buildings Tithe Farmhouse and barn to the north east of the site.
- 13.5.46 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

- 13.5.47 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

⁴⁴⁸ AW IDS consultation response, July 2025

Table 38: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 39: Potential Strategic Site Infrastructure Impact Summary - East of St Neots

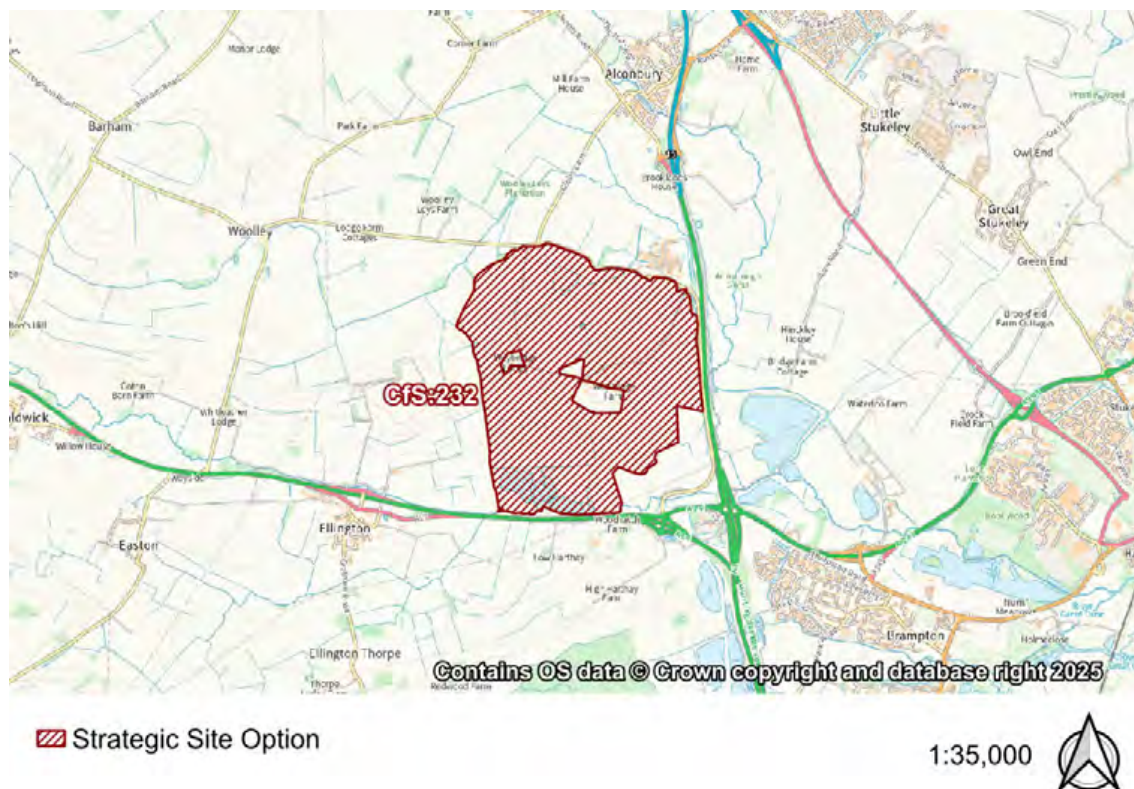
Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.
Health		Limited GP practice capacity. New on site or off site Primary Care-Led floorspace required.
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		Anticipated increases in usage of swimming facilities, sports hall space, and wider health and wellbeing provision to be delivered. However, the youth pitches at Priory park (St Neots) are at full capacity.
GI & BI		Capacity issues identified for existing GI and BI in close proximity to the site.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The strategic site falls within the land safeguarded by the Secretary of State for Transport for EWR, which raises substantial concerns regarding the development potential of the land for anything other than development

Infrastructure Type	Site Rating	Note
		associated with EWR. The development potential of the site will remain uncertain until such time as the EWR proposal has progressed through the NSIP regime.
Utilities:		
Electricity		Overhead line can be mitigated.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		A water mains is located to the northern and along the southern edge of the site boundary.
Wastewater		Constraints mean site would need to be phased beyond 2030 and would be subject to infrastructure overcoming interfaces with linear infrastructure such as the A428 and the railway.
Other	Heritage impacts arising from development require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.	

13.6 Land at Weybridge Farm (Brampton Cross)

13.6.1 The proposed strategic site option with reference IDs- CfS:232 is located near the A14 and A1(M) junction of Brampton Hut Interchange, in Huntingdonshire as shown in figure 17. The total area of the site is 378.76 ha with proposed combination of commercial employment space and leisure use. The Huntingdonshire Land Availability Assessment (2024) explains that the site lies North West of the Brampton Hut Roundabout, west of the A1 (M) and north of the A14. It is predominantly Flood Zone 1 however, approximately 15% of the northern part is within flood zone 2, 3a and 3b. Approximately 60% of the site is Grade 3 Agricultural Land. The site comprises contrasting terrain which reflects the topography of the wider region. It is characterised by a ridge that extends west to east starting in the centre of the western boundary of the site which falls away and the rises and falls again in the centre of site. Development would impact on the existing landscape and appropriate landscaping will be required as well as the retention of existing trees and hedges on the boundaries to minimise the impact.

Figure 17: Site map of Land at Weybridge Farm (Brampton Cross)



13.6.2 The Huntingdonshire Land Availability Assessment (2024) calculates the capacity of the site as follows:

- 755,626.2 sqm Commercial: employment

- 22,725.60sqm Commercial: leisure

Education

- 13.6.3 As this site is solely for commercial and / or business development, with no residential dwellings being generated, there is unlikely to be any impact in the delivery of education.

Healthcare

- 13.6.4 NHS Property Services on behalf of Cambridgeshire and Peterborough ICB explained that it will be important to consider the wider impact from this site on NHS services such as Ambulance and Urgent Care. However, at this time, no calculation of infrastructure needed to support the site has been provided.

Community and Built Facilities

- 13.6.5 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.6.6 This strategic site has been identified for a combination of commercial employment space and leisure use.
- 13.6.7 At this stage, the potential impact on infrastructure managed by HDC is unclear and will depend on the specific nature of the leisure provision proposed. Should the development include leisure facilities intended for public use, consideration will need to be given to how these complements or interacts with existing Council-managed facilities to avoid duplication and ensure alignment with strategic needs.
- 13.6.8 Further detail on the type, scale, and access arrangements for the proposed leisure use would be required to assess potential implications for HDC infrastructure provision.

Green Infrastructure and Blue Infrastructure

- 13.6.9 HDC has confirmed that development at Land at Weybridge Farm (Brampton Cross) would need to be considered carefully given the surrounding landscape sensitivities. This should include strategic landscaping, BNG and SuDS. The

estimated cost of this green infrastructure is £3-5 million⁴⁴⁹. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.

- 13.6.10 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a key role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

Flood Management

- 13.6.11 Land at Weybridge Farm (Brampton Cross) is located predominantly within flood zone 1 however, approximately 15% of the northern part is within flood zone 2, 3a and 3b. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.6.12 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.6.13 Cambridgeshire Constabulary is currently operating at capacity and the proposed employment (755,626.2 commercial / employment floorspace) would increase demand on the police service. Cambridgeshire Constabulary doesn't have a standard charge for employment development and contribution costs would need to be confirmed as part of any planning application. Notwithstanding, the following additional police infrastructure and facilities will still be required.

⁴⁴⁹ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

13.6.14 CFRS is currently operating at capacity & the proposed employment (755,626.2 commercial / employment floorspace) would increase demand on the fire & rescue service. Based on a standard charge guideline of £7.32 per sqm⁴⁵⁰ CFRS recommend that the site would generate a financial contribution of £5,531,183 towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.6.15 In bringing forward the Brampton Cross site additional ambulance response posts would be required to support the development and to ensure mandated response times were met. A new Huntingdon Emergency Ambulance Hub at Hinchbrook Park would be required to relieve pressure on existing services.

13.6.16 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

13.6.17 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:

- The site appears to have sufficient frontage to Woolley Road to achieve two accesses (subject to detailed design in accordance with the DMRB and Manual for Streets, road safety audit, local junction spacing and capacity assessments) but is likely to require substantial highway improvements in relation to the scale of development proposed

⁴⁵⁰ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

- No access should be permitted via the A14 east bound, Woolley Hill and Woolley Road as the route is not suitable to cater for high volumes of traffic and HGVs
- It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population and the site would not be acceptable for a development of this scale without significant improvements
- The site is affected by existing public Rights of Way. Such Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network
- Early dialogue with CCC's Asset Information Definitive Mapping team is encouraged with regard to any Rights of Way diversions that may be necessary.

13.6.18 The emerging Local Plan's Accessibility Technical Note⁴⁵¹, which forms part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to other strategic sites. The Accessibility Technical Note shows that given the nature of the site, access to the Strategic Road Network (SRN) is clearly a key consideration and it is vital that freight can access and egress the site efficiently. Alongside this though, the ability of employees working at the site to travel by sustainable modes is also an important consideration. Overall, the exiting accessibility of the site by sustainable modes is very poor. This is in large part due to the severance provided by the A1 and the A14. Very few residential areas can be accessed by foot although the key settlement of Huntingdon is within a 30-minute cycle. The site is also almost completely inaccessible by the current public transport network, with the nearest bus stops located in Brampton to the south, and Alconbury to the north. To enable future employees to access the site sustainably, a designated bus service would likely be required from nearby residential areas and plans to overcome the severance provided by the nearby SRN would need to be put forward.

13.6.19 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario.

⁴⁵¹ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

- Ensure connection to the east of the site to active travel path between Brampton Hut Roundabout (and beyond) and Brooklands Lane, Alconbury (and beyond) (indicative £170,000 construction cost, no indicative annual maintenance, operation and renewal cost provided)
- Bus route between Brampton Cross and Alconbury Weald via Huntingdon 2 buses per hour (bus service only, indicative £916,201 annual maintenance, operation and renewal cost)
- A designated shuttle bus service is to be provided to connect areas within the site to Huntingdon Station via Brampton (bus service only, indicative £1,154,735 annual maintenance, operation and renewal cost)
- Open southern two slips on the dumbbell interchange with A14 (allowing connections from Cambridge without joining and leaving the A1) (indicative £10,000 construction cost and indicative £500 annual maintenance, operation and renewal cost)
- Optimise the Woolley Road/A141 junction providing access to the site. New Signalised Junction (indicative £1,995,000 construction cost and indicative £58,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Optimise the signal timings for the lanes entering Brampton Hut Interchange to reduce delays on the entering lanes (indicative £195,000 construction cost and indicative £6,000 annual maintenance, operation and renewal cost)

13.6.20 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the site's severance from Brampton and the wider Huntingdon area by the A1, A14, and A141.

13.6.21 Network Rail, through their consultation response to the emerging IDS, highlight that improved access to Huntingdon train station via sustainable transport modes would be required, which would help reduce adverse impacts on Brampton village. The scope of these improvements would need to be scoped and funded separately

to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Water Supply

- 13.6.22 Current water capacity restrictions for non-domestic water requests impacts commercial/manufacturing/data centres requiring more than 20m³/day.

Wastewater

- 13.6.23 AW identifies that the site would require new infrastructure which would either include the conveyance of wastewater flow to Huntingdon WRC or a new WRC delivered on site. Either option would need to be funded by the developer.

Electricity

- 13.6.24 Development has a very marginal interaction with a dual circuit 132kV overhead line corridor on the southern edge. Any mitigation/diversion/agreement to be discussed at a later stage with developers involved.

Waste Management

- 13.6.25 A small part of the site is located within the Consultation Area for safeguarded waste site known as Woodhatch Farm, as identified under Policy 16 (Consultation Areas) of the Cambridgeshire and Peterborough Minerals and Waste LP (2021). To ensure incompatible development does not occur in close proximity to the safeguarded site, and considering the size of the proposed site, if this is allocated, a demonstration of compatibility between the proposed site and safeguarded site should be included as a requirement.

Other

Heritage Assets

- 13.6.26 There are no designated heritage assets within the site. There is a grade II listed milestone to the south of the site and two milestones also listed at GII to the east of the site on the A1.
- 13.6.27 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

13.6.28 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 40: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 41: Potential Strategic Site Infrastructure Impact Summary - Land at Weybridge Farm (Brampton Cross)

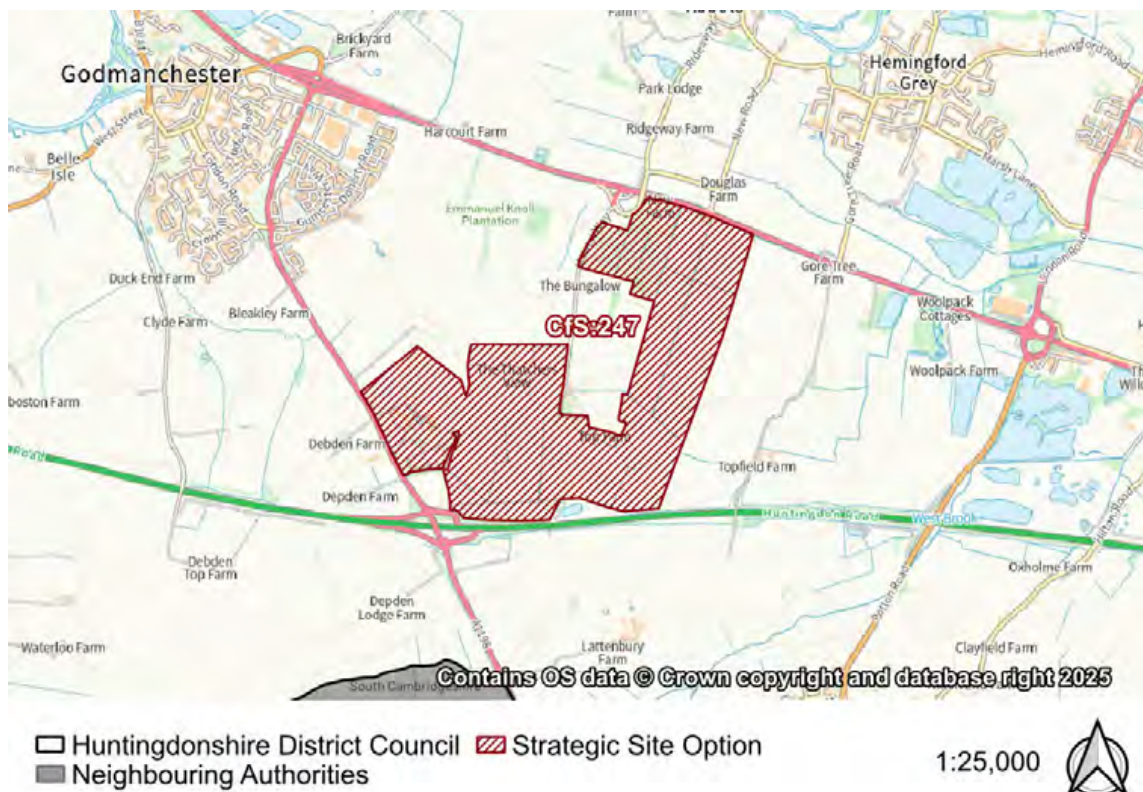
Infrastructure Type	Site Rating	Note
Education	N/A	Commercial development
Health		Consider the wider impact from this site on NHS services such as Ambulance and Urgent Care at Stage 2
Community and Built Facilities	Further consideration will be given at Stage 2	
Sport and Leisure	N/A	At this stage, the potential impact on infrastructure managed by HDC is unclear and will depend on the specific nature of the employment provision proposed.
GI & BI		GI and BI currently considered deliverable
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are also identified. Of particular importance

Infrastructure Type	Site Rating	Note
		will be ensuring the site can be accessed via sustainable travel modes given its severance from nearby settlements by the A1, A14 and A141.
Utilities:		
Electricity		Overhead line.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		Current water capacity restrictions for non-domestic water requests - impacts commercial/manufacturing/data centres requiring more than 20m ³ /day.
Wastewater		Conveyance of wastewater to Huntingdon WRC or new WRC on site.
Waste Management		Development must include compatible with the safeguarded waste site (Woodhatch Farm)
Other	Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.	

13.7 The Lattenburys (land to the south of the A1307 and north of A14 and east of A1198)

- 13.7.1 The proposed strategic site option with reference IDs- CfS:247 is located to the east of Godmanchester in Huntingdonshire, between the A1307, A14 and A1198, on rising ground near the Great Ouse Valley. (PE28 9HQ) as shown in the figure 18. The total site area is 243 ha with proposed mixed use. The Huntingdonshire Land Availability Assessment describes the site as almost entirely within flood zone 1 with just 0.33ha in flood zone 3b and with some surface water flood risk (13% of site area). Most of the site is greenfield land in agricultural use, which is wholly comprised of grade 2 agricultural land. The remaining land is comprised of Woodgreen pets charity, which is to be retained, and a small number of residential and agricultural buildings, a small waste management area, and Moats Way equestrian centre. A ridge on the site falls away to the A1307 and A14 in the north east and south east respectively, making the site highly visible in the surrounding landscape. 22.5ha (9.25% of the site) lies within a minerals development area. Proximity to the A1307 and A14 to the north and south respectively and wind turbines to the west may give rise to air and noise pollution issues.

Figure 18: Site map of The Lattenburys (land to the south of the A1307 and north of A14 and east of A1198)



13.7.2 The Huntingdonshire Land Availability Assessment (2024) calculates the capacity of the site as follows:

- 3,824 dwellings
- 9.72 ha employment uses

Education

13.7.3 Using CCC's general multipliers, officers would expect a site of this size to generate demand for additional early years and school places. This includes 1,148 places for children aged 0-3, 1,530 primary school places, 956 secondary school places and approximately 83 places for children with SEND.

13.7.4 It is expected that early years, primary and secondary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.

13.7.5 1,530 primary school places would equate to 8FE, which could be provided as two 4FE schools. This infrastructure would require a land allocation of 8ha and a capital contribution towards design and construction of the schools.

13.7.6 956 secondary school places would equate to approximately 7FE, which could be provided as one 7FE school. This infrastructure would require a land allocation of 7.7ha and a capital contribution towards design and construction of the school.

13.7.7 This development is expected to generate the need for an additional 83 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.

13.7.8 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

13.7.9 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the

GP practices, dentists and other health care provision in nearby settlements (e.g., Godmanchester, Hilton and The Hemingfords). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.

13.7.10 The following five closest GP practices were assessed:

- The Hicks Group, Charles Hicks Centre, Huntingdon (Main Practice)
- The Hicks Group, Roman Gate Surgery, Godmanchester (Branch Practice)
- Grove Medical Practice, St Ives (Main Practice)
- Priory Fields Surgery, Huntingdon (Main Practice)
- Riverport Medical Practice – Fenstanton, St Ives (Branch Practice)

13.7.11 From the assessment, it was found that all practices are already undersized for their current weighted list size of population and therefore cannot take on any new patients from this proposed development.

13.7.12 Mitigation would be required in new on-site provision in the form of a new health facility (including land) plus an option for interim provision through the early phases of development. A Primary Care-Led Building (Neighbourhood Health Facility) of at least 753.87m² would be required. It is estimated that this would cost approximately £4,905,209 (new build capital cost) based on 23/24 NHS Property Services Quantity Surveyor costings (exc. land costs).

13.7.13 Delivery would be through developer contributions with options for:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
- The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size: or
- Financial contribution towards off-site capacity improvement project

13.7.14 In terms of phasing, an interim facility during early phases may be required to ensure access to health services for new residents, with a permanent facility to be delivered during mid-late phases once threshold for operational health facility is reached.

Community and Built Facilities

- 13.7.15 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.7.16 Given the scale and location of the development, there is likely to be a substantial impact on the leisure infrastructure managed by Huntingdonshire District Council, particularly at One Leisure Huntingdon, One Leisure St Ives, and One Leisure St Ives Outdoor Centre. These facilities currently serve the surrounding area and would be key destinations for new residents seeking access to sport, fitness, and wellbeing services.
- 13.7.17 Additional pressure on sports hall space could be addressed, in part, through the shared use of new or existing school sports halls. However, this would be contingent on securing formal community use agreements and ensuring that facilities are designed to accommodate wider public access outside of school hours.
- 13.7.18 Outdoor sports provision, including both grass and artificial pitches, should also be incorporated into the infrastructure strategy for this growth area. New developments should deliver appropriately located and designed playing pitches, supported by changing facilities that meet Sport England and National Governing Body standards.
- 13.7.19 This should be aligned with the Huntingdonshire Playing Pitch Strategy⁴⁵² and secured through the planning process to ensure long-term community access and viability.
- 13.7.20 The cost of the above identified infrastructure for The Lattenburys (land to the South of the A1307 and North of A14, and East of A1198) is shown in table 42. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers.

⁴⁵² [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

Table 42: Cost of delivering the new or improved infrastructure - The Lattenburys (land to the south of the A1307 and north of A14 and east of A1198)

Infrastructure provision	Cost
Swimming Pool Lanes – 2 additional lanes	£1,848,637
Courts (sport halls) – 2 additional courts	£1,541,768
2 adult Football Pitches	£221,118
4 Youth Football Pitches	£373,011
3 Mini Youth Pitches	£82,280
9 changing rooms	£1,868,155

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.7.21 The delivery of new or improved community sports infrastructure listed in table 42 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

Green Infrastructure and Blue Infrastructure

- 13.7.22 HDC has confirmed that development at The Lattenburys (land to the South of the A1307 and North of A14, and east of A1198) would need to be considered carefully given the surrounding landscape sensitivities. Landscape mitigation is required to address topography, noise, and air quality issues from nearby roads and turbines. This should include strategic landscaping and BNG and be delivered in the form of a large-scale country park, woodland planting and green buffers to mitigate landscape and air quality impacts. The estimated cost of this green infrastructure is £5-7 million⁴⁵³. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.
- 13.7.23 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a key role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

⁴⁵³ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

Flood Management

- 13.7.24 The Lattenburys (land to the South of the A1307 and North of A14, and east of A1198) is located predominantly within flood zone 1 with just 0.33ha in flood zone 3b and with some surface water flood risk (13% of site area). Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.7.25 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.7.26 Cambridgeshire Constabulary is currently operating at capacity and the proposed housing (3,824 dwellings / 8,986 population) & employment (9.72 ha / sqm floorspace to be confirmed) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling⁴⁵⁴ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £745,680 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

- 13.7.27 CFRS is currently operating at capacity & the proposed housing (3,824 dwellings / 8,986 population) & employment (9.72 ha / sqm floorspace to be confirmed)

⁴⁵⁴ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴⁵⁵ CFRS recommend that the site would generate a financial contribution of £764,800 towards additional fire and rescue infrastructure and facilities.

13.7.28 A standard charge of £7.32 per sqm⁴⁵⁶ applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.

13.7.29 The contributions will go towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.7.30 In bringing forward The Lattenburys (land to the South of the A1307 and North of A14, and east of A1198) additional ambulance response posts would be required to support population growth and to ensure mandated response times were met. A new Huntingdon Emergency Ambulance Hub at Hinchingsbrooke Park would be required to relieve pressure on existing services.

13.7.31 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

13.7.32 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:

- The site appears to have sufficient frontage to the A1307 and some frontage to the A1198 to achieve accesses (subject to detailed design in accordance with the DMRB and Manual for Streets (taking into account weaving length), road safety audit, local junction spacing and capacity assessments) but is likely to require substantial highway improvements in relation to the scale of

⁴⁵⁵ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

⁴⁵⁶ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

development proposed. Access should not be gained via Moats Lane without significant improvements

- It is unclear how high quality walking, cycling, wheeling access can be achieved to link the site to wider centres of population
- The site would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure between the site and Godmanchester/Huntingdon

13.7.33 The emerging Local Plan's Accessibility Technical Note⁴⁵⁷, which forms part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to other strategic sites. The Accessibility Technical Note analysis shows that the existing accessibility of the site is moderate. There is a substantial difference in the public transport accessibility of the site between the northern and southern site access points, with the latter being situated approximately 250m from existing bus stops on the A1198. The X3 routes from these stops every 30 minutes on weekdays, between Cambridge and Huntingdon. Both sites access points score poorly for accessibility by foot and for the site to be sustainable from a transport perspective, destinations will need to be provided within the site masterplan. Accessibility by cycling is moderate, due to existence of several trip attractors in Godmanchester, which is approximately 3km to the north west.

13.7.34 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, but including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

- Cambridgeshire Guided Busway route between Cambridge and Huntingdon Racecourse P&R, via St Ives P&R, the A1307, Huntingdon town centre, and Hinchingsbrooke at 6 buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £2,452,000)

⁴⁵⁷ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

- Green corridor active travel path connection between Great Lattenbury and South Lattenbury (indicative £3,590,000 construction cost and indicative £104,500 annual maintenance, operation and renewal cost)
- Bidirectional cycleway on the southern side of the A1307 between Great Lattenbury and potentially Huntingdon/Godmanchester (indicative £9,970,000 construction cost and indicative £289,500 annual maintenance, operation and renewal cost)
- Conversion of the outer lanes of the A1307 to bus lanes between Great Lattenbury and potentially Huntingdon/Godmanchester (indicative £8,200,000 construction cost and indicative £238,000 annual maintenance, operation and renewal cost)
- Bus stop on the A1198 outside South Lattenbury to serve the existing X2 / X3 bus services (indicative £175,000 construction cost and indicative £5,500 annual maintenance, operation and renewal cost)
- Bus stop on the detrunked A1307 outside Great Lattenbury to serve the Cambridge to Huntingdon Racecourse service, implemented as part of the A141 improvement scheme (indicative £175,000 construction cost and indicative £5,500 annual maintenance, operation and renewal cost)
- Roundabout junction to the north of Great Lattenbury connecting the development to the A1307 (indicative £3,960,000 construction cost and indicative £115,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Roundabout junction to the west of South Lattenbury connecting the development to the A1198 (indicative £1,995,000 construction cost and indicative £58,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Optimise signal timings at A1307/Pathfinder Way junction (indicative £195,000 construction cost and indicative £6,000 annual maintenance, operation and renewal cost)

13.7.35 Of the above transport infrastructure, the following item has not been taken forward for further assessment by HDC:

- Conversion of the outer lanes of the A1307 to bus lanes between Great Lattenbury and potentially Huntingdon/Godmanchester (indicative £8,200,000 construction cost and indicative £238,000 annual maintenance, operation and renewal cost)

- 13.7.36 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the site's distance from major settlements. Connections onto Mere Way to the east will likely be of particular importance.
- 13.7.37 Network Rail, through their consultation response to the emerging IDS, highlight that improved access to Huntingdon train station via sustainable transport modes would be required, although this could be supported using the A1307. The scope of these improvements would need to be scoped and funded separately to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Water Supply

- 13.7.38 Water main located on A1307 northern boundary.

Wastewater

- 13.7.39 The closest WRC is Huntingdon (HUNTSC). The Huntingdon catchment currently has no capacity to accommodate growth meaning future investment is needed from 2030 onwards.
- 13.7.40 A sustainable point of connection to the network is required to be identified to accommodate flows. There would need to be a strategy for growth around Huntingdon over the longer term to address how the quantum of growth would be accommodated, including the need to secure land to support the site.

Electricity

- 13.7.41 UKPN have provided limited detail with regard to the capacity of the network to supply the site as a standalone proposal, but commented on the site as part of the strategic growth options. UKPN note that, to be realised in full, the site would require the upgrade of Godmanchester Primary substation. UKPN state that the upgrade to Godmanchester Primary substation is in UKPN's early plans for the next regulatory price control period (ED3, 2028 – 2033).

Waste Management

- 13.7.42 Existing waste management facility known as New Farm, Hemingford Abbots is located within the proposed site. New Farm is safeguarded under Policy 16 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.
- 13.7.43 If proposal involves relocation, this would need to be secured and contingent on a replacement site being provided, preferably onsite. Compatibility between the site in its relocated location and the existing and proposed surrounding uses would also need to be demonstrated.

Other

Heritage Assets

- 13.7.44 Rectory Farmhouse, listed at GII lies within the site at the northern edge of the site. The Hemingfords Conservation Area and its many listed buildings lie to the north of the site, but is separated from the proposed site by the A1307 and countryside. Heritage impacts arising from development will require assessment.
- 13.7.45 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

- 13.7.46 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 43: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 44: Potential Strategic Site Infrastructure Impact Summary - The Lattenburys (land to the south of the A1307 and north of A14 and east of A1198)

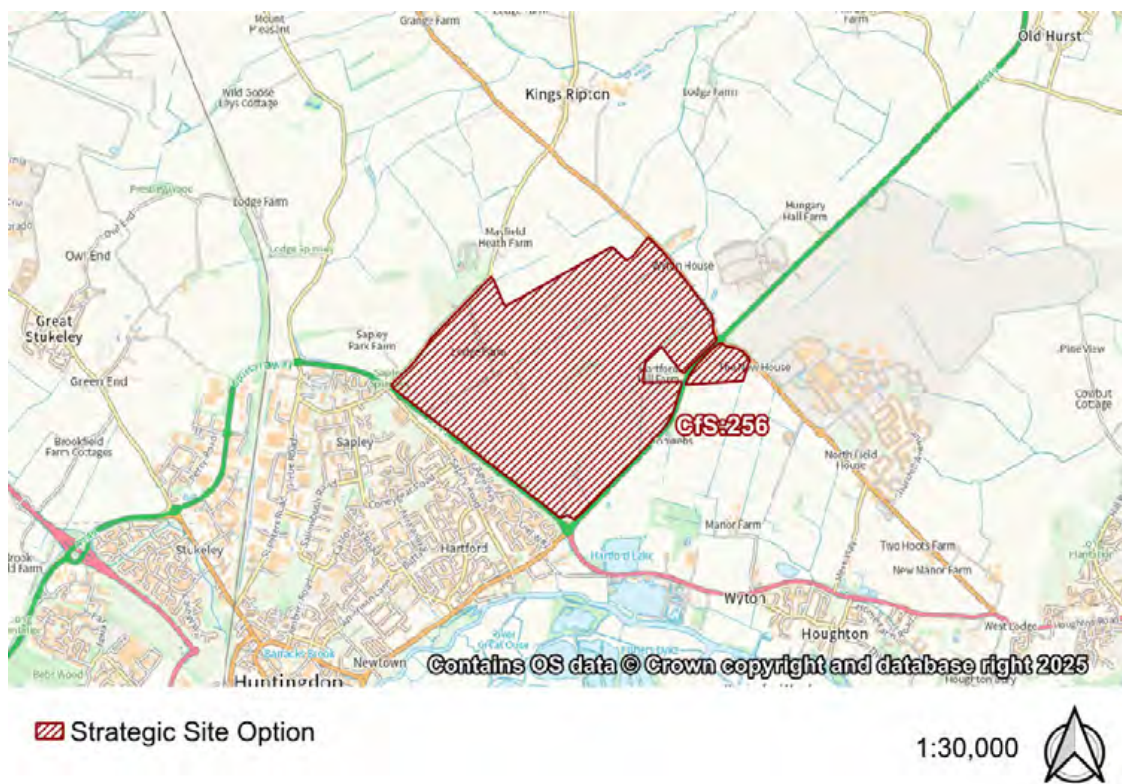
Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.
Health		No GP practice capacity. New on-site/off-site Primary Care-Lef floorspace required
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		Need for enhancement of current facilities and the development of new provision is identified particularly at One Leisure Huntingdon, One Leisure St Ives, and One Leisure St Ives Outdoor Centre
GI & BI		GI and BI currently considered deliverable.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are also identified. Of particular importance will be ensuring the site can be accessed via sustainable travel modes given its distance from nearby settlements and containment between the A1307 and A14.
Utilities:		
Electricity		Upgrade Godmanchester Primary Substation included in UKPN's next regulatory price control period (ED3, 2028 – 2033).
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.

Infrastructure Type	Site Rating	Note
Water Supply		Water main located on A1307 northern boundary.
Wastewater		No existing capacity which means future investment needed from 2030 onwards. May come forward as part of a strategic approach to growth in the catchment area.
Waste Management		Existing waste management facility known as New Farm, Hemingford Abbots is located within the proposed site and is safeguarded under Policy 16 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan.
Other		Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site contains heritage assets and infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.

13.8 Lodge Farm, north of A141, Huntingdon (Wyton on the Hill)

- 13.8.1 The proposed strategic site option with reference IDs- CfS:256 is located to the east of Huntingdon and is positioned along the A141 corridor (PE28 2DS) as shown in the figure 19. The total site area is 317.69 ha with proposed mixed use. The Huntingdonshire Land Availability Assessment, 2024 describes the site as “wholly greenfield...comprising of a mixture of Grade 2 and 3 agricultural land. It adjoins Huntingdon on [its] south western side with the A141 forming two of the site’s boundaries...”. In terms of topography, the land rises from around 10m in the south east corner to around 35m further west within the site.

Figure 19: Site map of Lodge Farm, north of A141, Huntingdon (Wyton on the Hill)



- 13.8.2 The Huntingdonshire Land Availability Assessment (2024) calculates the site has capacity for:

- 4,989 homes
- 7.9ha for employment uses.

Education

- 13.8.3 Using CCC’s general multipliers, officers would expect a site of this size to generate demand for additional early years and school places. This includes 1,497 places for children aged 0-3, 1,996 primary school places, 1,248 secondary

school places and 109 places for children with SEND. It is expected that early years, primary and secondary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.

- 13.8.4 Development would generate 1,996 primary school places which would equate to approximately 10FE. This could be provided as two 4FE schools and a 2FE school. This infrastructure would require a land allocation of 10.3ha and a capital contribution towards design and construction of the schools.
- 13.8.5 Development would generate 1,248 secondary school places which would equate to approximately 9FE. This could be provided as one 9FE school. This infrastructure would require a land allocation of 9.6ha and a capital contribution towards design and construction of the school.
- 13.8.6 This development is expected to generate the need for an additional 109 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 13.8.7 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

- 13.8.8 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the GP practices, dentists and other health care provision in nearby settlements ((Huntingdon, Warboys, Alconbury). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.
- 13.8.9 The following seven closest practices were assessed:

- Alconbury & Brampton Surgeries: Alconbury
- Acorn Surgery, Huntingdon
- The Hicks Group, Huntingdon
- Priory Fields Surgery, Huntingdon
- Grove Medical Practice, St Ives
- Riverport Medical Practice – Orchard, St Ives
- The Spinney Surgery, St Ives

13.8.10 All affected practices are already undersized for their current weighted list size of population and therefore cannot take on any new patients from this proposed development.

13.8.11 New on-site health facility provision (including land) would be required, plus option for interim provision for the early phases. Primary Care-Led Building (Neighbourhood Health Facility) of at least 983.55m² gross internal area would be required at a cost of approximately £6,399,604 (New Build Capital Cost) based on 23/24 NHS Property Services Quantity Surveyor costings (exc. land costs).

13.8.12 Delivery would be through developer contributions with options for:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
- The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size: or
- Financial contribution towards off-site capacity improvement project

13.8.13 In terms of phasing, an interim facility during early phases to ensure access to health services for new residents, with a permanent facility to be delivered during mid-late phases once threshold for operational health facility is reached.

Community and Built Facilities

13.8.14 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

13.8.15 New or improved infrastructure would be required to support the strategic site(s). While the area is currently served by an existing One Leisure facility, the scale of

residential growth would place additional pressure on existing infrastructure, particularly in relation to swimming pool capacity, sports hall access, and pitch provision.

- 13.8.16 Current swimming pool provision may be insufficient to meet future demand. Depending on location-specific assessments, expansion of existing pools may be required to accommodate increased usage, club development, and lesson programming.
- 13.8.17 Additional demand for sports hall space may be mitigated in part through the use of dual-use school facilities. However, this would be dependent on securing robust and long-term community use agreements as part of the development process.
- 13.8.18 Outdoor sports provision should also be considered integral to site master planning. Where appropriate, new developments should include grass and/or artificial pitches supported by adequate changing facilities. This should align with the Huntingdonshire Playing Pitch Strategy⁴⁵⁸ and be secured through planning obligations to ensure long-term community benefit.
- 13.8.19 In addition, Sapley Park—currently providing grass pitches and outdoor sports opportunities—may experience further pressure from increased demand for pitch-based sports. Consideration should be given to both safeguarding and potentially enhancing this provision to meet future need.
- 13.8.20 The cost of the above identified infrastructure for Lodge Farm, North of A141, Huntingdon (Wyton on the Hill) is shown in table 45. The cost estimates presented have been derived using Sport England’s Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers.

:

⁴⁵⁸ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

Table 45: Cost of delivering the new or improved infrastructure - Lodge Farm, north of A141, Huntingdon (Wyton on the Hill)

Infrastructure provision	Cost
Swimming Pool Lanes – 2 additional lanes	£2,411,793
Courts (sport halls) – 3 additional courts	£2,011,442
3 adult Football Pitches	£288,476
5 Youth Football Pitches	£486,667
4 Mini Youth Pitches	£107,343
11 changing rooms	£2,437,303

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.8.21 The delivery of new or improved community sports infrastructure listed in Table 45 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

Green Infrastructure and Blue Infrastructure

- 13.8.22 HDC has confirmed that development at Lodge Farm, north of A141, Huntingdon (Wyton on the Hill) has the potential for integrated green infrastructure including biodiversity corridors and SuDS. It is in close proximity to Jubilee Woods and therefore opportunities to connect with this via green corridors. New green infrastructure provision should include well-integrated green infrastructure network including a country park, woodland planting, biodiversity corridors, SuDS, and active travel routes. The estimated cost of this provision is between £5-7 million⁴⁵⁹. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.
- 13.8.23 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a key role in placemaking, climate resilience, and supporting community wellbeing. In some cases particularly where BNG delivery

⁴⁵⁹ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

is required, external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

Flood Management

- 13.8.24 Lodge Farm, north of A141, Huntingdon (Wyton on the Hill) is located predominantly within flood zone 1 with some identified flood risk following ditch courses along existing field boundaries, and an area to the south of the site close to the A141/B1514/Huntingdon Road roundabout. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.8.25 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.8.26 Cambridgeshire Constabulary is currently operating at capacity and the proposed housing (4,989 dwellings / 11,724 population) & employment (7.9 ha / sqm floorspace to be confirmed) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling⁴⁶⁰ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £972,855 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

⁴⁶⁰ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

Fire

- 13.8.27 CFRS is currently operating at capacity & the proposed housing (4,989 dwellings / 11,724 population) & employment (7.9 ha / sqm floorspace to be confirmed) growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴⁶¹ CFRS recommend that the site would generate a financial contribution of £997,800 towards additional fire and rescue infrastructure and facilities. This will be reviewed at Stage 2 of the IDS.
- 13.8.28 A standard charge of £7.32 per sqm⁴⁶² applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.
- 13.8.29 The contributions will go towards the following additional fire and rescue infrastructure and facilities:
- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
 - Operational crew drop-down points;

Ambulance Service

- 13.8.30 In bringing forward the Lodge Farm site additional ambulance response posts would be required to support population growth and to ensure mandated response times were met. A new Huntingdon Emergency Ambulance Hub at Hinchbrook Park would be required to relieve pressure on existing services.
- 13.8.31 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

- 13.8.32 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:
- The site appears to have sufficient frontage on adjacent roads to achieve access (subject to detailed design in accordance with the DMRB and Manual

⁴⁶¹ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

⁴⁶² Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

for Streets, road safety audit, local junction spacing and capacity assessments) but would not be acceptable for a development of this scale without significant improvements to the road and footway/cycleway infrastructure between the site and Huntingdon

- The approach road network will need to be assessed in relation to the suitability to cater for increased traffic flows
- Local infrastructure improvements would be required in the form of high-quality walking and cycling connectivity to other local centres of population, including appropriate safe crossing of affected roads. It is unclear at this stage whether sufficient verge exists within the public highway to achieve facilities suitable for a development of this scale

13.8.33 The emerging Local Plan's Accessibility Technical Note⁴⁶³, which forms part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to other strategic sites. The Accessibility Technical Note analysis shows that the existing accessibility of the site is good, particularly by public transport. The 'B' services, which routes between Cambridge and Huntingdon, stops directly outside one of the assessed access points (denoted LFN2 in the Accessibility Technical Note), and has a weekday frequency of two per hour, providing access to a range of trip attractors. Accessibility by active travel is mixed. The vast majority of nearby destinations are situated towards and within Huntingdon Town Centre. Whilst almost all of these destinations are outside a typical walking distance, they are accessible by cycle. This includes schools, employment areas and Huntingdon Town Centre itself, which are all within a 15-minute cycle.

13.8.34 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, but including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

⁴⁶³ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

- A141 bypass and dualling, Spittals Interchange to B1090 Sawtry Way (indicative £63,240,000 construction cost and indicative £1,834,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Wyton Airfield Park and Ride (indicative £23,100,000 construction cost and indicative £670,000 annual maintenance, operation and renewal cost)
- Internal active travel network should connect to the LCWIP cycleway on Kings Ripton Road, as well as the cycleway on the existing A141 proposed as part of the A141 improvements (indicative £160,000 construction cost and indicative £5,000 annual maintenance, operation and renewal cost)
- New 3km active travel route between Sapley and Huntingdon (indicative £3,930,000 construction cost and indicative £114,000 annual maintenance, operation and renewal cost).
- New 3km active travel route between Hartford and Kings Ripton (indicative £3,390,000 construction cost and indicative £98,500 annual maintenance, operation and renewal cost)
- New A141/Kings Ripton Road roundabout (indicative £2,475,000 construction cost and indicative £72,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- A141/B1090 Sawtry Way roundabout restructuring (indicative £2,395,000 construction cost and indicative £69,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Signalisation of A1123/B1090 Sawtry Way junction (indicative £800,000 construction cost and indicative £23,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Rerouting of busway B to serve Gifford's Farm P&R, Wyton Airfield P&R, and Hinchbrook at 4 buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £3,056,000)
- Cambridgeshire Guided Busway route between Cambridge and Chatteris via St Ives P&R and Warboys at 1 bus per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £820,000)
- Bus service between Wyton Airfield P&R and Huntingdon Racecourse P&R, via Hartford, Huntingdon town centre, St Peter's Road, and Spittal's Way at 4 buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £2,739,000)

- Bus-only lanes along Houghton Road, St Ives (indicative £1,200,000 construction cost and indicative £35,000 annual maintenance, operation and renewal cost)
- Bus-only lanes along Main Street, Hartford Road, and Riverside Road, Huntingdon (indicative £3,990,000 construction cost and indicative £116,000 annual maintenance, operation and renewal cost)
- Hill Rise (St Ives) to Huntingdon (Spittals Way / March Road / Houghton Road / Main Street roundabout) cycleway (indicative £9,970,000 construction cost and indicative £289,500 annual maintenance, operation and renewal cost)
- Spittal's Way cycleway (indicative £5,970,000 construction cost and indicative £173,500 annual maintenance, operation and renewal cost)
- Pedestrian and cycle bridge over realigned A141 to connect development to B1090 Sawtry Way and the Pathfinder Long Distance Path (indicative £620,000 construction cost and indicative £18,000 annual maintenance, operation and renewal cost)
- Additional bus route serving the two separate neighbourhoods making up the development, looping circuitously around Huntingdon with a start / end at Huntingdon Bus Station at 2 buses per hour (bus service only, indicative £817,202 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Two roundabouts to be built as access points on the existing A141 to the south and east of the development site. No infrastructure connects the development to the diverted A141 (indicative £5,280,000 construction cost and indicative £153,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority

13.8.35 Of the above transport infrastructure, the following items have not been taken forward for further assessment by HDC:

- Bus-only lanes along Houghton Road, St Ives (indicative £1,200,000 construction cost and indicative £35,000 annual maintenance, operation and renewal cost)
- Bus-only lanes along Main Street, Hartford Road, and Riverside Road, Huntingdon (indicative £3,990,000 construction cost and indicative £116,000 annual maintenance, operation and renewal cost)

13.8.36 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure

opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the severance of the site to Huntingdon by the A141.

- 13.8.37 Network Rail, through their consultation response to the emerging IDS, highlight that improved access to Huntingdon train station via sustainable transport modes would be required, as well as improvements to the A141. The scope of these improvements would need to be scoped and funded separately to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

- 13.8.38 Development has an interaction with a 33kV overhead line route on the southern edge. Any mitigation/diversion/agreement to be discussed at a later stage with developers involved.

Water Supply

- 13.8.39 Water mains on east and west boundary. Rising main/sewers and water mains beyond the west of the boundary.

Wastewater

- 13.8.40 AW note that the closest WRC catchment to the site is Wyton WRC. Although AW does not express the capacity of Wyton WRC with regard to accommodating this site, they do note that “whilst there is available dry weather flow capacity to accommodate a proportion of growth, it would be insufficient to accommodate the full quantum of growth for Wyton Airfield. Further detail will be required to establish whether Wyton WRC could accommodate potential growth at Lodge Farm, north of A141, Huntingdon (Wyton on the Hill). However, AW notes that the site option at Lodge Farm is adjacent to Huntingdon WRC Catchment which currently has no capacity to accommodate growth, meaning future investment is needed from 2030 onwards. This implies that WRC provision for Lodge Farm, north of A141, Huntingdon (Wyton on the Hill) would require investment and upgrades to accommodate growth. Further detail would be required at Stage 2.
- 13.8.41 Finally, AW note that a sustainable point of connection (SPOC) to the network required to be identified to accommodate flows. There would need to be a strategy

for growth around Huntingdon over the longer term and to address how the quantum of growth would be accommodated, including the need to secure land to support the site.

Other

Heritage Assets

- 13.8.42 There are no designated heritage assets within the site. Hartford Conservation Area lies to the south of the site and includes a number of listed buildings including the GII* All Saints Church and Manor House and several GII listed buildings.
- 13.8.43 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

- 13.8.44 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 46: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 47: Potential Strategic Site Infrastructure Impact Summary - Lodge Farm, north of A141, Huntingdon (Wyton on the Hill)

Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.

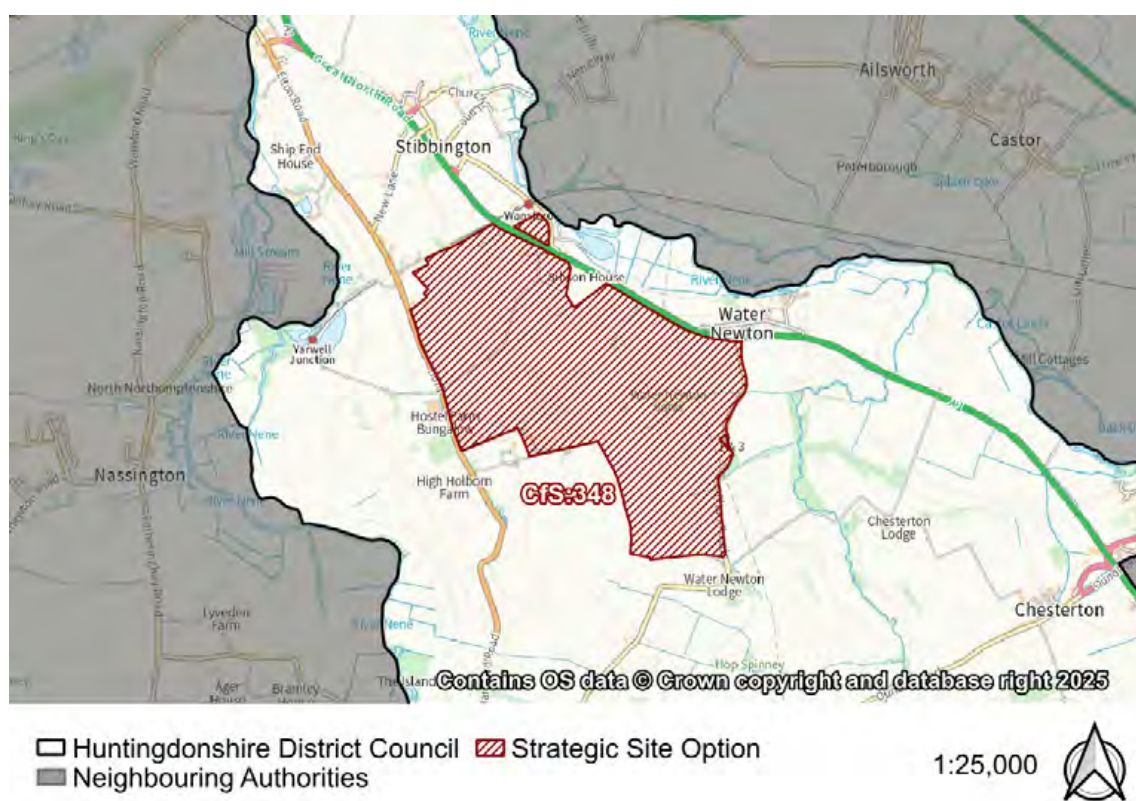
Infrastructure Type	Site Rating	Note
Health		No GP practice capacity available. New off-site/on-site Primary Care-Led floorspace required.
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		Increased use of swimming facilities, sports hall space and grass pitches are anticipated, with implications for service capacity and user experience during peak periods. However, the adult pitches at Sapley Park (Huntingdon) are at full capacity.
GI & BI		Capacity issues identified for existing GI and BI in close proximity to the site.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are also identified. A proportion of these requirements also arise from other nearby strategic sites irrespective of whether they are allocated, including Sapley Park Garden Village, Nook Farm, Hungary Hall, and Wyton Airfield. Included within these requirements are the proposed A141 bypass and dualling and the proposed Wyton Airfield Park and Ride.
Utilities:		
Electricity		Overhead cable.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		Water mains on east and west boundary. Rising main/sewers and water mains beyond the west of the boundary.
Wastewater		Limited capacity at Wyton WRC and no existing capacity at Huntingdon WRC which means future investment needed from 2030 onwards.

Infrastructure Type	Site Rating	Note
Other		Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.

13.9 Sibson Garden Community (Option A)

13.9.1 The proposed strategic site option with reference IDs- CfS:348 (Option A) is located on the former Sibson Aerodrome, in the north of Huntingdonshire, near the A1 and the River Nene, west of Peterborough as shown in the figure 20. The total site area is 260.9 ha with proposed mixed use. The Huntingdonshire Land Availability Assessment, 2024 describes the site as being located in open countryside between the A1 and Elton Road, and consisting of a combination of largely agricultural arable fields and land at Sibson Aerodrome. Along part of the western boundary are buildings associated with Sibson Aerodrome. Part of the site, to the east of the A1, is adjacent to the Nene Valley Railway.

Figure 20: Site map of Sibson Garden Community (Option A)



13.9.2 The promoter calculates the site has capacity for:

- 4,500 new homes
- 20ha Business Park
- 4.43ha Town Centre including commercial leisure uses.

Education

13.9.3 Using CCC's using general multipliers, officers would expect a site of this size to generate demand for an additional early years and school places. This includes

1,350 places for children aged 0-3, 1,800 primary school places, 1,125 secondary school places and 98 places for children with SEND.

- 13.9.4 It is expected that early years, primary and secondary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 13.9.5 Development would generate 1,800 primary school places which would equate to approximately 9FE. This could be provided as three 3FE schools. This would require a land allocation of 9ha and a capital contribution towards design and construction of each school.
- 13.9.6 Development would generate 1,125 secondary school places which would equate to approximately 8FE. This could be provided as one 8FE school. This would require a land allocation of 8.7ha and a capital contribution towards design and construction of the school.
- 13.9.7 This development is expected to generate the need for an additional 98 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 13.9.8 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

- 13.9.9 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the GP practices, dentists and other health care provision in nearby settlements (Stibbington and Wansford). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.

13.9.10 The following six closest GP practices (located in Peterborough and Huntingdonshire) were assessed:

- Lakeside Healthcare, Yaxley
- Willow Tree Surgery, Peterborough
- Nene Valley and Hodgson Medical Practice, Peterborough
- Hampton Medical Centre, Peterborough
- Dr Laiwala and Partners: Ailsworth Medical Centre, Peterborough
- Wansford Surgery, Peterborough

13.9.11 All affected practices area already undersized for their current weighted list size of population and therefore cannot take on any new patients from this proposed development.

13.9.12 A new on-site health facility provision (including land) would be required plus an option for interim provision throughout the early phases of development. A Primary Care-Led Building (Neighbourhood Health Facility) of at least 887.14m² gross internal area facility would be required at an estimated cost of approximately £5,772,343 (New Build Capital Cost) – based on 23/24 QS costings (exc. land costs).

13.9.13 Delivery would be through developer contributions with options for:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
- The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size: or
- Financial contribution towards off-site capacity improvement project

13.9.14 In terms of phasing, an interim facility during early phases to ensure access to health services for new residents, with a permanent facility to be delivered during mid-late phases once threshold for operational health facility is reached.

Community and Built Facilities

13.9.15 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.9.16 Given this location, there is potential for a proportion of the demand for sport and leisure provision generated by the development may be met by facilities in Peterborough. New or improved infrastructure within Huntingdonshire may still be required to meet the needs of residents who remain within the district for sport and physical activity.
- 13.9.17 In particular, for both Sibson Garden Community Option A and B (see section 13.10.0 below) the nearest One Leisure site— One Leisure Sawtry—may require investment to enhance capacity, especially in light of the proposed reopening of the swimming pool. Depending on usage levels and projected demand, there may be a case for expanding swimming provision to ensure sufficient access for public swimming, learn to swim programmes, and local clubs.
- 13.9.18 For indoor sports, new or upgraded sports halls associated with schools being developed as part of these sites may offer an opportunity to support community use. To be effective, this would require the facilities to be designed with dual use in mind, alongside the implementation of strong and enforceable community use agreements to ensure availability outside school hours.
- 13.9.19 It will be important to monitor patterns of facility usage and cross-boundary movement to assess whether additional capacity or investment may be required in district-managed provision, particularly if demand is retained locally. Strategic alignment with the Playing Pitch Strategy⁴⁶⁴ and wider infrastructure planning will also be of substantial importance to support long-term needs.
- 13.9.20 The cost of the above identified infrastructure for Sibson Garden Community (Option A) is shown in table 48. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers.

Table 48: Cost of delivering the new or improved infrastructure - Sibson Garden Community (Option A)

Infrastructure provision	Cost
Swimming Pool Lanes – 2 additional lanes	£2,175,581
Courts (sport halls) – 3 additional courts	£1,814,441
2 adult Football Pitches	£260,227
5 Youth Football Pitches	£438,994

⁴⁶⁴ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

Infrastructure provision	Cost
3 Mini Youth Pitches	£96,833
11 changing rooms	£2,198,585

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.9.21 The delivery of new or improved community sports infrastructure listed in table 48 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

Green Infrastructure and Blue Infrastructure

- 13.9.22 HDC has confirmed that development at Sibson Garden Community (Option A) would require new green infrastructure, with this option necessitating a country park-scale intervention, extensive BNG and SuDS provision. The estimated cost of this provision would be between £6-8 million⁴⁶⁵. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.
- 13.9.23 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a key role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

Flood Management

- 13.9.24 Sibson Garden Community (Option A) is located predominantly within flood zone 1 with some identified flood risk following ditch courses along existing field boundaries. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where

⁴⁶⁵ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.9.25 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.9.26 Cambridgeshire Constabulary is currently operating at capacity and the proposed housing (4,500 dwellings / 10,575 population) & employment (20 ha business park / sqm floorspace to be confirmed) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling ⁴⁶⁶ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £877,500 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

- 13.9.27 CFRS is currently operating at capacity & the proposed housing (4,500 dwellings / 10,575 population) & employment (20 ha business park / sqm floorspace to be confirmed) growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴⁶⁷ CFRS recommend that the site would generate a financial contribution of £900,000 towards additional fire and rescue infrastructure and facilities. This will be reviewed at Stage 2 of the IDS.

⁴⁶⁶ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

⁴⁶⁷ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

13.9.28 A standard charge of £7.32 per sqm⁴⁶⁸ applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.

13.9.29 The contributions will go towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.9.30 In bringing forward the Sibson Garden Community (Option A) additional ambulance response posts would be required to support population growth and to ensure mandated response times were met. This is due to direct impacts on the Peterborough Emergency Ambulance Hub. Expanding the Hub would relieve pressure on existing services.

13.9.31 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

13.9.32 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:

- The site appears to have sufficient frontage and is likely to be able achieve access (subject to detailed design in accordance with the DMRB and Manual for Streets, road safety audit, local junction spacing and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. At least two points of access will be required
- The site is noted to join Elton Road at its southern extent. This road would not be suitable for connection and any intensification of use without significant improvement; it is however unclear whether suitable improvement could be achieved along its entire length within existing highway or land in the applicant's control. This road also joins with the A1 at its northern extent; the existing

⁴⁶⁸ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

junction is again unlikely to be suitable without significant improvement and would need to be discussed with National Highway

- Local infrastructure improvements would be required in the form of high-quality walking and cycling connectivity to link the site to wider centres of population. Given the remote location of this site and existing infrastructure crossing the A1, it is however unclear how this would be achieved
- The site is affected by existing Public Rights of Way 203/4, 203/5 and 248/2. Such Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network. Early dialogue with CCC's Asset Information Definitive Mapping team is encouraged with regard to the alignment of the existing footways and bridleway
- The suitability of the approach road network will need to be assessed in relation to the ability to cater for higher volumes of traffic.

13.9.33 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. The mitigation measures tested by the Strategy relate only to Sibson Garden Community (Option B), which is the smaller of the site sites. Therefore the following potential mitigation is not an accurate reflection of this larger site, but rather a starting point from which further assessment would be required if the larger site is taken forward. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for Sibson Garden Community (Option B), to deliver and/or contribute towards the following transport infrastructure:

- Realignment of the A1 between Water Newton and Wansford Station. Existing entry from Sibson onto A1, and western access to Water Newton, to be closed and connected with a dumbbell interchange also serving Sibson Garden Community (indicative £39,390,000 construction cost and indicative £1,142,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Non-motorised user bridge over the river Nene north of Water Newton to provide Public Rights of Way (with cycling provision) to Castor, Ailsworth, Sutton, and Peterborough city centre (indicative £1,145,000 construction cost and indicative £33,500 annual maintenance, operation and renewal cost)

- Non-motorised user bridge with public transport over the A1, with further connection to Public Rights of Way (indicative £3,100,000 construction cost and indicative £90,000 annual maintenance, operation and renewal cost)
- Active travel connections to the existing Nene Way and Hereward Way footpaths, as well as further connection to destinations including Nene Park, Wansford, Elton, Water Newton, the Nene Valley Railway, and Ferry Meadows (indicative £15,400,000 construction cost and indicative £447,000 annual maintenance, operation and renewal cost)
- More direct bus service to city centre at 3 buses per hour (bus service only, indicative £1,028,300 annual maintenance, operation and renewal cost)

13.9.34 National Highways, through their consultation response to the emerging IDS, highlight that the site's proximity to the A1 raises particular concern, as a grade-separated junction would be required to maintain strategic road network safety and performance. National Highways also emphasises that no direct access from the A1 will be supported.

13.9.35 Peterborough City Council, through their consultation response to the emerging IDS, note the location of this site would have a negative impact on transport infrastructure in Peterborough, particularly on Oundle Road, where most residents at the site would access the city. The City Council also highlight the severance of the site from the city by the A1 as an additional challenge. Consequently, the City Council note that substantial road infrastructure improvements would be required on the A1, A605 and Oundle Road which would likely require government intervention and funding. The active travel network would also need to be improved, which alongside the road infrastructure improvements could benefit Peterborough long-term.

13.9.36 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the site's distance from major settlements.

13.9.37 Network Rail, through their consultation response to the emerging IDS, highlight that private vehicle trips to Peterborough train station would likely be longer compared to other sites. Improved access to Peterborough train station via sustainable transport modes would be required, which could be supported by a

package of improvements to the A606/A1139. The scope of these improvements would need to be scoped and funded separately to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

- 13.9.38 UKPN note that this site is relatively remote from existing UKPN infrastructure, meaning that a Primary Substation would be required on site (including high capacity transformers and 11kV feeders). Establishing a Primary substation on site would need to be funded by the applicant.
- 13.9.39 UKPN also noted through the IDS engagement that a new GSP closer to Peterborough City may be required, and that an application to Ofgem would be required during the next Regulatory Period (ED3, 2028 - 2033). Funding would be subject to the discretion and approval of Ofgem, following the submission of an Engineering Justification Paper by UKPN.
- 13.9.40 In terms of timing, the site would require reinforcements at an early stage due to the remoteness of the location.

Water Supply

- 13.9.41 Water mains are located to the east and west of the site. The Lincs Reservoir associated infrastructure is located to the east of the site. The Reservoir is of substantial importance to ensure future water resources are available to support future growth. Therefore, AW would seek to ensure that any further assessment of the site for allocation in the LP has regard to this, and consider necessary policy safeguards are applied to avoid any conflict with delivery of this infrastructure.

Wastewater

- 13.9.42 The closest WRC Catchment is Stibbington but would likely require a new WRC to serve the new community.
- 13.9.43 The greater the quantum of growth the greater carbon efficiencies can be achieved for providing new wastewater treatment facilities. Consideration is required regarding the environmental capacity of the site and the ability of nearby watercourses to accommodate flows - likely the Rive Nene.
- 13.9.44 The EA would need to advise further regarding the cost of relevant permits for delivering a new WRC.

Other

Heritage Assets

- 13.9.45 There are no designated heritage assets within the site. However, there is a very large scheduled monument, The fort and Roman walled town of Durobrivae immediately to the east of the site. There is another scheduled monument to the west of the site – a Henge, ring ditch and prehistoric settlement remains, 450m west of High Holborn Lodge. Water Newton Conservation Area and its associated listed buildings lies to the north east of the site and there are numerous other listed buildings just outside the site boundary at a Sibson House, Sibson Manor and another cluster at Wansford Station.
- 13.9.46 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

- 13.9.47 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 49: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
Green	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
Yellow	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
Red	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 50: Potential Strategic Site Infrastructure Impact Summary - Sibson Garden Community (Option A)

Infrastructure Type	Site Rating	Note
Education	Green	Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger

Infrastructure Type	Site Rating	Note
		points stipulated in planning conditions or S.106 agreement.
Health		No capacity at GP practices – Stibbington and Wansford. New on-site/off-site Primary Care-Led floorspace
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		Due to this proximity, it is likely that a proportion of the demand for sport and leisure provision will be directed towards facilities in Peterborough. Monitoring usage trends and the degree of demand retained within the district will be important in determining whether further investment in local infrastructure is required.
GI & BI		GI and BI currently considered deliverable.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are also identified. Included within these requirements is the realignment of the A1 between Water Newton and Wansford Station and the provision of a dumbbell interchange. The proximity to Peterborough may also present transport infrastructure challenges associated in particular with the A1, A605 and Oundle Road.
Utilities:		
Electricity		New Primary Substation required on site.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		Proximity to Lincs Reservoir associated infrastructure.
Wastewater		Likely new WRC to serve the site. WRC permits may substantially add to costs of delivering the new WRC. Further engagement with the Environment Agency would be required at Stage 2.

Infrastructure Type	Site Rating	Note
Other		Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but has heritage assets adjacent to the site and infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.

13.10 Sibson Garden Community (Option B using HDC capacity calculations from land availability assessment, 2024)

13.10.1 The proposed strategic site option with reference IDs- CfS:348 (Option B) is the same site as Option A. The growth figures for Option B are listed based on the land availability assessment, 2024. The Huntingdonshire Land Availability Assessment (2024) calculates the following capacity on the site:

- 2,875 new homes
- 20ha employment uses
- 4.5ha local centre

Education

13.10.2 Using CCC's general multipliers, officers would expect a site of this size to generate demand for additional early years and school places. This includes 863 places for children aged 0-3, 1,150 primary school places, 719 secondary school places and 63 places for children with SEND.

13.10.3 It is expected that early years, primary and secondary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.

13.10.4 Development would generate 1,150 primary school places which would equate to approximately 6FE. This could be provided as two 3FE schools. This would require a land allocation of 6ha and a capital contribution towards design and construction of the schools.

13.10.5 Development would generate 719 secondary school places which would equate to approximately 5FE. This could be provided as one 5FE school. This would require a land allocation of 5.4ha and a capital contribution towards design and construction of the school.

13.10.6 This development is expected to generate the need for an additional 63 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.

13.10.7 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil

places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

13.10.8 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the GP practices, dentists and other health care provision in nearby settlements (Stibbington and Wansford). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.

13.10.9 The following six closest GP practices (located in Peterborough and Huntingdonshire) were assessed.

- Lakeside Healthcare, Yaxley
- Willow Tree Surgery, Peterborough
- Nene Valley and Hodgson Medical Practice, Peterborough
- Hampton Medical Centre, Peterborough
- Dr Laiwala and Partners: Ailsworth Medical Centre, Peterborough
- Wansford Surgery, Peterborough

13.10.10 All affected practices area already undersized for their current weighted list size of population and therefore cannot take on any new patients from this proposed development.

13.10.11 A new on-site or off-site health facility would be required (including land) plus an option for interim provision throughout the early phases of development. A Primary Care-Led Building (Neighbourhood Health Facility) of at least 556.79m² gross internal area facility would be required at an estimated cost of approximately £5,772,343 (New Build Capital Cost) – based on 23/24 QS costings (exc. land costs).

13.10.12 Delivery would be through developer contributions with options for:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or

- The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size: or
- Financial contribution towards off-site capacity improvement project

In terms of phasing, an interim facility during early phases to ensure access to health services for new residents, with a permanent facility to be delivered during mid-late phases once threshold for operational health facility is reached.

Community and Built Facilities

- 13.10.13 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.10.14 Due to this proximity, it is likely that a proportion of the demand for sport and leisure provision will be directed towards facilities in Peterborough. However, there may still be an impact on infrastructure managed by Huntingdonshire District Council, particularly at One Leisure Sawtry. The planned reopening of the swimming pool at Sawtry would position it as the closest Council-managed facility accessible to future residents of the site.
- 13.10.15 Monitoring usage trends and the degree of demand retained within the district will be important in determining whether further investment in local infrastructure is required. Any planning should also be aligned with HDC's Playing Pitch Strategy⁴⁶⁹ and strategic leisure facility planning to ensure sustainable access and provision.
- 13.10.16 The cost of the identified infrastructure for Sibson Garden Community (Option B using HDC capacity calculations from land availability assessment, 2024) is shown in table 51 below. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers. This is also to note that the figures do not account for existing facility provision, current capacity, or whether there is scope

⁴⁶⁹ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

within the existing infrastructure to accommodate additional usage. They also do not assess the efficiency or effectiveness of current usage patterns.

Table 51: Cost of delivering the new or improved infrastructure - Sibson Garden Community (Option B using HDC capacity calculations from land availability assessment, 2024)

Infrastructure provision	Cost
Swimming Pool Lanes – 1 additional lanes	£1,389,899
Courts (sport halls) – 2 additional courts	£1,159,180
2 adult Football Pitches	£166,247
3 Youth Football Pitches	£280,452
2 Mini Youth Pitches	£61,861
7 changing rooms	£1,404,569

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.10.17 The delivery of new or improved community sports infrastructure listed in table 51 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

Green Infrastructure and Blue Infrastructure

- 13.10.18 HDC has confirmed that development at Sibson Farm would require new green infrastructure, with this option necessitating extensive BNG and SuDS provision. The estimated cost of this provision would be between £4-6 million⁴⁷⁰. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.
- 13.10.19 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a key role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

⁴⁷⁰ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

Flood Management

- 13.10.20 Sibson Garden Community (Option B using HDC capacity calculations from land availability assessment, 2024) is located predominantly within flood zone 1 with some identified flood risk following ditch-courses along existing field boundaries. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.10.21 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.10.22 Cambridgeshire Constabulary is currently operating at capacity and the proposed housing (2,875 dwellings / 6,756 population) & employment (20 ha business park / sqm floorspace to be confirmed) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling ⁴⁷¹ Cambridgeshire Constabulary recommend the site would generate a financial contribution of £560,625 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

- 13.10.23 CFRS is currently operating at capacity & the proposed housing (2,875 dwellings / 6,756 population) & employment (20 ha business park / sqm floorspace to be

⁴⁷¹ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

confirmed) growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴⁷² CFRS recommend that the site would generate a financial contribution of £575,000 towards additional fire and rescue infrastructure and facilities. This will be reviewed at Stage 2 of the IDS.

13.10.24 A standard charge of £7.32 per sqm⁴⁷³ applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.

13.10.25 The contributions will go towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.10.26 In bringing forward Sibson Garden Community (Option B) additional ambulance response posts would be required to support population growth and to ensure mandated response times were met. This is due to direct impacts on the Peterborough Emergency Ambulance Hub. Expanding the Hub would relieve pressure on existing services.

13.10.27 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

13.10.28 The emerging Local Plan's Accessibility Technical Note⁴⁷⁴, which forms part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to other strategic sites. The Accessibility Technical Note analysis shows that

⁴⁷² Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

⁴⁷³ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

⁴⁷⁴ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk)

accessibility to the site is very poor, with no public transport provision. No destinations are within walking distance of the site. Therefore, for the Sibson Garden Community to be sustainable from a transport perspective, mitigation measures must be in place, and internal destinations must be provided within the site masterplan.

13.10.29 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

- Realignment of the A1 between Water Newton and Wansford Station. Existing entry from Sibson onto A1, and western access to Water Newton, to be closed and connected with a Dumbbell interchange also serving Sibson Garden Community (indicative £39,390,000 construction cost and indicative £1,142,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Non-motorised user bridge over the river Nene north of Water Newton to provide Public Rights of Way (with cycling provision) to Castor, Ailsworth, Sutton, and Peterborough city centre (indicative £1,145,000 construction cost and indicative £33,500 annual maintenance, operation and renewal cost)
- Non-motorised user bridge with public transport over the A1, with further connection to Public Rights of Way (indicative £3,100,000 construction cost and indicative £90,000 annual maintenance, operation and renewal cost)
- Active travel connections to the existing Nene Way and Hereward Way footpaths, as well as further connection to destinations including Nene Park, Wansford, Elton, Water Newton, the Nene Valley Railway, and Ferry Meadows (indicative £15,400,000 construction cost and indicative £447,000 annual maintenance, operation and renewal cost)
- More direct bus service to city centre at 3 buses per hour (bus service only, indicative £1,028,300 annual maintenance, operation and renewal cost)

13.10.30 National Highways, through their consultation response to the emerging IDS, highlight that the site's proximity to the A1 raises particular concern, as a grade-separated junction would be required to maintain strategic road network safety

and performance. National Highways also emphasises that no direct access from the A1 will be supported.

- 13.10.31 Peterborough City Council, through their consultation response to the emerging IDS, note that despite the lower number of dwellings proposed under this site option the location of this site would have a negative impact on transport infrastructure in Peterborough, particularly on Oundle Road, where most residents at the site would access the city. The City Council also highlight the severance of the site from the city by the A1 as an additional challenge. Consequently, the City Council note that substantial road infrastructure improvements would be required on the A1, A605 and Oundle Road which would likely require government intervention and funding. The active travel network would also need to be improved, which alongside the road infrastructure improvements could benefit Peterborough long-term.
- 13.10.32 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the site's distance from major settlements.
- 13.10.33 Network Rail, through their consultation response to the emerging IDS, highlight that private vehicle trips to and from Peterborough train station would likely be lower than those arising from Sibson Garden Community (Option A). However, improved access to Peterborough train station via sustainable transport modes would be required, which could be supported by a package of improvements to the A606/A1139. The scope of these improvements would need to be scoped and funded separately to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

- 13.10.34 UKPN note that this site is relatively remote from existing UKPN infrastructure, meaning that a Primary Substation would be required on site. Establishing a Primary substation on site would need to be funded by the applicant.
- 13.10.35 UKPN also noted through the IDS engagement that a new GSP closer to Peterborough City may be required, and that an application to Ofgem would be

required during the next Regulatory Period (ED3, 2028 - 2033). Funding would be subject to the discretion and approval of Ofgem, following the submission of an Engineering Justification Paper by UKPN.

- 13.10.36 In terms of timing, the site would require reinforcements at an early stage due to the remoteness of the location.

Water Supply

- 13.10.37 Water mains are located to the east and west of the site. The Lincs Reservoir associated infrastructure is located to the east of the site. The Reservoir is of substantial importance to ensure future water resources are available to support future growth. Therefore AW would seek to ensure that any further assessment of the site for allocation in the LP has regard to this, and consider necessary policy safeguards are applied to avoid any conflict with delivery of this infrastructure.

Wastewater

- 13.10.38 The closest WRC Catchment is Stibbington but would likely require a WRC to serve the new community.
- 13.10.39 The greater the quantum of growth the greater carbon efficiencies can be achieved for providing new wastewater treatment facilities. Consideration is required regarding the environmental capacity of the site and the ability of nearby watercourses to accommodate flows - likely the River Nene.
- 13.10.40 The EA would need to advise further regarding the cost of relevant permits for delivering a new WRC.

Other

Heritage Assets

- 13.10.41 There are no designated heritage assets within the site.

Site Infrastructure Summary and Conclusions

- 13.10.42 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 52: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity.

	Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 53: Potential Strategic Site Infrastructure Impact Summary - Sibson Garden Community (Option B using HDC capacity calculations from land availability assessment, 2024)

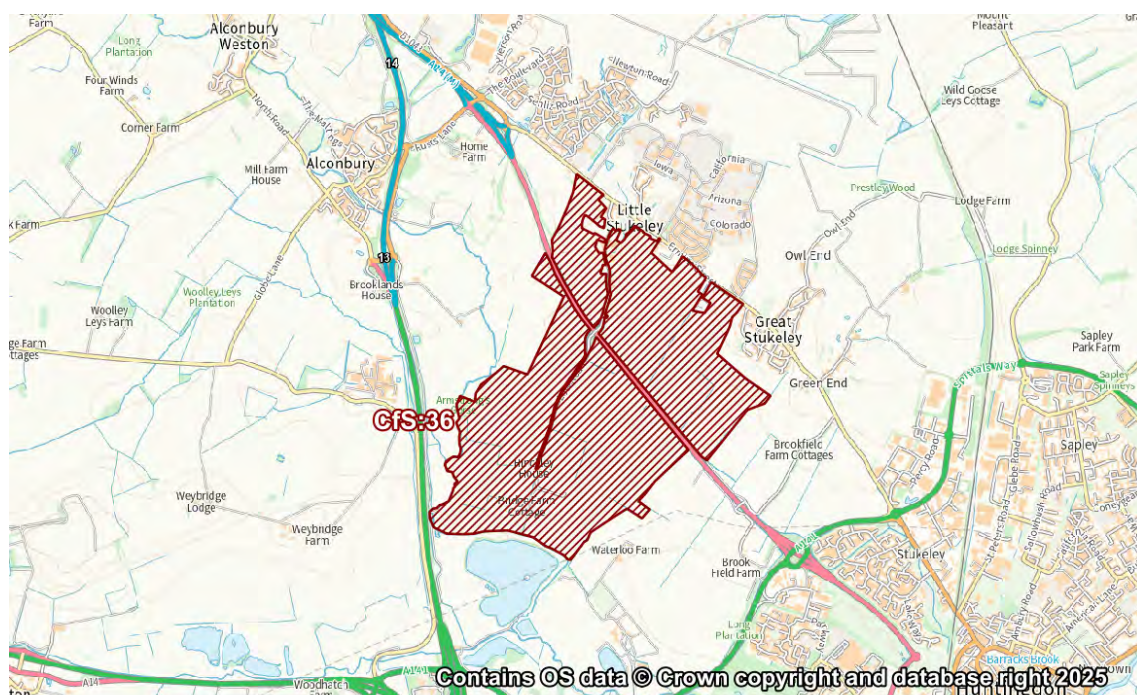
Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.
Health		No capacity at GP practices – Stibbington and Wansford. New on-site/off-site Primary Care-Led floorspace
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		Due to this proximity, it is likely that a proportion of the demand for sport and leisure provision will be directed towards facilities in Peterborough. Monitoring usage trends and the degree of demand retained within the district will be important in determining whether further investment in local infrastructure is required.
GI & BI		GI and BI currently considered deliverable.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are

Infrastructure Type	Site Rating	Note
		also identified. Included within these requirements is the realignment of the A1 between Water Newton and Wansford Station and the provision of a dumbbell interchange. The proximity to Peterborough may also present transport infrastructure challenges associated in particular with the A1, A605 and Oundle Road.
Utilities:		
Electricity		New Primary substation required on site.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		Proximity to Lincs Reservoir associated infrastructure.
Wastewater		Likely new WRC to serve the site. WRC permits may substantially add to costs of delivering the new WRC. Further engagement with the Environment Agency would be required at Stage 2.
Other		Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but has heritage assets adjacent to the site and infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.

13.11 Nook Farm, Little Stukeley

- 13.11.1 The proposed strategic site option with reference IDs- CfS:36 is located adjacent to Little Stukeley (PE28 4BQ), in the central part of Huntingdonshire, near the A1307 and B1043 and near the north west edge of Stukeley Meadows as shown in the figure 21. The total site area is 375.77 ha with proposed mixed use. The site comprises of three parcels of land with a land slope from north to south creating a distinctive landscape character and separation of the villages of Great Stukeley and Little Stukeley and the A1307. The Huntingdonshire Land Availability Assessment (2024) describes the complete site as a greenfield land with grade 3 and 2 agricultural land use. There are no known constraints in the site, but the southern parcel of the site includes a mineral safeguarding area.

Figure 21: Site map of Nook Farm, Little Stukeley



 Strategic Site Option

1:30,000



- 13.11.2 The anticipated use and capacity of the site is calculated in the HDC Land Availability Assessment (2024). It should be noted that as part of the calculation, 153 ha has been removed to represent the northern parcels of land which would impact on the landscape and setting of Great Stukeley and Little Stukeley. The capacity and uses are as follows:

- 4,108 new homes
- 20 ha for employment land

Education

- 13.11.3 Using CCC's general multipliers, officers would expect a site of this size to generate demand additional early years and school places. This includes 1,232 places for children aged 0-3, 1, 644 primary school places, 1,027 secondary school places and 91 places for children with SEND.
- 13.11.4 It is expected that early years, primary and secondary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 13.11.5 Development would generate 1, 644 primary school places which equate to approximately 8FE. This could be provided as two 4FE schools. This infrastructure would require a land allocation of 8ha and a capital contribution towards design and construction of the schools.
- 13.11.6 Development would generate 1,027 secondary school places equate to approximately 7FE. This could be provided as one 7FE school. This infrastructure would require a land allocation of 7.7ha and a capital contribution towards design and construction of the school.
- 13.11.7 This development is expected to generate the need for an additional 91 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 13.11.8 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

- 13.11.9 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the GP practices, dentists and other health care provision in nearby settlements (Alconbury, Brampton, Huntingdon). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional

demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.

13.11.10 The following six closest GP practices were assessed:

- Acorn Surgery, Huntingdon
- Alconbury & Brampton Surgeries: Alconbury (Main Practice)
- Alconbury & Brampton Surgeries: Brampton (Branch Practice)
- The Hicks Group, Huntingdon
- Priory Fields Surgery, Huntingdon

13.11.11 All affected practices are already undersized for their current weighted list size of population and therefore cannot take on any new patients from this proposed development.

13.11.12 A new on-site or off-site health facility would be required (including land) plus an option for interim provision throughout the early phases of development. A Primary Care-Led Building (Neighbourhood Health Facility) of at least 809.86m² gross internal area facility would be required at an estimated cost of approximately £5,269,508 (New Build Capital Cost) – based on 23/24 QS costings (exc. land costs).

13.11.13 Delivery would be through developer contributions with options for:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
- The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size: or
- Financial contribution towards off-site capacity improvement project

13.11.14 In terms of phasing, an interim facility during early phases to ensure access to health services for new residents, with a permanent facility to be delivered during mid-late phases once threshold for operational health facility is reached.

Community and Built Facilities

13.11.15 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded libraries in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.11.16 Given its close proximity to Huntingdon, the development is expected to place additional demand on existing leisure infrastructure managed by Huntingdonshire District Council, particularly One Leisure Huntingdon. New or improved infrastructure would be required to support the strategic site(s). While the area is currently served by an existing One Leisure facility, the scale of residential growth would place additional pressure on existing infrastructure, particularly in relation to swimming pool capacity, sports hall access, and pitch provision.
- 13.11.17 Increased usage of swimming pool and sports hall facilities is anticipated, potentially affecting capacity during peak times. Current swimming pool provision may be insufficient to meet future demand. Depending on location-specific assessments, expansion of existing pools may be required to accommodate increased usage, club development, and lesson programming.
- 13.11.18 Additional demand for sports hall space may be mitigated in part through the use of dual-use school facilities. However, this would be dependent on securing robust and long-term community use agreements as part of the development process.
- 13.11.19 Outdoor sports provision should also be considered integral to site master planning. There may also be increased pressure on outdoor sports provision at Sapley Park, which currently provides grass pitches and serves as a key site for local football and other pitch-based sports.
- 13.11.20 To accommodate this growth, consideration should be given to potential investment in both indoor and outdoor facilities, guided by HDC's Playing Pitch Strategy⁴⁷⁵ and leisure facility needs assessments, to ensure provision remains sufficient and accessible for the expanded population.
- 13.11.21 The cost of the above identified infrastructure for Nook Farm, Little Stukeley is shown in table 54. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers.

Table 54: Cost of delivering the new or improved infrastructure - Nook Farm, Little Stukeley

Infrastructure provision	Cost

⁴⁷⁵ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

Swimming Pool Lanes – 2 additional lanes	£1,985,949
Courts (sport halls) – 2 additional courts	£1,656,287
2 adult Football Pitches	£237,543
4 Youth Football Pitches	£400,735
3 Mini Youth Pitches	£88,389
10 changing rooms	£2,006,942

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.11.22 The delivery of new or improved community sports infrastructure listed in table 54 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

Green Infrastructure and Blue Infrastructure

- 13.11.23 HDC has confirmed that development at Nook Farm, Little Stukeley would require strategic landscaping and green buffers to address landscape and heritage sensitivities. Provision will also require flood mitigation and biodiversity enhancements, with an estimated cost of £3-4 million⁴⁷⁶. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.
- 13.11.24 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

Flood Management

- 13.11.25 Nook Farm, Little Stukeley is located predominantly within flood zone 1 but approximately 14% of the site is within flood zone 3b, Flood zone 3a and 2 are also present in the south-east and along the A1307 and Low Road. The is also a pre-existing issue relating to surface water flooding. Further site-specific detail is

⁴⁷⁶ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.11.26 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.11.27 Cambridgeshire Constabulary is currently operating at capacity and the proposed housing (4,108 dwellings / 9,653 population) & employment (20 ha / sqm floorspace to be confirmed) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling⁴⁷⁷ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £801,060 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

- 13.11.28 CFRS is currently operating at capacity & the proposed housing (4,108 dwellings / 9,653 population) & employment (20 ha / sqm floorspace to be confirmed) growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴⁷⁸ CFRS recommend that the site would generate a financial contribution of £821,600 towards additional fire and rescue infrastructure and facilities. This will be reviewed at Stage 2 of the IDS.

⁴⁷⁷ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

⁴⁷⁸ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

13.11.29 A standard charge of £7.32 per sqm⁴⁷⁹ applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.

13.11.30 The contributions will go towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.11.31 In bringing forward the Nook Farm, Little Stukeley site additional ambulance response posts would be required to support population growth and to ensure mandated response times were met. A new Huntingdon Emergency Ambulance Hub at Hinchbrook Park would be required to relieve pressure on existing services.

13.11.32 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

13.11.33 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:

- The site appears to have sufficient frontage to the A1307 on both sides to achieve accesses (subject to detailed design in accordance with the DMRB and Manual for Streets, road safety audit, local junction spacing and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required on each side at least one in emergency form
- The site also has frontage to Ermine Street but the suitability of the road network will need to be assessed in relation to the ability to cater for higher volumes of traffic and HCVs should access be required. Any accesses will be subject to detailed design in accordance with the DMRB/MfS, road safety

⁴⁷⁹ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

audit, local junction spacing and capacity assessments but are likely to require significant highway improvements in relation to the scale of development proposed.

- Access should not be gained from minor local roads such as Mill Road and Low Road
- The site is not sustainable given a lack of public transport links or high quality walking, cycling, and wheeling access from local centres of population
- The site is affected by existing public Rights of Way. Such Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network
- Early dialogue with CCC's Asset Information Definitive Mapping team is encouraged with regard to any Rights of Way diversions that may be necessary

13.11.34 The emerging Local Plan's Accessibility Technical Note⁴⁸⁰, which forms part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to other strategic sites. The Accessibility Technical Note analysis shows that the existing accessibility of the site is relatively poor. The two access points further south score higher for accessibility, due to being situated approximately 600m closer to Huntingdon and the destinations within the town. Public transport accessibility is also limited as there are currently no bus routes along the A1307. In order for the site to be sustainable from a transport perspective, internal destinations would need to be provided, as would a bus route, most likely routing from within the development to Huntingdon Town Centre.

13.11.35 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, but including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

⁴⁸⁰ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

- A141 bypass and dualling, Spittals Interchange to B1090 Sawtry Way (indicative £63,240,000 construction cost and indicative £1,834,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- 7.25km Alconbury to Huntingdon cycleway (indicative £5,785,000 construction cost and indicative £168,000 annual maintenance, operation and renewal cost)
- A141 Spittal's Interchange restructuring including the addition of a slip road from the interchange to the proposed A141 (130m) and a slip road from the bypass to the current A141 (300m). This includes a roundabout where the slip roads join (indicative £5,115,000 construction cost and indicative £148,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- A141 / Ermine Street roundabout (indicative £2,475,000 construction cost and indicative £72,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Ensure shared use path on Ermine Street is implemented and has good connection to Nook Farm for active travel between the development and Huntingdon / Alconbury Weald (indicative £6,025,000 construction cost and indicative £175,000 annual maintenance, operation and renewal cost)
- New bus route serving the area at 4 buses per hour (bus service only, indicative £796,882 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- New roundabout junction on the A1307 to provide access to the Nook Farm Little Stukeley site, utilising Low Road access to Lodge Farm (indicative £1,995,000 construction cost and indicative £58,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Detrunking of A1307 including reduction of speed limit to 30mph, reduction of number of lanes to one in each direction to turn the road into a 'boulevard' that is contextually reasonable to be going through the middle of the developed area (indicative £9,475,000 construction cost and indicative £275,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Optimise signal timings at A1307/B1043 roundabout northbound (indicative £195,000 construction cost and indicative £6,000 annual maintenance, operation and renewal cost)

- 13.11.36 A number of Public Rights of Way run through parts of the site providing connections to the wider Public Rights of Way network and nearby settlements. This provides an important foundation for enhanced provision connecting the site to nearby settlements including Little Stukeley, Great Stukeley, and Huntingdon. The importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities reflects the significance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the site's internal severance by the A1307 and the site's distance to Huntingdon and severance from Huntingdon by the A141.
- 13.11.37 Network Rail, through their consultation response to the emerging IDS, highlight the possibility of access to the potential Alconbury Weald train station, depending on local road access arrangements. The costs and mitigation measures associated with a new station are to be determined. Network Rail highlight that funding could potentially be provided by developers and the Rail Network Enhancements Pipeline. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

- 13.11.38 UKPN did not provide a site specific response in relation to this site option, but noted that together with Land at Weybridge Farm (Brampton Cross) under Growth Option 1, the site is officially known to UKPN and that there are accepted applications for at least part of the respective development allocations. Further assessment would be needed at stage 2 to determine timescales for extensions or upgrades to the existing network.

Water Supply

- 13.11.39 Water mains around perimeter.

Wastewater

- 13.11.40 AW note that the closest WRC catchments to the site option are Alconbury and Huntingdon. In their response to the IDS engagement, AW note that Huntingdonshire WRC catchment is the largest but has no current capacity to accommodate growth - meaning future investment is needed from 2030 onwards. However, AW did not provide further details regarding the capacity at Alconbury WRC, which may be an option to accommodate growth.

- 13.11.41 AW state that, there would need to be a strategy for growth around Huntingdon over the longer term to accommodate the proposed quantum of growth, including the need to secure land and additional power supply to support increased capacity at Huntingdon WRC. Further engagement with the Environment Agency would also be required with regard to WRC permits.

Other

Heritage Assets

- 13.11.42 There are no designated heritage assets within the site. However, Little Stukeley Conservation Area lies just to the north of the site. The Conservation Area includes the GII* St Martins Church and a number of GII listed buildings. There are two roman barrow scheduled monuments in Great Stukeley. The Church of St Bartholomew GII* and several GII listed buildings are also in the village.
- 13.11.43 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

- 13.11.44 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 55: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity.
	Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity.
	Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity.
	Delivery of infrastructure is currently considered to be significantly challenging.
	Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 56: Potential Strategic Site Infrastructure Impact Summary - Nook Farm, Little Stukeley

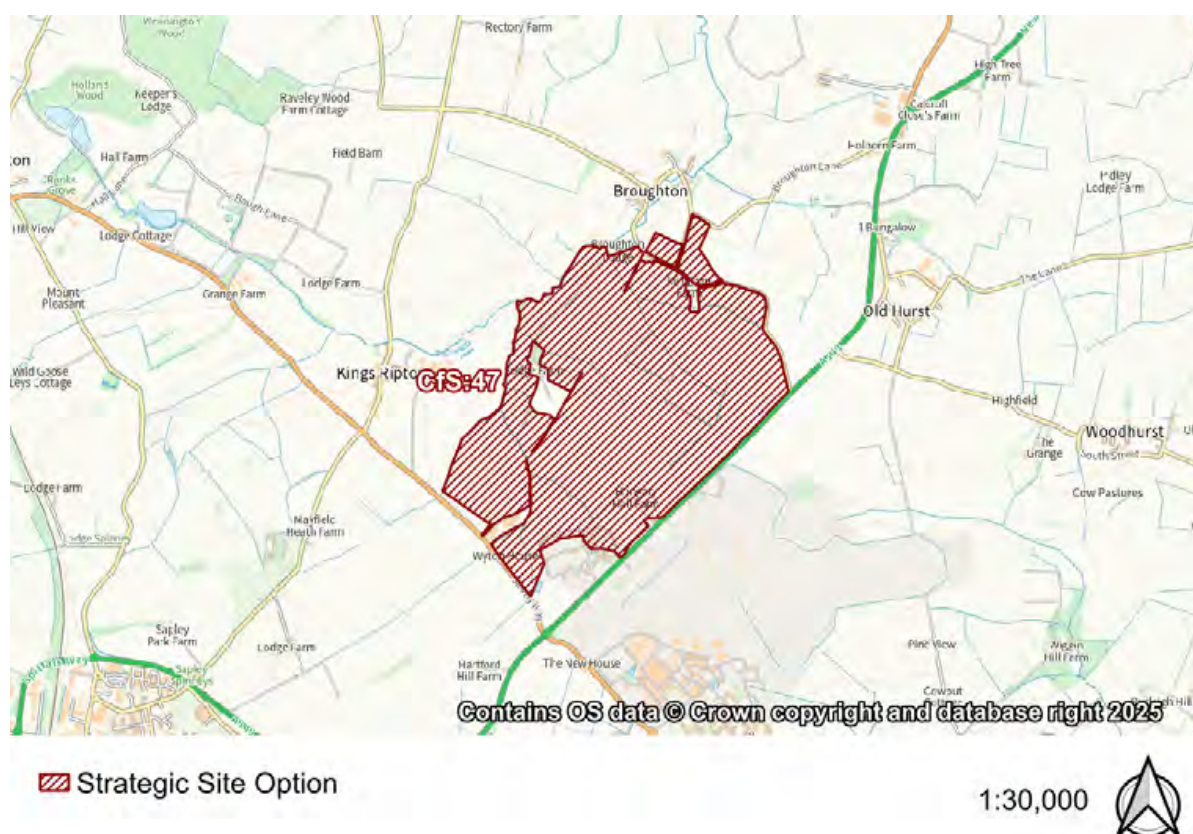
Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.
Health		No capacity at GP practices (Alconbury, Brampton, Huntingdon). New on-site/off-site Primary Care-Led floorspace required.
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		Increased usage of swimming pool and sports hall facilities is anticipated particularly at One Leisure Huntingdon, potentially affecting capacity during peak times. However, the adult pitches at Sapley Park (Huntingdon) are at full capacity.
GI & BI		Infrastructure requirements should seek to overcome landscape, heritage and flood risk impacts.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are also identified. A proportion of these requirements also arise from other nearby strategic sites irrespective of whether they are allocated, including Sapley Park Garden Village, Lodge Farm, Hungary Hall, and Wyton Airfield. Included within these requirements is the proposed A141 bypass and dualling. Of particular importance will be ensuring connectivity by sustainable travel modes throughout the site, and to nearby settlements, given the A1307 runs through the middle of the site and the site's distance and severance from Huntingdon by the A141.
Utilities:		
Electricity		Site known to UKPN and mitigation scheme being developed.
Gas		Connecting new development should not pose a challenge. However, in more

Infrastructure Type	Site Rating	Note
		isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		Water mains around perimeter.
Wastewater		Adjacent to Huntingdon WRC which currently has no capacity to accommodate growth meaning future investment is needed from 2030 onwards. Needs a strategy for growth around Huntingdon. Alconbury WRC encroachment buffer – north west boundary.
Other		Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but has heritage assets close to the site and infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.

13.12 Hungary Hall, west of A141, Wyton-on-the-Hill

- 13.12.1 The proposed strategic site option with reference IDs- CfS:47 is located adjacent to RAF Wyton airfield (PE28 2EF), in the central part of Huntingdonshire, west to the A141 as shown in the figure 22. The total site area is 383.36 ha with proposed mixed use. The Huntingdonshire Land Availability Assessment, 2024 describes Hungary Hall Farm as “a wholly greenfield site comprising predominantly grade 2 agricultural land...relatively close to Huntingdon via the A141...”. In addition, it states that “The closest village to the site is Broughton which is directly to the north with linear development on the southern edge of the village being virtually contiguous with the stie...”.

Figure 22: Site map of Hungary Hall, west of A141, Wyton-on-the-Hill



- 13.12.2 The Huntingdonshire Land Availability Assessment (2024) calculates the site has capacity for:
- 4,061 homes.
 - 8.4 ha employment uses

Education

- 13.12.3 Using CCC's general multipliers, officers would expect a site of this size to generate demand for additional early years and school places. This includes

1,219 places for children aged 0-3, 1,625 primary school places, 1,016 secondary school places and approximately 89 places for children with SEND.

- 13.12.4 It is expected that early years, primary and secondary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 13.12.5 Development would generate 1,625 primary school places which would equate to approximately 8FE. This could be provided as two 4FE schools. This infrastructure would require a land allocation of 8ha and a capital contribution towards design and construction of the schools.
- 13.12.6 Development would generate 1,016 secondary school places which would equate to approximately 7FE. This could be provided as one 7FE school. This infrastructure would require a land allocation of 7.7ha and a capital contribution towards design and construction of the school.
- 13.12.7 This development is expected to generate the need for an additional 89 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 13.12.8 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

- 13.12.9 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the GP practices, dentists and other health care provision in nearby settlements (Huntingdon, Godmanchester, Warboys, St Ives and Somersham). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.

- 13.12.10 The following seven closest GP practices were assessed:
- Acorn Surgery, Huntingdon
 - Alconbury & Brampton Surgeries: Alconbury
 - The Hicks Group, Huntingdon
 - Grove Medical Practice, St Ives
 - Priory Fields Surgery, Huntingdon
 - Riverport Medical Practice – Orchard, St Ives
 - The Spinney Surgery, St Ives
- 13.12.11 All affected practices are already undersized for their current weighted list size of population and therefore cannot take on any new patients from this proposed development.
- 13.12.12 A new on-site or off-site health facility would be required (including land) plus an option for interim provision throughout the early phases of development. A Primary Care-Led Building (Neighbourhood Health Facility) of at least 800.60m² gross internal area facility would be required at an estimated cost of approximately £5,209,219 (New Build Capital Cost) – based on 23/24 QS costings (exc. land costs).
- 13.12.13 Delivery would be through developer contributions with options for:
- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
 - The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size: or
 - Financial contribution towards off-site capacity improvement project
- 13.12.14 In terms of phasing, an interim facility during early phases to ensure access to health services for new residents, with a permanent facility to be delivered during mid-late phases once threshold for operational health facility is reached.

Community and Built Facilities

- 13.12.15 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded libraries in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.12.16 Due to its location and scale, the development is expected to generate substantial additional demand on leisure infrastructure managed by Huntingdonshire District Council. In particular, increased usage is anticipated at One Leisure Huntingdon, One Leisure St Ives, and One Leisure St Ives Outdoor Centre.
- 13.12.17 Infrastructure interventions will be required to ensure these facilities remain fit for purpose and can accommodate increased usage. Existing swimming pool capacity may need to be reviewed, and expansion may be necessary to meet future demand for lessons, clubs, and general swimming access.
- 13.12.18 Additional pressure on sports hall space could be addressed, in part, through the shared use of new or existing school sports halls. However, this would be contingent on securing formal community use agreements and ensuring that facilities are designed to accommodate wider public access outside of school hours.
- 13.12.19 Outdoor sports provision, including both grass and artificial pitches, should also be incorporated into the infrastructure strategy for this growth area. New developments should deliver appropriately located and designed playing pitches, supported by changing facilities that meet Sport England and National Governing Body standards. This should be aligned with the Huntingdonshire Playing Pitch Strategy⁴⁸¹ and secured through the planning process to ensure long-term community access and viability.
- 13.12.20 The cost of the above identified infrastructure for Hungary Hall, West of A141, Wyton-on-the Hill is shown in table 57. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers.

⁴⁸¹ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

Table 57: Cost of delivering the new or improved infrastructure - Hungary Hall, west of A141, Wyton-on-the-Hill

Infrastructure provision	Cost
Swimming Pool Lanes – 2 additional lanes	£1,845,231
Courts (sport halls) – 2 additional courts	£1,578,672
2 adult Football Pitches	£201,619
4 Youth Football Pitches	£382,835
3 Mini Youth Pitches	£79,073
10 changing rooms	£1,975,716

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.12.21 The delivery of new or improved community sports infrastructure listed in table 57 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

Green Infrastructure and Blue Infrastructure

- 13.12.22 HDC has confirmed that due to the Hungary Hall, west of A141, Wyton-on-the-Hill site being co-located to RAF Wyton and Broughton, a strong network of green infrastructure buffers and biodiversity enhancements and SuDS are required to avoid coalescence. The estimated cost is between £4-6 million⁴⁸². The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.
- 13.12.23 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

Flood Management

⁴⁸² Consultation Response: HDC Parks, Countryside & Climate (June 2025)

- 13.12.24 Hungary Hall, west of A141, Wyton-on-the-Hill is located predominantly within flood zone 1 but with certain areas identified at risk of flooding where ditchcourses follow field boundaries. There is an additional area adjacent to the A141 in the east of the site. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.12.25 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.12.26 Cambridgeshire Constabulary is currently operating at capacity and the proposed housing (4,061 dwellings / 9,543 population) & employment (8.4 ha / sqm floorspace to be confirmed) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling⁴⁸³ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £791,895 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

- 13.12.27 CFRS is currently operating at capacity & the proposed housing (4,061 dwellings / 9,543 population) & employment (8.4 ha / sqm floorspace to be confirmed) growth would increase demand on the fire & rescue service. Based on a standard charge

⁴⁸³ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

guideline of £200 per dwelling⁴⁸⁴ CFRS recommend that the site would generate a financial contribution of £812,200 towards additional fire and rescue infrastructure and facilities. This will be reviewed at Stage 2 of the IDS.

13.12.28 A standard charge of £7.32 per sqm⁴⁸⁵ applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.

13.12.29 The contributions will go towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.12.30 In bringing forward the Hungary Hall, west of A141, Wyton-on-the-Hill site additional ambulance response posts would be required to support population growth and to ensure mandated response times were met. A new Huntingdon Emergency Ambulance Hub at Hinchingsbrooke Park would be required to relieve pressure on existing services.

13.12.31 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

13.12.32 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:

- The site appears to have sufficient frontage to the A141 and B1090 to achieve access (subject to detailed design in accordance with the DMRB and Manual for Streets, road safety audit, local junction spacing and capacity assessments) but would not be acceptable for a development of this scale without significant improvements to the road and footway/cycleway

⁴⁸⁴ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

⁴⁸⁵ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

infrastructure between the site and the adjacent towns of Huntingdon and St Ives

- The approach road network will need to be assessed in relation to the suitability to cater for increased traffic flows
- Access via the local roads to the north would not be acceptable for a development of this scale without significant improvements to the road and footway infrastructure, which is unlikely to be achievable through Broughton Village
- Local infrastructure improvements would be required in the form of high-quality walking and cycling connectivity to other local centres of population, including appropriate safe crossing of the A141 /B1090. It is unclear at this stage whether sufficient verge exists within the public highway to achieve facilities suitable for a development of this scale
- The site will affect existing public Rights of Way, footway 31/14 and may impact on others to the periphery of the site such as Footway 139/3, 31/6 31/7 and 31/15. Such Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network

13.12.33 The emerging Local Plan's Accessibility Technical Note⁴⁸⁶, which forms part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to other strategic sites. The Accessibility Technical Note analysis show that existing accessibility to the site is relatively poor, across all access points. No destinations are within a 30-minute walk of the development and only two industrial estates are within a 15-minute cycle. The rural nature of the site means that the nearest bus stops are approximately 1km away from the site access points. The nearest bus stops to the south of the site are those on the B1090 Sawtry Way, whilst to the north of the site, the nearest bus stops are within the village of Old Hurst. In order for the site to be sustainable from a transport perspective, internal destinations would need to be provided, as would a bus route, most likely routing from within the development to Huntingdon Town Centre.

⁴⁸⁶ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

13.12.34 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, but including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

- A141 bypass and dualling, Spittals Interchange to B1090 Sawtry Way (indicative £63,240,000 construction cost and indicative £1,834,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Wyton Airfield Park and Ride (indicative £23,100,000 construction cost and indicative £670,000 annual maintenance, operation and renewal cost)
- New A141 / Kings Ripton Road roundabout (indicative £2,475,000 construction cost and indicative £72,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- A141 / B1090 Sawtry Way roundabout restructuring (indicative £2,395,000 construction cost and indicative £69,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Signalisation of A1123 / B1090 Sawtry Way junction (indicative £800,000 construction cost and indicative £23,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Rerouting of busway B to serve Gifford's Farm P&R, Wyton Airfield P&R, and Hinchbrook at 4 buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £3,056,000)
- Cambridgeshire Guided Busway route between Cambridge and Chatteris via St Ives P&R and Warboys at 1 bus per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £820,000)
- Bus service between Wyton Airfield P&R and Huntingdon Racecourse P&R, via Hartford, Huntingdon town centre, St Peter's Road, and Spittal's Way at buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £2,739,000)
- Bus-only lanes along Houghton Road, St Ives (indicative £1,200,000 construction cost and indicative £35,000 annual maintenance, operation and renewal cost)

- Bus-only lanes along Main Street, Hartford Road, and Riverside Road, Huntingdon (indicative £3,990,000 construction cost and indicative £116,000 annual maintenance, operation and renewal cost)
- Internal active travel connection to the east (and into Wyton Airfield) and to the south (to Huntingdon) connecting to existing Public Rights of Way (indicative £5,775,000 construction cost and indicative £167,500 annual maintenance, operation and renewal cost)
- Add bus stop on the A141 to serve existing buses journeying between Huntingdon and Warboys (indicative £175,000 construction cost and indicative £5,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- New bus route serving Wyton Airfield P&R, Hungary Hall development, and Huntingdon at 2 buses per hour (bus service only, indicative £598,307 annual maintenance, operation and renewal cost. Identified in the Study as high priority
- Two roundabouts to the east of the development allowing for road access onto the A141. Secondary access junction between Hungary Hall and B1090 Sawtry Way (indicative £5,280,000 construction cost and indicative £153,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority

13.12.35 Of the above transport infrastructure, the following items have not been taken forward for further assessment by HDC:

- Bus-only lanes along Houghton Road, St Ives (indicative £1,200,000 construction cost and indicative £35,000 annual maintenance, operation and renewal cost)
- Bus-only lanes along Main Street, Hartford Road, and Riverside Road, Huntingdon (indicative £3,990,000 construction cost and indicative £116,000 annual maintenance, operation and renewal cost)

13.12.36 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the distance from the site to nearby settlements, including Huntingdon.

- 13.12.37 Network Rail, through their consultation response to the emerging IDS, highlight that improved access to Huntingdon train station would be required, and that the resulting traffic would have detrimental impacts on the A141. The scope of these improvements would need to be scoped and funded separately to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

- 13.12.38 UKPN explained through the IDS engagement that if the site was brought forward together with CfS: 95 (Wyton Airfield) and CfS: 197 (Sapley Park Garden Village) there may be a viable strategic case to establish a new primary substation (33kV/11kV transformation) in the northern fringe of Huntingdon (north of the A14 and A141). When it becomes clear which option (or blend of options) HDC wishes to pursue, a conversation may be required to investigate the particulars of such a strategic initiative (high level timelines, expected mix/size of development(s), any land availability for UKPN to develop the substation that could be negotiated). The benefit of establishing a new Primary substation would be to bring a large amount of capacity nearer the users. This would therefore reduce the overall cost/disturbance/inefficiency of supplying developments individually from long distances and eventually triggering reinforcement on those remote primary substations.

Water Supply

- 13.12.39 Water mains around perimeter of boundary.

Wastewater

- 13.12.40 In AW's response to the IDS consultation, it was noted that "the closest WRCs would not have capacity to accommodate significant growth". In combination with Wyton Airfield and Sapley Park Garden Village (if these sites were taken forward as allocations in the Local Plan) a longer-term strategy would need to be identified in terms of the most appropriate wastewater treatment solution and discharge location. Overall it may be possible to accommodate growth within the Oldhurst catchment on a smaller scale, but the IDS engagement with AW indicate that potential cumulative impacts would require additional capacity to accommodate more substantial levels of growth.

Other

Heritage Assets

- 13.12.41 There are no designated heritage assets within the site. The Broughton Conservation Area and its many listed buildings lie to the north of the site. This includes the GII* listed Church of All Saints and over 20 GII listed buildings. There is also a scheduled monument, The Abbot of Ramsey's manor: a moated site to the north east of Illings Farm. There is a further cluster of listed buildings and a scheduled monument at Old Hurst to the north east of the site. To the north west of the site lies the Kings Ripton Conservation Area and its associated listed buildings (GII* St Peters Church and the remaining GII listed buildings.)
- 13.12.42 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

- 13.12.43 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 58: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity. Delivery of infrastructure is currently considered to be significantly challenging. Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 59: Potential Strategic Site Infrastructure Impact Summary - Hungary Hall, west of Pitch

Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.

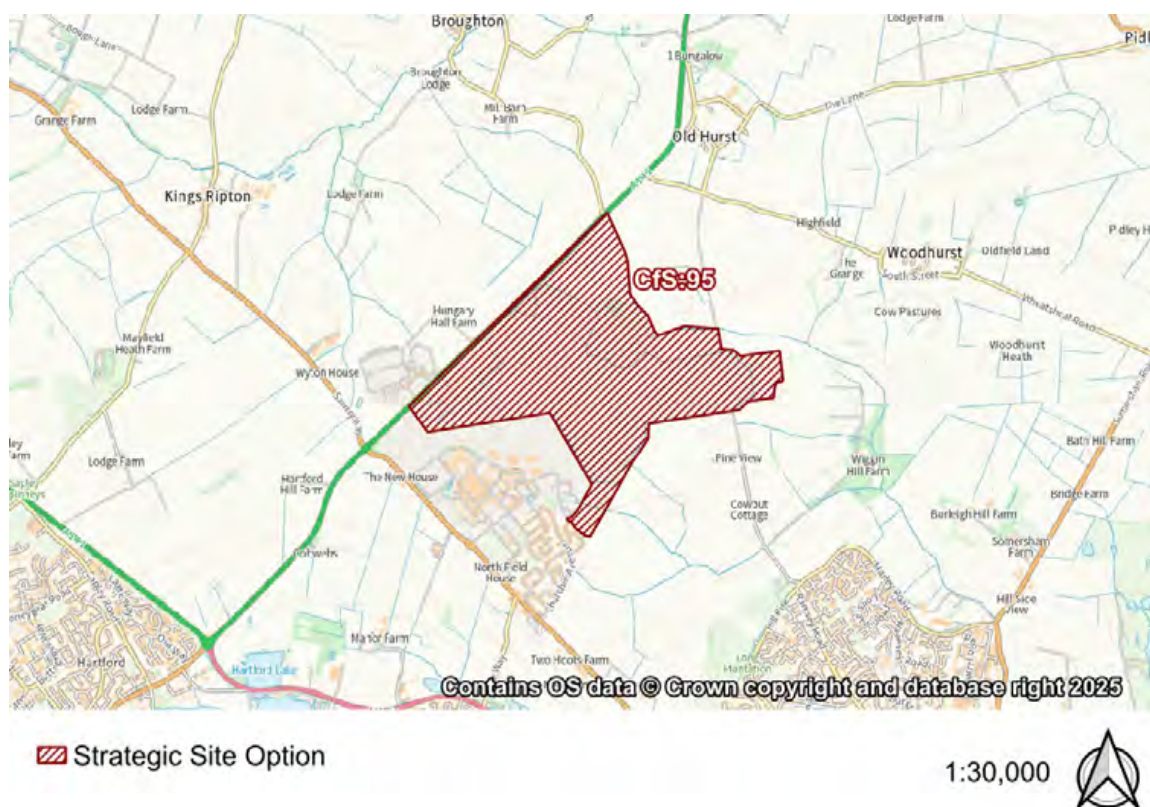
Infrastructure Type	Site Rating	Note
Health		No GP practice capacity available (Huntingdon, Godmanchester, Warboys, St Ives, Somersham). New on-site/off-site Primary Care-Led floorspace required.
Community and Built Facilities	To be confirmed at Stage 2, where relevant	
Sport and Leisure		Key areas of potential impact include swimming facilities, sports hall space, and grass playing pitches already experience high demand at peak times, and further population growth will intensify pressure on capacity, potentially affecting service quality and accessibility.
GI & BI		GI and BI currently considered deliverable.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are also identified. A proportion of these requirements also arise from other nearby strategic sites irrespective of whether they are allocated, including Sapley Park Garden Village, Lodge Farm, Nook Farm, and Wyton Airfield. Included within these requirements are the proposed A141 bypass and dualling and the proposed Wyton Airfield Park and Ride. Of particular importance will be ensuring connectivity by sustainable travel modes to nearby settlements given the distance to Huntingdon and St Ives.
Utilities:		
Electricity		Potential for strategic approach to new Primary Substation north of A14 and A141 at Huntingdon.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		Water mains around perimeter of boundary.
Wastewater		Nearest WRC would not have capacity to accommodate substantial growth. Although it is not entirely clear from

Infrastructure Type	Site Rating	Note
		engagement with AW to date, a standalone site may be possible to accommodate in phases within the WRC catchment. But in combination with Wyton Airfield and Sapley Park Garden Village a longer-term strategy would need to be identified.
Other		Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but has heritage assets close to the site and infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.

13.13 Wyton Airfield

13.13.1 The proposed strategic site option with reference IDs- CfS:95 is located adjacent to RAF Wyton airfield (PE28 2EF), in the central part of Huntingdonshire, west to the A141 as shown in the figure 23. The total site area is 253.89 ha with proposed mixed use. The Huntingdonshire Land Availability Assessment (2024) states that “The majority of the site is classified as non-agricultural land other than a relatively narrow strip paralleling the boundary with the A141...the land forms part of an elevated, open plateau with the land sloping gently to the east from a high point at the western end of the former runway...the south eastern section of the site adjoins the remaining RAF Wyton base which contains a range of substantial buildings...”.

Figure 23: Site map of Wyton Airfield



13.13.2 The Huntingdonshire Land Availability Assessment (2024) calculates the site has capacity for:

- 4,491 homes
- 9.3 ha employment uses

Education

- 13.13.3 Using CCC's general multipliers, officers would expect a site of this size to generate demand for additional early years and primary school places. This includes 1,348 places for children aged 0-3, 1,797 primary school places, 1,123 secondary school places and 98 places for children with SEND.
- 13.13.4 It is expected that early years, primary and secondary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 13.13.5 Development would generate 1,797 primary school places which would equate to approximately 9FE. This could be provided as three 3FE schools. This infrastructure would require a land allocation of 9ha and a capital contribution towards design and construction of the schools.
- 13.13.6 Development would generate 1,123 secondary school places which would equate to 8FE. This could be provided as one 8FE school. This infrastructure would require a land allocation of 8.7ha and a capital contribution towards design and construction of the school.
- 13.13.7 This development is expected to generate the need for an additional 98 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 13.13.8 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Primary Healthcare

- 13.13.9 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the GP practices, dentists and other health care provision in nearby settlements ((Huntingdon, Godmanchester, St Ives). Developer contributions would be required to address the capacity requirements for GP practices, whilst the

additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.

- 13.13.10 The following seven closest GP practices were assessed:
- Acorn Surgery, Huntingdon
 - Alconbury & Brampton Surgeries: Alconbury
 - The Hicks Group, Huntingdon
 - Grove Medical Practice, St Ives
 - Priory Fields Surgery, Huntingdon
 - Riverport Medical Practice – Orchard, St Ives
 - The Spinney Surgery, St Ives
- 13.13.11 All affected practices area already undersized for their current weighted list size of population and therefore cannot take on any new patients from this proposed development.
- 13.13.12 A new on-site or off-site health facility would be required (including land) plus an option for interim provision throughout the early phases of development. A Primary Care-Led Building (Neighbourhood Health Facility) of at least 885.37m² gross internal area facility would be required at an estimated cost of approximately £5,760,798 (New Build Capital Cost) – based on 23/24 QS costings (exc. land costs).
- 13.13.13 Delivery would be through developer contributions with options for:
- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
 - The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size: or
 - Financial contribution towards off-site capacity improvement project
- 13.13.14 In terms of phasing, an interim facility during early phases to ensure access to health services for new residents, with a permanent facility to be delivered during mid-late phases once threshold for operational health facility is reached.

Community and Built Facilities

- 13.13.15 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in

Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.13.16 In relation to the impact of the strategic site on the infrastructure, HDC Active Lifestyles Consultation Response 2025 recommends that a coordinated, cross-site infrastructure plan will be of substantial importance to respond effectively to the scale of growth and to avoid piecemeal or duplicative provision for the sites - Hungary Hall, West of A141, Wyton-on-the Hill (CfS:47) and Wyton Airfield (CfS:95)
- 13.13.17 The cost of the identified infrastructure for Wyton Airfield is shown in table 60 The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers.

Table 60: Cost of delivering the new or improved infrastructure - Wyton Airfield

Infrastructure provision	Cost
Swimming Pool Lanes – 2 additional lanes	£2,171,166
Courts (sport halls) – 3 additional court	£1,810,758
2 adult Football Pitches	£259,702
5 Youth Football Pitches	£438,106
3 Mini Youth Pitches	£96,636
11 changing rooms	£2,194,154

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.13.18 The delivery of new or improved community sports infrastructure listed in table 60 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

Green Infrastructure and Blue Infrastructure

- 13.13.19 HDC has confirmed that development at RAF Wyton Airfield would offer a unique opportunity to deliver a large-scale, multifunctional green infrastructure network, but would require substantial investment and early delivery to support

placemaking. To support this, provision of parks, SuDS and biodiversity corridors will be required. The estimated cost of this provision is between £6-8 million⁴⁸⁷. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.

- 13.13.20 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

Flood Management

- 13.13.21 Wyton Airfield is located predominantly within flood zone 1 but with certain areas identified at risk of surface water flooding and from existing ditchcourses within the site. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.13.22 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.13.23 Cambridgeshire Constabulary is currently operating at capacity and the proposed housing (4,491 dwellings / 10,553 population) & employment (9.3 ha / sqm floorspace to be confirmed) growth would increase demand on the police service.

⁴⁸⁷ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

Based on a standard charge guideline of £195 per dwelling⁴⁸⁸ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £875,745 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

13.13.24 CFRS is currently operating at capacity & the proposed housing (4,491 dwellings/ 10,553 population) & employment (9.3 ha / sqm floorspace to be confirmed) growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴⁸⁹ CFRS recommend that the site would generate a financial contribution of £898,200 towards additional fire and rescue infrastructure and facilities. This will be reviewed at Stage 2 of the IDS.

13.13.25 A standard charge of £7.32 per sqm⁴⁹⁰ applies for commercial development, however at this stage the precise floorspace proposed is unknown and therefore contribution costs would need to be confirmed as part of any planning application.

13.13.26 The contributions will go towards the following additional fire and rescue infrastructure and facilities:

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

13.13.27 In bringing forward the Wyton Airfield scheme additional ambulance response posts would be required to support population growth and to ensure mandated response times were met. This is due to direct impacts on the Peterborough

⁴⁸⁸ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

⁴⁸⁹ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

⁴⁹⁰ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

Emergency Ambulance Hub. Expanding the Hub would relieve pressure on existing services.

- 13.13.28 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

- 13.13.29 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:
- The site appears to have sufficient frontage to the A141 to achieve access (subject to detailed design in accordance with the DMRB and Manual for Streets, road safety audit, local junction spacing and capacity assessments) but would not be acceptable for a development of this scale without significant improvements to the road and footway/cycleway infrastructure between the site and the adjacent towns of Huntingdon and St Ives
 - A development of this scale will require at least two points of access
 - Local infrastructure improvements would be required in the form of high-quality walking and cycling connectivity to other local centres of population. It is unclear at this stage whether sufficient verge exists within the public highway to achieve facilities suitable for a development of this scale. There may be opportunity to improve links to St Ives, Oldhurst and Woodhurst utilising links previously severed by development of the airfield at Old Ramsey Road and Bridleway 272/1
 - The site may impact existing public Rights of Way, footway 192/16. Such Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network
 - The approach road network will need to be assessed in relation to the suitability to cater for increased traffic flows
- 13.13.30 The emerging Local Plan's Accessibility Technical Note⁴⁹¹, which forms part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and public transport journeys from each strategic site to key destinations, relative to

⁴⁹¹ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

other strategic sites. The Accessibility Technical Note analysis should the existing accessibility to the site is relatively poor, especially for the access point further north. Public transport journeys from this point are currently considered unfeasible, as the nearest bus stop is over one mile away. In regard to active travel, the site's rural nature means that no destinations are within a 30-minute walk and cycling accessibility is also poor. For the site to be sustainable from a transport perspective, internal destinations would need to be provided within the site masterplan. A new bus service, with associated stops, would also be required to enable residents to access key destinations such as Huntingdon and St Ives town centres.

13.13.31 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, but including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

- A141 bypass and dualling, Spittals Interchange to B1090 Sawtry Way (indicative £63,240,000 construction cost and indicative £1,834,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Wyton Airfield Park and Ride (indicative £23,100,000 construction cost and indicative £670,000 annual maintenance, operation and renewal cost)
- 2km St Ives north to St Ives centre cycleway (indicative £3,990,000 construction cost and indicative £116,000 annual maintenance, operation and renewal cost)
- Rerouting of busway B to serve Gifford's Farm P&R, Wyton Airfield P&R, and Hinchbrook at 4 buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £3,056,000)
- Cambridgeshire Guided Busway route between Cambridge and Chatteris via St Ives P&R and Warboys at 1 bus per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £820,000)
- Bus service between Wyton Airfield P&R and Huntingdon Racecourse P&R, via Hartford, Huntingdon town centre, St Peter's Road, and Spital's Way at buses per hour (Included within A141 & St Ives Improvement Study. Otherwise, annual operating costs would be £2,739,000)

- Bus-only lanes along Houghton Road, St Ives (indicative £1,200,000 construction cost and indicative £35,000 annual maintenance, operation and renewal cost)
- Bus-only lanes along Main Street, Hartford Road, and Riverside Road, Huntingdon (indicative £3,990,000 construction cost and indicative £116,000 annual maintenance, operation and renewal cost)
- Hill Rise (St Ives) to Huntingdon (Spittals Way / March Road / Houghton Road / Main Street roundabout) cycleway (indicative £9,970,000 construction cost and indicative £289,500 annual maintenance, operation and renewal cost)
- Add bus stop on the A141 to serve existing buses journeying between Huntingdon and Warboys (indicative £175,000 construction cost and indicative £5,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- New bus route serving Wyton Airfield P&R, Hungary Hall development, and Huntingdon at 2 buses per hour (bus service only, indicative £598,307 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Active travel routes to connect an existing Public Rights of Way between Woodhurst (to the north) and Houghton (to the south) (indicative £2,155,000 construction cost and indicative £62,500 annual maintenance, operation and renewal cost)
- Construction of a bus-segregated road on Old Ramsey Road between St Ives and Wyton Airfield (indicative £13,275,000 construction cost and indicative £385,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Active travel provision parallel to the new bus segregated road on Old Ramsey Road to St Ives (indicative £3,850,000 construction cost and indicative £112,000 annual maintenance, operation and renewal cost). Identified in the Study as high priority
- Roundabout access on the A141 to the west of the site, in two locations (indicative £5,280,000 construction cost and indicative £153,500 annual maintenance, operation and renewal cost). Identified in the Study as high priority

13.13.32 Of the above transport infrastructure, the following items have not been taken forward for further assessment by HDC:

- Bus-only lanes along Houghton Road, St Ives (indicative £1,200,000 construction cost and indicative £35,000 annual maintenance, operation and renewal cost)
- Bus-only lanes along Main Street, Hartford Road, and Riverside Road, Huntingdon (indicative £3,990,000 construction cost and indicative £116,000 annual maintenance, operation and renewal cost)

13.13.33 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the distance from the site to the major settlements of St. Ives and Huntingdon.

13.13.34 Network Rail, through their consultation response to the emerging IDS, highlight that improved access to Huntingdon train station would be required, and that the resulting traffic would have detrimental impacts on the A141. The scope of these improvements would need to be scoped and funded separately to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

13.13.35 UKPN explained through the IDS engagement that if the site was brought forward together with CfS: 95 (Wyton Airfield) and CfS: 197 (Sapley Park Garden Village) there may be a viable strategic case to establish a new primary substation (33kV/11kV transformation) in the northern fringe of Huntingdon (north of the A14 and A141). When it becomes clear which option (or blend of options) HDC wishes to pursue, a conversation may be required to investigate the particulars of such a strategic initiative (high level timelines, expected mix/size of development(s), any land availability for UKPN to develop the substation that could be negotiated). The benefit of establishing a new Primary substation would be to bring a large amount of capacity nearer the users. This would therefore reduce the overall cost/disturbance/inefficiency of supplying developments individually from long distances and eventually triggering reinforcement on those remote primary substations.

Water Supply

- 13.13.36 It has been identified that there is a water mains to the east of the site which indicates that connection to the existing system may be feasible.

Wastewater

- 13.13.37 Sewer pumping station to the south of the site. The closest WRC Catchment is Wyton (WYTNSC).
- 13.13.38 Whilst there is available dry weather flow capacity to accommodate a proportion of growth at Wyton (RAF) WRC, it would be insufficient to accommodate the full quantum of growth for the whole site, and a longer-term strategy would need to be identified in terms of the most appropriate solution and discharge location.
- 13.13.39 In combination impacts of Wyton Airfield alongside Hungary Hall, west of A141, Wyton-on-the-Hill and Sapley Park Garden Village would also require consideration if the sites came forward together.

Other

Heritage Assets

- 13.13.40 There are no designated heritage assets within the site. There is a cluster of listed buildings to the north east of the site at Old Hurst (including the GII* Church of St Peter) and a scheduled moated site. There is another cluster of listed buildings including the GII* Church of St John the Baptist within the Conservation Area at Woodhurst.
- 13.13.41 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

- 13.13.42 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 61: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity. Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity.

	Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity.
	Delivery of infrastructure is currently considered to be significantly challenging.
	Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 62: Potential Strategic Site Infrastructure Impact Summary - Wyton Airfield

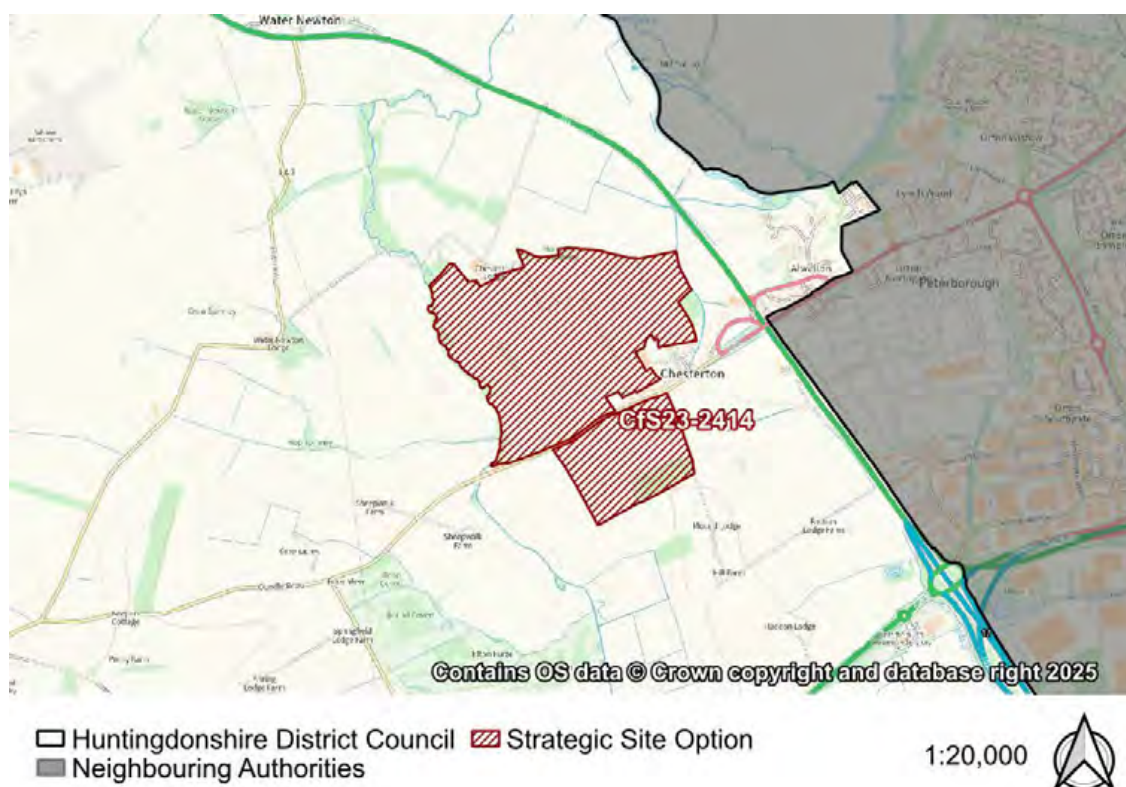
Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.
Health		No GP Practice capacity (Huntingdon, Godmanchester, St Ives, Somersham). New Primary Care-Led floorspace required.
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		Key areas of potential impact include swimming facilities, sports hall space, and grass playing pitches at One Leisure Huntingdon, One Leisure St Ives, and One Leisure St Ives Outdoor Centre. These facilities already experience high demand at peak times, and further population growth will intensify pressure on capacity, potentially affecting service quality and accessibility.
GI & BI		Early delivery required to mitigate impacts of development which may impact on viability.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimates. Further indicative costs associated with annual maintenance, operation and renewal are also identified. A proportion of these requirements also arise from other nearby strategic sites irrespective of

Infrastructure Type	Site Rating	Note
		whether they are allocated, including Sapley Park Garden Village, Lodge Farm, Nook Farm, and Hungary Hall. Included within these requirements are the proposed A141 bypass and dualling and the proposed Wyton Airfield Park and Ride. Of particular importance will be ensuring connectivity by sustainable travel modes to nearby settlements given the distance to Huntingdon and St Ives.
Utilities:		
Electricity		Potential for strategic approach to new Primary Substation north of A14 and A141 at Huntingdon.
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		Water mains to the east.
Wastewater		Whilst there is available dry weather flow capacity to accommodate a proportion of growth at Wyton (RAF) WRC, it would be insufficient to accommodate the full quantum of growth for the whole site, and a longer-term strategy would need to be identified.
Other		Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.

13.14 Chesterton Garden Village

- 13.14.1 The proposed strategic site option with reference IDs- CfS23-2414 is located near the A1 and the Oundle Road corridor, adjacent to Chesterton as shown in the figure 24. The total site area is 128.13 ha with proposed mixed use. The Huntingdonshire Land Availability Assessment describes the site as two parcels divided by Oundle Road, with the larger of the two parcels occupying land to the north. The site is within flood zone 1 apart from its western edge of the northern parcel which is constrained by some fluvial and surface water flooding being within flood zones 2 and 3a and 3b. An oil pipeline runs through the centre of the site with its buffer zone covering a large portion of the site. There is no known contamination on the site.

Figure 24: Site map of Chesterton Garden Village



- 13.14.2 The Huntingdonshire Land Availability Assessment (2024) calculates the site has capacity for:

- 1,420 homes

Education

- 13.14.3 Using CCC's general multipliers, officers would expect a site of this size to generate demand for additional early years and SEND places. This includes 426

places for children aged 0-3, an additional 568 primary school places, an additional 355 secondary school places and approximately 31 places for children with SEND.

- 13.14.4 It is expected that early years and primary provision will be met on site. All new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 13.14.5 Development would generate 568 primary school places which would equate to 3FE, which could be provided as one school. This would require a land allocation of 3ha, and a capital contribution towards design and construction of the school.
- 13.14.6 Development would generate 355 secondary school places which equate to 3FE. Sites expected to yield less than 4FE of additional children do not require a new secondary school. Instead, officers would seek financial contributions to expand existing provisions.
- 13.14.7 This development is expected to generate the need for an additional 31 SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 13.14.8 The pupil places calculations within this IDS present a worst case scenario, using the maximum multipliers within CCC's identified range, and including no discounts for smaller dwellings which are unlikely to generate additional demands for pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education.

Healthcare

- 13.14.9 This section has been informed by consultation and engagement with CCC Public Health and NHS Property Services and the Cambridgeshire and Peterborough ICB. CCC notes that the proposed development will put additional strain on the GP practices, dentists and other health care provision in nearby settlements (Orton Goldhay). Developer contributions would be required to address the capacity requirements for GP practices, whilst the additional demand for dentistry, pharmacies and optometrists may encourage new services to locate in the area.
- 13.14.10 The following four closest GP practices were assessed:

- Lakeside Healthcare, Yaxley
- Willow Tree Surgery, Peterborough
- Nene Valley and Hodgson Medical Practice, Peterborough
- Hampton Medical Centre, Peterborough

- 13.14.11 All affected practices area already undersized for their current weighted list size of population and therefore cannot take on any new patients from this proposed development.
- 13.14.12 It was noted through the engagement that there is limited existing infrastructure in Huntingdonshire's administrative area to serve the site. The potential for a combined mitigation with other sites coming forward in this area to west of A1 would need to be explored.
- 13.14.13 Alternatively, mitigation could be through contribution to extension/improvements of existing estate (including closest practices to east across Peterborough LPA boundary. Other sites coming forward in Peterborough City Council area in this locality will also need to be considered.
- 13.14.14 Off-site mitigation would be required with a financial contribution towards increasing patient capacity which would require 279.94sqm floor space at an estimated cost of approximately £1,409,046 (New Build Capital Cost) – based on 23/24 QS costings (exc. land costs).
- 13.14.15 Delivery would be through developer contributions towards increasing capacity within the area (including cross-boundary spend in Peterborough LPA). Early payment of financial contribution would be required, to ensure mitigation can be in place for new residents without impacting existing sites.

Community and Built Facilities

- 13.14.16 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Sports and Leisure

- 13.14.17 It is anticipated that a proportion of the demand for sport and leisure provision generated by the development may be met by facilities in Peterborough. However, there remains potential for some localised impact on infrastructure managed by

Huntingdonshire District Council, particularly at One Leisure Sawtry, which is the nearest district-managed leisure facility.

- 13.14.18 New or improved infrastructure within Huntingdonshire may still be required to meet the needs of residents who remain within the district for sport and physical activity. In particular, the nearest One Leisure site—often One Leisure Sawtry—may require investment to enhance capacity, especially considering the proposed reopening of the swimming pool. Depending on usage levels and projected demand, there may be a case for expanding swimming provision to ensure sufficient access for public swimming, learn to swim programmes, and local clubs.
- 13.14.19 For indoor sports, new or upgraded sports halls associated with schools being developed as part of these sites may offer an opportunity to support community use. To be effective, this would require the facilities to be designed with dual use in mind, alongside the implementation of strong and enforceable community use agreements to ensure availability outside school hours.
- 13.14.20 Where appropriate, developments should also deliver new outdoor playing pitches and changing provision to serve the local population. This should be guided by the Huntingdonshire Playing Pitch Strategy ⁴⁹² and secured through planning obligations to guarantee long-term access and sustainability. Monitoring future usage patterns will be important to determine whether additional capacity or targeted investment is required within the district.
- 13.14.21 The cost of the above identified infrastructure for Chesterton Garden Village is shown in table 63. The cost estimates presented have been derived using Sport England’s Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers. This is also to note that the figures do not account for existing facility provision, current capacity, or whether there is scope within the existing infrastructure to accommodate additional usage. They also do not assess the efficiency or effectiveness of current usage patterns.

Table 63: Cost of delivering the new or improved infrastructure - Chesterton Garden Village

Infrastructure provision	Cost
Swimming Pool Lanes – 1 additional lanes	£686,340

⁴⁹² [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

Courts (sport halls) – 1 additional courts	£572,410
1 adult Football Pitches	£82,094
2 Youth Football Pitches	£138,483
1 Mini Youth Pitches	£30,546
4 changing rooms	£693,550

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

- 13.14.22 The delivery of new or improved community sports infrastructure listed in Table 63 would be achieved through a combination of funding mechanisms and delivery partnerships. The appropriate mix will vary depending on the specific growth strategy and the scale, location, and nature of the proposed development.

Green Infrastructure and Blue Infrastructure

- 13.14.23 HDC has confirmed that development at Chesterton Garden Village would require new green infrastructure to support residential growth and mitigate the impact of the oil pipeline and flood zones. Opportunities exist to enhance connectivity to Peterborough and should include play areas, green corridors and SuDS. Mitigation should be provided for flood risk and the oil pipeline bisecting the site north-south. The estimated cost of infrastructure provision is £3-5 million⁴⁹³. The cost will be refined at Stage 2 to reflect further detail on typologies, overall green infrastructure capacity on site, and off site strategic green infrastructure requirements.
- 13.14.24 The new or improved green infrastructure required across the strategic sites would primarily be funded through S.106 agreements. Any S.106 agreement should secure early and phased delivery of multifunctional green infrastructure, including parks, biodiversity corridors, and SuDS. Early delivery is particularly important as green infrastructure plays a role in placemaking, climate resilience, and supporting community wellbeing. In some cases—particularly where BNG delivery is required—external funding sources such as NE grants, LNRS partnerships, or BNG credit markets may supplement delivery.

Flood Management

- 13.14.25 Chesterton Garden Village is located predominantly within flood zone 1 apart from its western edge of the northern parcel which is constrained by some fluvial and

⁴⁹³ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

surface water flooding being within flood zones 2 and 3a and 3b. Further site-specific detail is required to fully understand how development will manage existing surface water flood risk as well as ensure there is no increase in risk on site or elsewhere. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS and the Stage 2 SFRA (where applicable), and consideration given to how flood risk is managed across the district and the strategic / sub-regional scale.

Emergency Services

- 13.14.26 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 13.14.27 Cambridgeshire Constabulary is currently operating at capacity and the proposed housing (1,420 dwellings / 3,337 population) growth would increase demand on the police service. Based on a standard charge guideline of £195 per dwelling⁴⁹⁴ Cambridgeshire Constabulary recommend that the site would generate a financial contribution of £276,900 towards the following additional police infrastructure and facilities (which will be reviewed at Stage 2 of the IDS):

- Additional or enhanced police station (Local Policing Team) floor space & facilities, including fit out & refurbishment;
- Custody facilities;
- Interview suites for vulnerable victims;
- Touch down points;

Fire

- 13.14.28 CFRS is currently operating at capacity & the proposed housing (1,420 dwellings / 3,337 population) growth would increase demand on the fire & rescue service. Based on a standard charge guideline of £200 per dwelling⁴⁹⁵ CFRS recommend that the site would generate a financial contribution of £284,000 towards the following additional fire and rescue infrastructure and facilities:

⁴⁹⁴ Consultation response: Cambridgeshire Constabulary: Police Infrastructure & Facilities Provision and Developer Funding Requirements.

⁴⁹⁵ Consultation Response: Cambridgeshire Fire & Rescue Infrastructure & Facilities Provision and Developer Funding Requirements

- Additional or enhanced fire station floor space & facilities, including fit out, refurbishment & extension;
- Operational crew drop-down points;

Ambulance Service

- 13.14.29 In bringing forward the Chesterton Garden Village additional ambulance response posts would be required to support population growth and to ensure mandated response times were met. This is due to direct impacts on the Peterborough Emergency Ambulance Hub. Expanding the Hub would relieve pressure on existing services.
- 13.14.30 Infrastructure improvements and provision will be sought from a range of sites. As the infrastructure improvements and provision are not site specific, the costs associated with delivery is set out within the different growth options in Chapter 14.

Transport

- 13.14.31 CCC highlighted a number of transport matters and considerations through their response to the emerging LP Further Issues and Options consultation, including:
- The combined parcels appear to have sufficient frontage to Oundle Road to achieve access (subject to detailed design in accordance with the DMRB, road safety audit and capacity assessments) but is likely to require significant highway improvements in relation to the scale of development proposed. It is likely that two points of access will be required at least one in emergency form. It is unclear whether the corridor linking the site to Oundle Road is suitable to achieve either a vehicular or Pedestrian/cycle/emergency link
 - It is unclear how high quality walking, cycling, wheeling access can be achieved across the A1 to link the development to Peterborough
 - The site is affected by existing public Rights of Way. Such Rights of Way should be retained on their existing alignment, maintained, or enhanced including connectivity to the wider Right of Way/highway network
- 13.14.32 The emerging Local Plan's Accessibility Technical Note⁴⁹⁶, which forms part of the Strategic Transport Study, has been used to inform the potential transport implications arising from each strategic site. This Accessibility Technical Note provides a baseline analysis of existing access credentials for walking, cycling and

⁴⁹⁶ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

public transport journeys from each strategic site to key destinations, relative to other strategic sites. The Accessibility Technical Note analysis shows that accessibility at the site is relatively good. This is primarily due to the existing bus stops on Oundle Road, which are in close proximity to the site access points. The X4 routes from these stops every 30 minutes during the weekday PM peak. The site scores relatively poorly for accessibility by active modes - all destinations apart from employment areas are over a 30-minute walk away. For transport sustainability to be maximised at Chesterton Garden Village, internal destinations must therefore be provided within the site masterplan.

13.14.33 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, but including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation. The Study notes the potential for the site, alongside other relevant sites, to deliver and/or contribute towards the following transport infrastructure:

- Connect active travel network of Chesterton Garden Village to nearby Public Rights of Way (indicative £125,000 construction cost and indicative £4,000 annual maintenance, operation and renewal cost)
- Bus stop for X4 (between Peterborough and Corby) at entrance of Garden Village, with retained timetabling (indicative £175,000 construction cost and indicative £5,500 annual maintenance, operation and renewal cost)
- 40mph speed limit in Chesterton reduced to 30mph, and extended to cover the entirety of the Garden Village (indicative £105,000 construction cost and indicative £3,500 annual maintenance, operation and renewal cost)
- Connection between bridleway 46/5 and footpath 46/3 (likely a zebra crossing) (indicative £105,000 construction cost and indicative £3,500 annual maintenance, operation and renewal cost)
- Improved active travel provision into Peterborough (indicative £1,925,000 construction cost and indicative £56,000 annual maintenance, operation and renewal cost)
- Active travel cycleway to connect through the site north to south, from Oundle Road (Chesterton) to the A605 Peterborough Services roundabout (indicative £2,580,000 construction cost and indicative £75,000 annual maintenance, operation and renewal cost)

- 13.14.34 Peterborough City Council, through their consultation response to the emerging IDS, note the location of this site would have a negative impact on transport infrastructure in Peterborough, particularly on Oundle Road, where most residents at the site would access the city. The City Council also highlight the severance of the site from the city by the A1 as an additional challenge. Consequently, the City Council note that substantial road infrastructure improvements would be required on the A1, A605 and Oundle Road which would likely require government intervention and funding. The active travel network would also need to be improved, which alongside the road infrastructure improvements could benefit Peterborough long-term.
- 13.14.35 The lack of public rights of way through the site, combined with the importance of active travel infrastructure that supports active and healthy lifestyles and leisure opportunities, highlights the importance of providing a network of public rights of way throughout the site and connecting into existing public rights of way and nearby settlements. This is made more important by the site's severance from Peterborough by the A1.
- 13.14.36 Network Rail, through their consultation response to the emerging IDS, highlight that private vehicle trips to Peterborough train station would likely be longer compared to other sites. Improved access to Peterborough train station via sustainable transport modes would be required, which could be supported by a package of improvements to the A605/A1139. The scope of these improvements would need to be scoped and funded separately to rail based funding sources. The sooner the rail infrastructure is delivered the more likely it is to influence and sustain sustainable travel behaviours.

Utilities

Electricity

- 13.14.37 UK Power Networks note that there is some capacity available at Orton Primary substation and the 132kV networks that feed the area from Walpole GSP, but not enough to supply number of dwellings envisioned for these areas in total. This means that 132kV & 33kV reinforcements would be triggered in due course to supply these sites. There are a number of proposed sites in relatively close proximity to one another in this area. Hence, some or all of them progressing would considerably impact the nature configuration of the electrical infrastructure required to service the area. In isolation, the first option would be to add a third transformer to Orton Primary substation to service Chesterton Garden Village.

Water Supply

- 13.14.38 There are 2 water storage points and water mains around the perimeter of the site and Lincs Reservoir associated infrastructure is proposed to be located to the west of the site. Outside the site boundary, there are water mains and further Lincs Reservoir associated infrastructure. The Reservoir is of substantial importance to ensure future water resources are available to support future growth. Therefore AW would seek to ensure that any further assessment of the site for allocation in the LP has regard to this, and consider necessary policy safeguards are applied to avoid any conflict with delivery of this infrastructure.

Waste Water

- 13.14.39 The site is considered by AW to be constrained, if connection is required to Peterborough (Flag Fen) WRC. The Peterborough Detailed (Phase 2) Water Cycle Study (Royal Haskoning, April, 2025)⁴⁹⁷ explains that “The capacity of WRCs in Peterborough is assessed annually by Anglian Water...Flag Fen and Stibbington are nearing their limits. Of the WRCs Bainton, Deeping and Flag Fen were projected to be exceeding or within 20% of capacity based on the proposed developments...”. AW note in their response to the IDS engagement that there is a growth scheme to increase process capacity at Flag Fen WRC, which will be delivered in AMP8 2025 - 2030.
- 13.14.40 Once the Flag Fen WRC capacity scheme is delivered, AW will continue to monitor headroom and additional growth proposed in the emerging Peterborough Local Plan, to determine whether future options need to be assessed to address wastewater treatment for the WRC catchment.
- 13.14.41 Until the growth scheme to increase process capacity has been delivered, AW will recommend that a pre-occupancy condition is attached to any planning consents for growth, to delay any network connections until after the upgrades are completed. This is to avoid potential pollution risks arising from increased flows to the works leading to non-compliance of AW's permit.
- 13.14.42 There would need to be sufficient network capacity to accommodate the flows from any growth proposed adjacent to the Peterborough WRC catchment which is likely to necessitate a sustainable point of connection (SPOC), if AW is able to identify a SPOC given existing network constraints and taking account of already

⁴⁹⁷ [PE017b Peterborough Detailed \(Phase 2\) Water Cycle Study April 2025.pdf](#)

consented growth yet to connect to our network. The site is west of the A1 corridor which presents further challenges for conveyance if a SPOC is feasible.

- 13.14.43 AW responded to the IDS engagement questionnaire by stating that “There are significant network constraints and challenges across the Peterborough WRC catchment and additional flows from the proposed new allocations are likely to pose a risk to the existing network capacity and increase the risk of sewer surcharges and pollution events – solutions to these constraints are not easily identified and there would need to be further investigation as to whether it could be achieved through network reinforcement alone”.

Other

Heritage Assets

- 13.14.44 There are no designated heritage assets within the site. However, there is a very large scheduled monument, The fort and Roman walled town of Durobrivae to the north of the site. There is a cluster of listed buildings and structures to the south of the site in Chesterton including the GI listed St Michaels Church, and three GII listed buildings or structures. Further to the south of the site lies a scheduled monument, a Roman barrow 380m north of Hill Farm. There are also two grade II listings to the north east of the site – Kate’s Cabin and a milestone. There is an additional milestone to the west of the site and Sheepwalk Farmhouse and Granary, all listed at GII.
- 13.14.45 Any development of the site has the potential to impact upon the significance of these heritage assets through development within their settings.

Site Infrastructure Summary and Conclusions

- 13.14.46 The following tables provide an infrastructure impact summary and conclusions when assessing the site against a rating description provided in the table below.

Table 64: Definition of the Infrastructure Impact Summary

Infrastructure Impact Rating	Rating Description
	Existing infrastructure is not currently reported to be at/over capacity.
	Any infrastructure requirements identified are currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity.

	Any infrastructure requirements identified may be challenging to deliver due to constraints. Subject to further impact assessment and viability testing, however infrastructure currently considered deliverable.
	Existing infrastructure is reported to be at/over capacity.
	Delivery of infrastructure is currently considered to be significantly challenging.
	Existing/planned/safeguarded infrastructure overlaps with site boundary.

Table 65: Potential Strategic Site Infrastructure Impact Summary - Chesterton Garden Village

Infrastructure Type	Site Rating	Note
Education		Education requirements have been identified for the site and can be delivered in accordance with appropriate trigger points stipulated in planning conditions or S.106 agreement.
Health		No GP capacity (Orton Goldhay). Contributions towards additional floorspace required off-site.
Community and Built Facilities	To be confirmed at Stage 2, where relevant.	
Sport and Leisure		While some demand for leisure provision may be exported to neighbouring authorities such as Peterborough, new or improved infrastructure within Huntingdonshire may still be required to meet the needs of residents who remain within the district for sport and physical activity. In particular, the nearest One Leisure site—often One Leisure Sawtry—may require investment to enhance capacity, especially considering the proposed reopening of the swimming pool.
GI & BI		GI and BI currently considered deliverable.
Flood Management		Further impact assessment is required at the Stage 2 IDS to understand infrastructure requirements.
Emergency Services		Infrastructure requirements identified but a coordinated strategic solution is required to ensure delivery.
Transport		The emerging Local Plan's Strategic Transport Study identifies indicative highway, public transport, and active travel infrastructure requirements and their associated costs which are currently identified as indicative estimate. Further indicative costs associated with annual maintenance, operation and renewal are also identified. Of particular importance will be ensuring the site can be accessed via sustainable travel modes given its

Infrastructure Type	Site Rating	Note
		severance from Peterborough by the A1. The proximity to Peterborough may also present transport infrastructure challenges associated in particular with the A1, A605 and Oundle Road.
Utilities:		
Electricity		Upgrade to Orton Primary Substation
Gas		Connecting new development should not pose a challenge. However, in more isolated areas, the gas network may require further investigation to understand the costs involved in making connections.
Water Supply		2 water storage points and water mains around the perimeter of the site and Lincs Reservoir associated infrastructure to the west of the site.
Wastewater		Substantial network constraints and challenges across the Peterborough WRC catchment. Solutions to these constraints not easily identified. There may be justification for a new WRC if the site comes forward with Land West of A1.
Other		Heritage impacts arising from development will require assessment. A potential option for investigating heritage impacts is through Heritage Impact Assessments. The site doesn't contain heritage assets but has heritage assets close to the site and infrastructure may be required to mitigate heritage impacts. Further assessment required as Stage 2.

14.0 Assessment of Growth Strategy Options

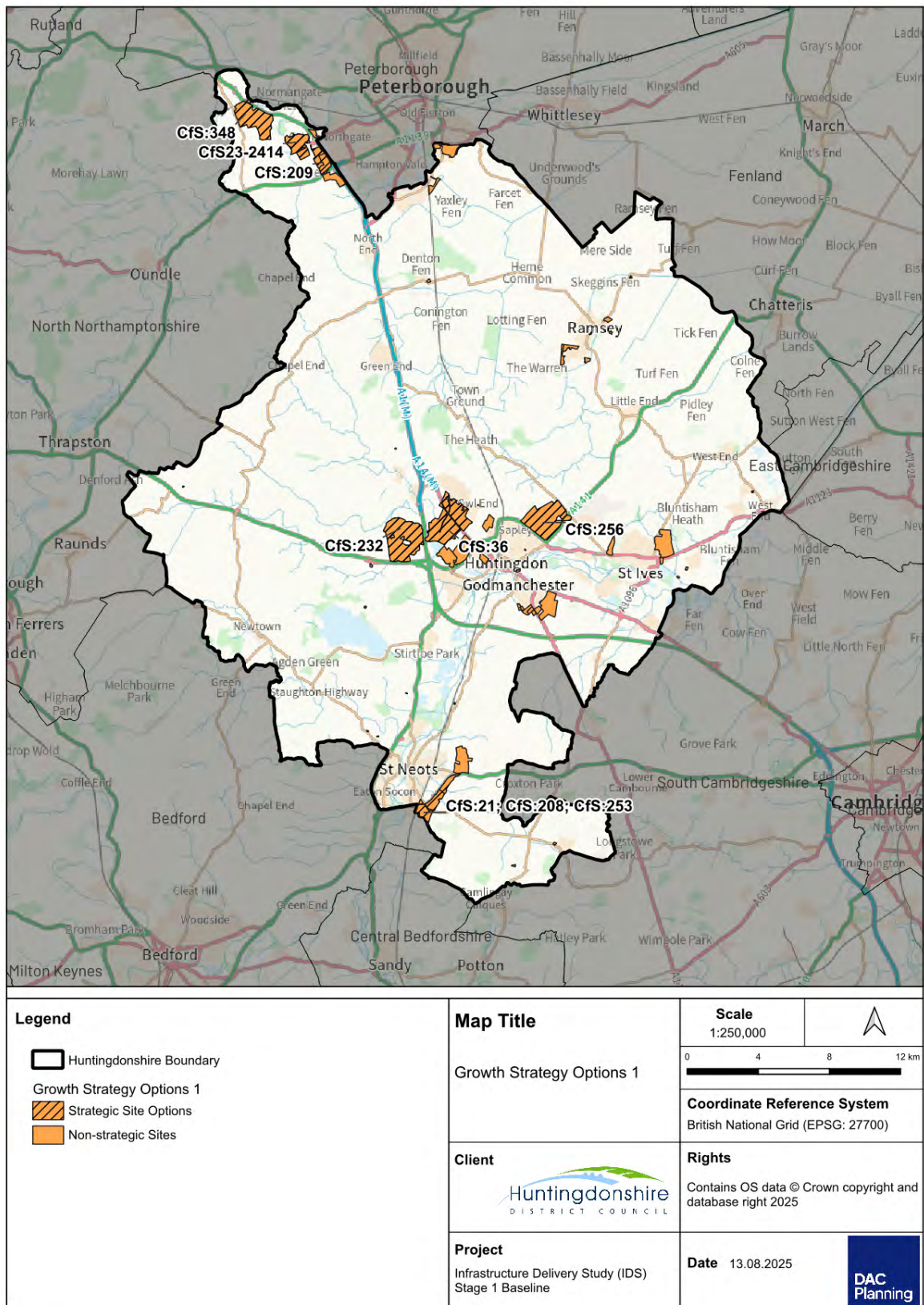
- 14.1.1 The following section provides an overview of the findings of the IDS Stage 1 Baseline consultation in relation to infrastructure challenges for the 4 growth strategy options. It includes a summary of the growth strategy option, followed by a summary of the implications of the option upon each infrastructure category including the identification of any specific infrastructure constraints, challenges and cumulative impacts which would need to be overcome or prioritised by HDC if the option was taken forward.

14.2 Growth Strategy Option 1

- 14.2.1 Strategy 1 has a strong focus on towns and cities (Peterborough) with a proposal of 16,084 residential dwellings and a commercial capacity of 69.2 ha and potential 1,534,126.6 sqm of employment, with final employment requirements to be determined by the Economic and Employment Needs Assessment, for the plan period.
- 14.2.2 Focusing on market towns in Huntingdonshire and proximity to Peterborough, the strategy includes Godmanchester which is close to Huntingdon, Farcet, Yaxley and Alwalton due to proximity to Peterborough and strategic sites and large-scale commercial near Peterborough. The options include settlements that fit with the strategy (Godmanchester and Yaxley), and also 'Large Village' & Village sites completely in FZ1 to satisfy the sequential test.
- 14.2.3 The growth strategy option 1 has 7 strategic sites which includes:
- i. CfS:232 - Land at Weybridge Farm (Brampton Cross)
 - ii. CfS:209 - Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon
 - iii. CfS23-2414 - Chesterton Garden Village
 - iv. CfS:348 Sibson Garden Community (Option A) and please also consider CfS:348 Sibson Garden Community (Option B)
 - v. CfS:36 - Nook Farm, Little Stukeley
 - vi. CfS:256 - Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)
 - vii. CfS:21; CfS:208; CfS:253 - East of St Neots

14.2.4 The figure 25 shows the proposed growth strategy options with highlighted strategic sites:

Figure 25: Growth Strategy Option 1



14.3 Infrastructure Impacts – Consultation Responses

14.3.1 The following sets out infrastructure impacts including cumulative impacts as a result of the Growth Strategy Option 1, by infrastructure type.

Education

14.3.2 Growth Strategy 1 will deliver residential dwellings and therefore impact on the demand for early years & childcare and school places. The scale of the sites being considered in Growth Strategy 1 will generate demand for a range of educational facilities which are expected to be brought forward as part of new development. The following table sets out the pupil demand for each site, using CCC's general multipliers. The calculations have assumed the upper limit of the range to confirm the pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education. This statement applies throughout this education baseline section of the IDS.

Table 66: Pupil demand from potential sites within Growth Strategy Option 1

Site	Capacity	0-3 years	Primary	Secondary	SEND
CfS23-2414 - Chesterton Garden Village	1,420	426	568	355	31
CfS:348 - Sibson Garden Community (Option A)	4,500	1,350	1,800	1,125	98
CfS:348 - Sibson Garden Community (Option B)	2,875	863	1,150	719	63
CfS:36 - Nook Farm, Little Stukeley	4,180	1,254	1,672	1,045	91
CfS:256 - Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	4,989	1,497	1,996	1,248	109
CfS:21; CfS:208; CfS:253 - East of St Neots	2,619	786	1,048	655	57

Source: CCC Education response to Draft IDS Baseline Assessment Questionnaire

14.3.3 CCC indicates that primary school demand should be delivered on each of the sites, with provision varying between 3 and 4FE primary schools, with the exception of Lodge Farm where a 2FE primary school in conjunction with two 4FE primary schools to meet the 10FE demand generated. Similarly, a 2FE primary school is proposed at East of St Neots in conjunction with one 3FE primary school

to meet the 5FE demand generated. As per CCC's policy, it is expected that all new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.

- 14.3.4 Each of the sites, save for Chesterton Garden Village, generate demand for on-site provision of secondary schools. This provision varies between 5FE and 9FE, however 5FE provision is below CCC's 6FE minimum size for secondary school provision. Two 5FE secondary schools are suggested at Sibson Garden Community (Option B) and East of St Neots.
- 14.3.5 Each of the sites generates SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 14.3.6 When seeking contributions towards new infrastructure, the costs will be derived from the feasibility study for proposed development, in which the preferred option has been identified. Where this is not possible, the score cards published by the Department for Education (DfE) will be used. These provide an average cost per place for both new build infrastructure and expansion of existing infrastructure.
- 14.3.7 The point at which new infrastructure will be required is directly linked to the build-out timetable of the residential sections of the different sites. A housing delivery trajectory will be required to determine this.

Primary Healthcare

- 14.3.8 The NHS ICB explains that there are limited estate options in the north-west of Huntingdonshire to support substantial housing growth to the west of the A1 adjoining Peterborough. New build options to cover larger growth sites would be needed, alongside options for off-site mitigation for capacity improvements to existing infrastructure, which is likely to include facilities beyond the HDC boundary.
- 14.3.9 The scale of development on 'non-strategic sites' shown in option 1 will also need to be carefully considered, and tie to mitigation.
- 14.3.10 A large number of strategic sites would require multiple new build facilities, unless these can be closely coordinated in terms of phasing and delivery to allow for shared mitigation strategies to facilitate a smaller number of larger facilities, with each site allocated a contribution.

- 14.3.11 A mixture of 'on-site' primary care led health facilities (Neighbourhood Health Facilities) on larger sites, alongside off-site mitigation for capacity improving projects for existing Infrastructure that will serve the developments. Initial assessments by NHS Property Services identifies the requirement of 3,477m² of additional primary care-led floorspace from strategic allocations (assuming Option A for Sibson Garden Community) – including build out beyond plan period. Initial assessment of capital costs for mitigation of strategic allocations is £22,210,005.
- 14.3.12 Assuming Option B for Sibson Garden Community, initial assessment requires 3,156m² of additional primary care-led floorspace from strategic allocations – including build out beyond the plan period. Initial assessment of capital cost of mitigation for strategic allocations is £20,125,548.
- 14.3.13 Funding mechanisms for the delivery of primary healthcare would be predominantly through developer contributions, with options for:
- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
 - The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size; or
 - Financial contribution towards off-site capacity improvement project.
- 14.3.14 In terms of delivery timescales, off site contributions would be payable during early phases of development to ensure capacity improvement projects can occur prior to occupation. On-site mitigation to be delivered at the mid to late phases once the residents on-site would be of a sufficient level to support the service delivery. Interim options for larger developments would be supported.
- 14.3.15 CCC Public Health Team explained through engagement that by focusing on Market Towns and Peterborough, this option is likely to require substantial improvements to the existing health care infrastructure. The strategy will also require considerable expansion in terms of measures/programmes designed to encourage healthy lifestyles such as sports facilities and active travel. The option may require expansions to GP practices, dentists, pharmacies and infrastructure relating to emergency services. Funding will be focused on developer contributions and would be required prior to occupation of new development, if possible.

Community and Built Facilities

- 14.3.16 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Libraries

- 14.3.17 The CCC Library Service explain that large scale residential development of the scale proposed in this option will impact on the ability of the existing library service to function and support the demand created by the new residents. The pattern of growth proposed presents potential benefits to exploit the relative proximity to existing core libraries. However, these are often in town centre locations which constrain their ability to expand. This option creates a potential for demand around Sibson Garden Community (CfS348) and Chesterton Garden Village (CfS23-2414), creating a need where there is currently no library provision.
- 14.3.18 Some non-strategic developments identified within the growth strategy option could impact upon Yaxley Library, which has seen increased use from developments just over the border at Peterborough without growth funding available. Contributions would be sought to improve this library to meet demand. Huntingdon, St Ives and St Neots have existing library sites, but some contributions may be sought to help develop services to meet increased demand created by new developments i.e. contribution towards fitout.
- 14.3.19 CCC Library Service also note that the actual type of mitigation for each growth strategy option and development has not been determined yet. Therefore further work to determine provision would be required at Stage 2.

Sports and Leisure

- 14.3.20 Strategy 1 proposes 16,084 new dwellings, which, would generate a population increase of approximately 35,223 residents. This level of growth would require substantial investment in new and improved sport and leisure infrastructure across the district. The following summarises likely impacts by broad geographical area for strategy one:

Northern District and West of Peterborough

- 14.3.21 It is anticipated that a proportion of the demand generated by the sites identified to the north of the district and west of Peterborough may be met by facilities in Peterborough. The nearest One Leisure site to these developments will be the

facility at Sawtry; however, as this site is not yet operational, the scale of future demand and its impact on provision remains uncertain.

- 14.3.22 Site CFS348 (Option A) and CFS348 (Option B) includes a proposed secondary school. If this school were to incorporate a sports hall and either a 3G artificial pitch or a sand-dressed hockey pitch, and these facilities were made available for community use, this would play a substantial role in mitigating additional demand on both Peterborough and Sawtry-based infrastructure.

Huntingdon and Alconbury Area

- 14.3.23 Growth in and around Huntingdon will place further pressure on the existing swimming pool provision at Huntingdon Leisure Centre, which currently operates a 25m x 4-lane pool.
- 14.3.24 In addition, the Alconbury Weald development includes a proposed sports hall, which is expected to contribute towards relieving pressure on local indoor sports provision. It is recommended that any new schools with proposed sporting infrastructure are required to make these facilities available for community use under formal shared-use agreements.

East of St Neots

- 14.3.25 Development to the east of St Neots will substantially impact One Leisure St Neots (OLSN), particularly in relation to swimming and sports hall use. The sports hall currently offers 106.25 hours of community use per week and is operating at approximately 80% capacity. However, reports indicate that the hall is already experiencing limited or no spare capacity during peak periods.
- 14.3.26 Swimming provision at OLSN is also nearing capacity. Overall, swimming pool demand across the district is estimated at 89.1% of total available capacity, based on Sport England's pay-and-play measure. While unmet demand remains relatively low (13.5%) and is dispersed, pools are often operating well above the recommended Sport England comfort level of 70% during peak times. This situation is particularly acute in the St Neots area.
- 14.3.27 One thing to consider is the availability of David Lloyd being developed at Wintringham. However, it is suspected this will not provide a pay and play option in relation to swimming unlike One Leisure sites and therefore will limit the community use to the site.

- 14.3.28 The following sections lists out the required new/improved infrastructure provision to support the growth in strategy 1:

Swimming Pools

- 14.3.29 Based on Sport England's Facility Calculator, this growth would generate demand for approximately 7 additional 25m swimming lanes. This could be met through a combination of facility upgrades and new provision:

- St Neots: Potential to expand existing pool from 4 to 6 or 8 lanes
- St Ives Indoor: Potential to expand from 4 to 6 or 8 lanes
- Ramsey: Potential location for a new 6- or 8-lane pool

- 14.3.30 Private facilities such as the forthcoming David Lloyd in Wintringham are expected to operate on a membership-only basis, with limited impact on public demand as there is no pay and play. This needs to be considered if private companies are to come in to deliver leisure/gym provision.

Sports Halls

- 14.3.31 Strategy 1 would generate demand for approximately 9 sports hall courts, equivalent to one 4-court and one 5-court hall. These could be delivered within new schools on strategic sites, subject to formal community use agreements secured through S.106 planning obligations. This would help alleviate pressure on existing One Leisure/schools sports halls.

Artificial Grass Pitches (3G)

- 14.3.32 An additional two full-size 3G pitches would be required to meet projected demand. This could be delivered:

- In the north-east of the district (e.g. One Leisure Ramsey)
- In the north-west (e.g. Sawtry)
- Or within a strategic site in the northern growth areas

Outdoor Tennis Courts

- 14.3.33 Demand generated under Strategy 1 would suggest a requirement for around four additional courts. However, the Playing Pitch Strategy indicates that future tennis provision is broadly sufficient but this will need to be kept under review.

Grass Football Pitches

- 14.3.34 Sport England's Playing Pitch Calculator indicates the following additional needs:

- 8 Match Equivalent Sessions (MES) for adult football
- 16 MES for youth football
- 11 MES for mini soccer

14.3.35 These requirements could be met through a combination of:

- Improving pitch quality at existing sites (e.g. Priory Park in St Neots, Sapley Park in Huntingdon) to increase carrying capacity for games.
- Securing new pitches as part of major developments in areas of high growth, particularly around St Neots, Huntingdon and north development sites.

14.3.36 To support these football pitches especially for adult and youth football provision changing rooms are required. To support 8 adult pitches then 17 changing rooms are required and for 16 youth football this would be 22 changing rooms. The total number of changing rooms required could be up to a maximum of 39. However, this figure is subject to several variables, including:

- **Pitch Configuration:** The number and type of pitches provided will influence changing room demand.
- **Team Demographics:** Requirements will vary depending on whether teams are adult, junior, or women and girls, as these groups may have different needs.
- **Fixture Scheduling:** The number of teams playing at home versus away on any given match day will also affect changing room usage.
- **Governing Body Guidance:** Final provision will be informed by guidance from the Football Association at the relevant time, ensuring alignment with current standards and best practice as discussed and agreed with the HDC Active Lifestyles team.

14.3.37 The cost of delivering the new or improved infrastructure identified is shown in Table 67. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers. This is also to note that the figures do not account for existing facility provision, current capacity, or whether there is scope within the

existing infrastructure to accommodate additional usage. They also do not assess the efficiency or effectiveness of current usage patterns.

- 14.3.38 All cost estimates are indicative and are based on Sport England Facility Costs from Q3 2024 and the Building Cost Information Service (BCIS) construction data for 2024. They should not be interpreted as detailed project costs or definitive funding requirements. Also HDC emphasis that the data provided should be used in conjunction with the local Playing Pitch and Outdoor Sports Strategy⁴⁹⁸ and the Indoor Built Facility Strategy⁴⁹⁹. These figures exclude operation and maintenance cost implications which is needed to be taken into account.

Table 67: Cost of delivering the new or improved infrastructure

Infrastructure	Cost
Swimming Pool Provision cost	£7,775,798
Sports Halls	£6,485,038
3G Pitch	£2,257,678
Outdoor Tennis Courts	£497,946
Adult Football Pitches	£930,075
Youth Football Pitches	£1,569,015
Mini Soccer Pitches	£346,079
Changing Rooms (to support youth football and mens football)	£7,857,979 (39 changing rooms)

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

Green Infrastructure and Blue Infrastructure

- 14.3.39 It is recognised by consultee respondents that the options for growth in this strategy will generate recreational pressure on designated sites and other existing green and blue infrastructure. Natural England's preference is to support the growth strategy option which has the least impact in terms of recreational pressure and traffic related air quality. Any growth provision should seek to avoid impacts and, where this is not possible, provide appropriate mitigation which is coordinated across HDC and where possible align with strategies across other administrative areas.
- 14.3.40 Specific impacts identified for Growth Strategy 1 are as follows:
- **Great Ouse Valley:** Mitigation measures required at St Neots and between Huntingdon and St Ives. Additional capacity at destination sites including

⁴⁹⁸ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

⁴⁹⁹ [Indoor and Built Sports Facility Strategy \(2022\)](#)

potential extensions to Paxton Pits and Hinchingsbrooke Country Park. Site-specific mitigation measures for flood meadows along Ouse Valley.

- **Nene Valley:** Ferry Meadows Country Park in Peterborough is at capacity. New additional strategic greenspace capacity is required.
- **Fen-edge Woodlands, West Cambridgeshire Hundreds, John Clare Countryside (Peterborough):** Mitigation measures to reduce impacts from recreational pressures on key destination nature sites.
- **Great Fen:** Increased visitor capacity and enhancement to create a new strategic nature destination.

14.3.41 It is acknowledged that further work is required to understand the full details of what new and improved infrastructure is needed to support each growth strategy. The Wildlife Trust suggests all strategic sites should aim for 50% of the site area to be designated as green infrastructure, of which 70% should be for natural habitats and green space. This will be considered as part of the site allocation process.

14.3.42 Potential measures to overcome impacts, as identified by the Wildlife Trust, are set out below:

- **Great Ouse Valley:** Extensions to Paxton Pits nature reserve and Hinchingsbrooke Country Park, and mitigation of flood meadows from Brampton to St Ives
- **Nene Valley:** Additional capacity within the Nene Valley as Ferry Meadows Country Park is at capacity.
- **Great Fen:** Car park, access trails with new infrastructure including bridges and viewing hides, resources to maintain them, and in the longer-term a potential visitor hub.

14.3.43 Further studies are required to quantify the costs of the potential measures identified in paragraph 14.3.41 but the cost for the Great Fen improvements are estimated at £4.8million⁵⁰⁰.

14.3.44 On-site provision of green and blue infrastructure within new strategic development sites will also reduce recreational pressure on existing strategic natural green infrastructure. In terms of new provision, strategic scale green infrastructure, including country parks, biodiversity corridors, and SuDS-integrated landscapes, would be required at the key sites in the growth strategy.

⁵⁰⁰ Consultation Response: Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire

Enhancements to existing parks in Huntingdon and St Neots would also be required.

- 14.3.45 The estimated cost of delivering green infrastructure across the strategic sites in this option is approximately £15–20 million⁵⁰¹. This includes £3–5 million per major site to deliver new parks, green corridors, SuDS, and BNG measures. £1–2 million for enhancements to existing parks and open spaces in Huntingdon and St Neots would also be required. Funding would primarily be through developer contributions supporting strategic or off-site enhancements. Strategic sites may also benefit from NE Grants partnerships through the Local Nature Recover Strategy.
- 14.3.46 Further detail on specific mitigation measures and costs will be identified at the Stage 2 IDS once preferred options for growth are confirmed.

Flood Management

- 14.3.47 In the context of Growth Strategy Option 1, the EA has advised that clustering growth around Peterborough, Huntingdon, Wyton/St Ives, Godmanchester and St Neots, particularly in the vicinity of recent or adjoining development, may present both substantial drainage and water services infrastructure constraints. Whilst there are opportunities to reduce risks, major changes will be needed to achieve these with stakeholder buy-in, evidence base and resourcing to achieve it. Early delivery could be at risk in these locations.
- 14.3.48 The EA has suggested that Critical Drainage Areas may be required to target existing and growing flood risks (with climate change and growth) around parts of Peterborough, Huntingdon, Wyton and St Neots.
- 14.3.49 Further site specific detail is required to fully understand the specific mitigation for flood risk. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS.

Emergency Services

- 14.3.50 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

⁵⁰¹ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

Police

14.3.51 The Police Service is operating at capacity, and all the Growth Options would impact on the operational capacity of the Service, leading to an increase in calls for service which could include crime to persons and property.

14.3.52 Table 68 below identifies the budgetary estimates associated with Growth Option 1, taken from the consultation response from Cambridgeshire Constabulary:

Table 68: Budgetary estimates for Growth Strategy Option 1 (Cambridgeshire Constabulary)

Growth Strategy Option	Infrastructure and Facilities	Cost (£ million)	Delivery Partner	Phasing
Option 1: 16,064 dwellings + 69.2 ha commercial + 1,534,126.6 sqm employment	Police infrastructure and facilities	3,132,480: residential	Cambridgeshire Constabulary	Across the plan period

14.3.53 Police Infrastructure and facilities comprise of the items set out in Section 13 of this IDS.

Fire

14.3.54 The Fire & Rescue Service is operating at capacity and all the Growth Options would have a substantial impact on the operational capacity of the Service. The additional demand arises through an increase in the prevention, protection and response activities, including the increased number of incidents, increased attendance times and changes in the incident risk profile.

14.3.55 Table 69 below identifies the budgetary estimates associated with Growth Option 1 taken from the consultation response from CFRS:

Table 69: Budgetary estimates for Growth Strategy Option 1 (CFRS)

Growth Strategy Option	Infrastructure and Facilities	Cost (£ million)	Delivery Partner	Phasing
Option 1: 16,084 dwellings + 69.2 ha commercial + 1,534,126.6 sqm employment	Fire & rescue infrastructure & facilities	3,216,800: residential	CFRS	Across the plan period

- 14.3.56 Fire and rescue infrastructure and facilities comprise of the items set out in paragraph 9.8.1 of this IDS.

Ambulance Services

- 14.3.57 EEAST has identified that the site that form Growth Option 1 will impact on emergency ambulance services in Peterborough and generate need to additional ambulance station response posts. The remaining sites will impact the existing and new planning Huntingdon Hub.
- 14.3.58 An additional emergency ambulance / rapid response vehicle is required for every 10,000 residents (or part of). For each Growth Option EEAST indicate that improved road infrastructure is required as Buckden roundabout is substantially affected by traffic delays, accidents and frequent breakdown of vehicles. Travel times at Buckden and St Neots roundabouts will be impacted for new residents who may travel north-south on the A1.
- 14.3.59 Specific infrastructure requirements for Growth Strategy Option 1 includes the expansion of emergency ambulance services in Peterborough, with additional ambulance station response posts. New emergency ambulance services are required at Hinchbrook Park, with additional ambulance station response posts across the area. EEAST has identified other infrastructure requirement which include increasing the network grid capacity and a centralised EV charging area for fire, police, local authority and health services vehicles as well as ambulances.
- 14.3.60 The cost of expanding the existing Peterborough Ambulance Hub is set out in the Consultation Response from EEAST (June 2025) and estimated as £5,047 per sqm (cost excludes land purchase, fees and VAT). The total cost to build a new Huntingdon Hub is expected to be in the region of £15m (potential site is to demolish the existing fire HQ and rebuild). This includes costs for any additional

stories if HDC and CFRS occupy the building. Additional funds may be required if additional parking is required – one option would be to create a new multistorey car park on Cambridgeshire Police existing car park. Funding arrangements will be confirmed but could be addressed through the rebuild of Hinchingsbrooke Hospital.

- 14.3.61 Funding for this infrastructure may be sought from S.106 contributions or CIL, existing EEA capital resources, and external funding.

Transport

- 14.3.62 CCC's response to the Huntingdonshire Further Issues and Options LP consultation recommends the most appropriate growth option would be one that focusses on strategic expansion to existing towns and public transport corridors. It would also be one that avoids concentrating development around the strategic road network, which can build in unsustainable car travel habits. A focus on dispersed growth should also be avoided as it makes the provision of public transport and active travel infrastructure much more challenging. CCC also provided comments on each strategic site, which are outlined against each relevant strategic site in the previous section.
- 14.3.63 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation.
- 14.3.64 National Highways, through their consultation response to the emerging IDS, note it is currently unknown whether the proposed scale of growth and sites can be accommodated safely and without resulting in a severe impact on safety or delay on the strategic road network. Sibson Garden Community's proximity to the A1 raises particular concern, as a grade-separated junction would be required to maintain strategic road network safety and performance. National Highways emphasise that no direct access from the A1 will be supported. National Highways anticipate that mitigation would be required as part of this growth strategy including, capacity enhancements at Brampton Hut Interchange and Alwalton junction (A1) to support the level of growth proposed. Consideration would also need to be given to the impact at Buckden roundabout and if further enhancements

would be required to support the level of growth along the A1 corridor. National Highways note the costs, funding and delivery mechanisms, and phasing timescales are currently unknown and will require robust modelling.

- 14.3.65 Peterborough City Council, through their consultation response to the emerging IDS, highlight that this growth option is likely to have a negative impact on the capacity of Peterborough's existing infrastructure network, most notably in relation to the road network in and out of Peterborough from the west of the city via Oundle Road. As detailed in the draft Peterborough LP 2024 – 2044, Peterborough will see substantial growth in the west of its urban area, including proposals for approximately 2,000 homes at the East of England Showground, in addition to committed development in this area of 109 homes immediately south and east of Oundle Road and the A1 respectively. The Peterborough LP 2024 – 2044 Transport Assessment identifies the impact the proposed Peterborough LP sites will have on the transport network. It finds substantial impact concentrated along Oundle Road. Mitigation recommendations include roundabout improvements and better active travel provision on and off slip mini roundabouts. Peterborough City Council emphasise that the proposed strategic sites in this growth options would exacerbate Peterborough's known transport infrastructure issues and create new ones. Therefore, Peterborough City Council express the view that, even with new and improved infrastructure, the level of growth proposed adjacent to the Peterborough boundary is unsustainable and the particular strategic sites proposed north of the A605 are unfavourable. The non-strategic employment land proposed south of the A605 / Peterborough Services could be somewhat favourable however, as traffic from this site would likely enter and exit the city using the network of parkways, such as for example along Fletton Parkway. The City Council notes that to mitigate the proposed growth west of the city, new active travel infrastructure connecting into the city's existing active travel network would be required.
- 14.3.66 There may be a need for improved highway infrastructure as Buckden roundabout is substantially affected by traffic delays, accidents and frequent breakdown of vehicles.
- 14.3.67 On 14 November 2024 the Secretary of State for Transport issued safeguarding directions to Huntingdonshire District Council and other relevant LPAs concerning the safeguarding of land for EWR⁵⁰². These safeguarding directions, associated

⁵⁰² [EWR Safeguarding Direction, maps, and associated guidance](#)

maps and guidance require relevant LPAs, including Huntingdonshire District Council, to consult EWR Company Limited prior to the determination of any planning applications on EWR safeguarded land and to determine such planning applications in accordance with the recommendations of EWR Company Limited. This approach is of course designed to avoid development being permitted along the EWR route that could frustrate the railway's potential delivery. The strategic and non-strategic sites to the East of St Neots fall within the EWR safeguarded land. Consequently, the development potential of these sites will remain uncertain until such time as the EWR proposal has progressed through the NSIP regime. In the absence of such certainty, it would be appropriate to take a cautious approach and assume the land cannot be developed other than in association with the EWR proposal. This should be kept under review pending the outcome of the EWR NSIP process.

14.3.68 Network Rail, through their consultation response to the emerging IDS, note further accessibility improvements including additional car parking, extra / more frequent bus routes and / or cycle parking may be required at Huntingdon, Peterborough and St Neots train stations. Depending on its access arrangements and the level of train service, the proposed housing development located to the west of Huntingdon may find the proposed station at Alconbury Weald more convenient than the existing station. However, this conclusion would be subject to more detailed modelling. Detailed timetable analysis and traction power modelling, alongside understanding rolling stock availability, would be required to determine the rail infrastructure requirements to support the proposed station at Alconbury Weald. Costs to support these and other interventions are unknown and there is a requirement to produce updated scheme costs for a new station at Alconbury Weald. This would sit alongside the costs associated with any interventions, identified from the detailed timetable or traction power modelling, that would be required to support the defined train service at Alconbury Weald. Other funding sources are assumed for the car parking, bus and cycle access improvements. Network Rail note the rail based infrastructure could be funded by:

- Rail Network Enhancements Pipeline (RNEP), albeit this funding mechanism is very heavily over-subscribed during the next 10-15 years
- Tempsford station and any specific intervention measures could be included as part of the EWR development cost
- Third party funding such as developer contributions

- 14.3.69 Network Rail note the proposed additional East Coast Main Line stations and / or the other complementary access improvements would need to be constructed at an early stage in the delivery of strategic growth to embed these travel opportunities.
- 14.3.70 The focus on larger strategic sites lends itself to substantial provision of high quality active travel infrastructure throughout strategic sites and nearby settlements. However, careful consideration will need to be given to the limited public rights of way network across some of these sites and in particular to the strategic and major road networks, which without appropriate enhancements could restrict connectivity for the most vulnerable users. In this regard, new and improved active travel infrastructure will need to cross the A1 and A141 to prevent these roads from severing a number of strategic and non-strategic sites from Peterborough and Huntingdon respectively.

Utilities

Electricity

- 14.3.71 In terms of new infrastructure required to support Option 1, UKPN identifies the following:
- North of Huntingdon: long cable routes to nearest primary substations or alternatively, a new Primary substation (north of the A14 and A141). This would cost in the region of £6m – £12m which could take 3 – 5 years to complete.
 - Combined growth to the west of Peterborough (Chesterton Garden Community, Land West of A1 and Sibson Garden Community): estimated to exceed capacity of Orton Primary Substation (when added to Gt Haddon). This would require:
 - New Grid Supply Point (GPS) required in the vicinity of Peterborough, estimated £50-80 million (UK Power Networks considering an ED3 Engineering Justification Paper to OFGEM to address the higher-level infrastructure requirement). It is estimated that establishing a new GSP near Peterborough would require the best part of a decade.
 - New Grid & two Primaries to supply loads, £30-40 million in total, also something UK Power Networks is exploring as part of an ED3, 2028 – 2033 Engineering Justification paper.

- New Primary Substation to feed Sibson Garden community: circa £15 million. On site Primary substations would need to be funded by the applicant.

14.3.72 UKPN note that funding approval for the infrastructure requirements to support option 1, as set out above, would be best obtained by a robust engineering justification paper to OFGEM as part of a price control submission (ED3 2028 - 2033, if justifiable, or perhaps a later period). Furthermore, that provision of an on-site Primary substation would be funded by the applicant.

Water Supply

14.3.73 Critical to the successful provision of sufficient water supply is a package of demand and supply side measures. The Fens Reservoir, Lincolnshire Reservoir, and Grafham Water reservoir transfer are key supply side elements of this package. The Fens Reservoir is being progressed by both AW and Cambridge Water and will contribute substantially to the water supply of the area.

14.3.74 The need for the new reservoirs was established in AW's Water Resources Management Plan 2020-2045 (WRMP19) and taken forward in their most recent Water Resources Management Plan for 2025-2050 (WRMP24) together with other interim strategic supply options including potable water transfer interconnectors to support the long-term supply demand balance for water resources across the region; providing drought resilience and environmental protection. HDC is one of the host authorities to the associated infrastructure for both reservoirs (Lincs reservoir infrastructure to the north, and Fens reservoir infrastructure to the east).

14.3.75 The plans for the reservoirs are still at a relatively early stage and AW will continue to engage with Huntingdonshire District Council as the Local Plan evolves, and more detail emerges for the reservoirs, particularly in terms of any sites taken forward as preferred options that have an interface with the associated infrastructure.

14.3.76 In the meantime, while water supply infrastructure is being planned and delivered, AW introduced the Non-Domestic Water Requests Policy in December 2024. The policy states that where new and unplanned non-domestic requests are received, which exceed 20,000 litres per day, AW will need to decline the request for more water, in order to protect existing supplies and the environment. This will be of particular relevance to the employment growth planned in this growth option.

- 14.3.77 It should be noted that this context applies to all of the growth options assessed, therefore is not repeated under the remaining option assessment sections below.

Wastewater

- 14.3.78 Farcet, Alwalton and Yaxley are constrained as they are within Peterborough WRC catchment. The impact of this growth option depends on the quantum of growth proposed and if a sustainable point of connection (SPOC) is available.
- 14.3.79 Godmanchester sites are currently constrained as there is currently no WRC capacity to accommodate growth.
- 14.3.80 Future investment at Huntingdon WRC from 2030 will need to be identified through the DWMP2 and next Business Plan (PR29), once site allocations are confirmed.

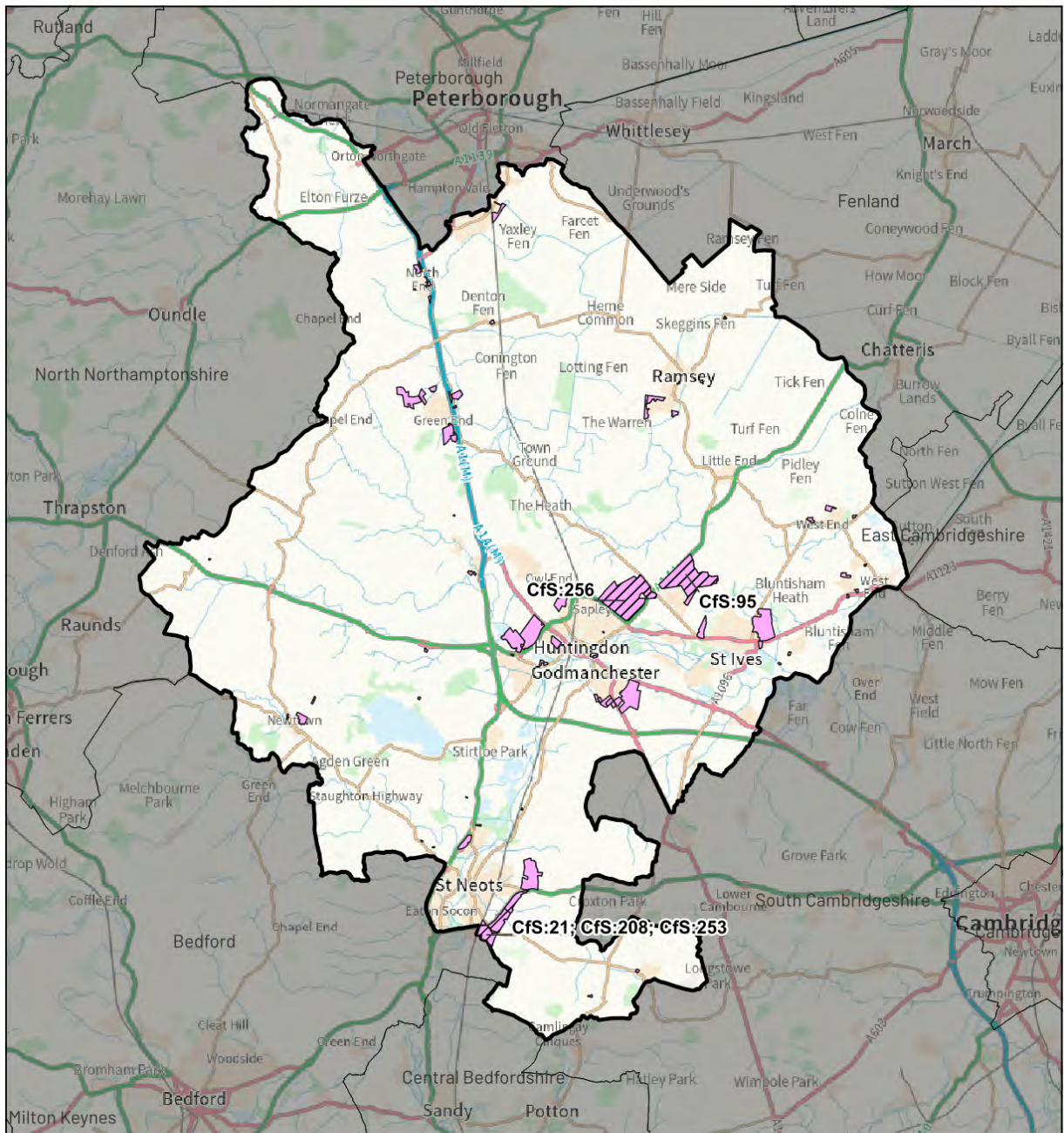
Other

- 14.3.81 Further consideration will be given to other relevant infrastructure requirements at Stage 2 of the IDS, once more detailed information becomes available.

14.4 Growth Strategy Option 2

- 14.4.1 Strategy 2 focuses on sustainable locations served by public transport employment and infrastructure i.e. market towns in Huntingdonshire and service centres. The potential Plan capacity proposes 14,919 residential dwellings and a commercial capacity of 38.5 ha and 1,534,126.6 sqm of employment, with final employment requirements to be determined by the Economic and Employment Needs Assessment, for the plan period.
- 14.4.2 The Option includes sites in the settlements of Alconbury, Bluntisham, Brampton, Godmanchester, Kimbolton, Little Paxton, Sawtry, Somersham, Stilton, Yaxley and also 'Large Village' & Village sites completely in FZ1 to satisfy the sequential test.
- 14.4.3 Growth Strategy Option 2 has 3 strategic sites includes:
- i. CfS:95 - Wyton Airfield
 - ii. CfS:256 - Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)
 - iii. CfS:21; CfS:208; CfS:253 - East of St Neots

Figure 26: Growth Strategy Option 2



Legend  Huntingdonshire Boundary Growth Strategy Options 2  Strategic Site Options  Non-strategic Sites	Map Title Growth Strategy Options 2	Scale 1:250,000  Coordinate Reference System British National Grid (EPSG: 27700)
	Client  Project Infrastructure Delivery Study (IDS) Stage 1 Baseline	Rights Contains OS data © Crown copyright and database right 2025 Date 13.08.2025 

14.5 Infrastructure Impacts – Consultation Responses

- 14.5.1 The following sets out infrastructure impacts including cumulative impacts as a result of the Growth Strategy Option, by infrastructure type.

Education

- 14.5.2 Growth Strategy 2 will deliver residential dwellings and therefore impact on the demand for early years & childcare and school places. The scale of the sites being considered in Growth Strategy 2 will generate demand for a range of educational facilities which are expected to be brought forward as part of new development. The following table sets out the pupil demand for each site, using CCC's general multipliers. The calculations have assumed the upper limit of the range to confirm the pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education. This statement applies throughout this education baseline section of the IDS.

Table 70: Pupil demand from potential sites within Growth Strategy Option 2

Site	Capacity	0-3 years	Primary	Secondary	SEND
CfS:95 - Wyton Airfield	4,491	1,348	1,797	1,123	98
CfS:256 - Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	4,989	1,497	1,996	1,248	109
CfS:21; CfS:208; CfS:253 - East of St Neots	2,619	786	1,048	655	57

Source: CCC Education response to Draft IDS Baseline Assessment Questionnaire

- 14.5.3 CCC indicates that primary school demand should be delivered on each of the sites, with provision varying between 3 and 4FE primary schools, with the exception of Lodge Farm where a 2FE primary school in conjunction with two 4FE primary schools to meet the 10FE demand generated. Similarly, a 2FE primary school is proposed at East of St Neots in conjunction with one 3FE primary school to meet the 5FE demand generated. As per CCC's policy, it is expected that all new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 14.5.4 Each of the sites generate demand for on-site provision of secondary schools. This provision varies between 5FE and 9FE, however 5FE provision is below

CCC's 6FE minimum size for secondary school provision. One 5FE secondary school is suggested at East of St Neots.

- 14.5.5 Each of the sites generates SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 14.5.6 When seeking contributions towards new infrastructure, the costs will be derived from the feasibility study for proposed development, in which the preferred option has been identified. Where this is not possible, the score cards published by the DfE will be used. These provide an average cost per place for both new build infrastructure and expansion of existing infrastructure.
- 14.5.7 The point at which new infrastructure will be required is directly linked to the build-out timetable of the residential sections of the different sites. A housing delivery trajectory will be required to determine this.

Primary Healthcare

- 14.5.8 Focusing on a smaller number of strategic sites, reduces the number of new build facilities required, however this option would require larger integrated facilities to serve these large housing sites effectively.
- 14.5.9 The impact of large allocation to east of St Neots, and impact on adjoining LPA growth will need to be considered. There may be an opportunity to coordinate mitigation across the central area of the district, and to the east of St Neots.
- 14.5.10 The NHS Property Services response explained that new 'on-site' primary care led health facilities (Neighbourhood Health Facilities) for the larger allocations, alongside off-site mitigation for capacity improving projects for non-strategic sites.
- 14.5.11 Initial assessment by NHS Property Services notes that the initial assessment requires 2,385m² of additional floorspace from strategic allocations, plus an additional 556m² from residual requirement of non-strategic sites and windfalls. Initial assessment of capital cost of mitigation for strategic allocations is £15,519,906.
- 14.5.12 Funding mechanisms for the delivery of primary healthcare would be predominantly through developer contributions, with options for:
- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or

- The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size; or
- Financial contribution towards off-site capacity improvement project.

14.5.13 In terms of delivery timescales, off site contributions would be payable during early phases of development to ensure capacity improvement projects can occur prior to occupation. On-site mitigation to be delivered at the mid to late phases once the residents on-site would be of a sufficient level to support the service delivery. Interim options for larger developments would be supported.

14.5.14 The CCC Public Health Team explained through the IDS engagement that this growth option's focus on sustainable, more localised and accessible services will influence the need for greater provision of healthcare in market towns and service centres across Huntingdonshire. The focus on sites with existing public transport has the potential to encourage growth in the bus and train travel and away from single car journeys using, reducing the impact on emissions of increased population and economic activity. As such Growth Strategy Option 2 could have positive benefits to health and wellbeing. For example: evidence shows that any measures aimed at reducing the pollutants released from conventional compression ignition (CI) engines has substantial health benefits.

14.5.15 It is anticipated that this option would require new healthcare infrastructure at a localised level. There may be a potential for travel hubs as part of this growth option. Funding will be focused on developer contributions and would be required prior to occupation of new development, if possible.

Community and Built Facilities

14.5.16 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Libraries

14.5.17 The CCC Library Service response to Growth Strategy Option 2 is the same as for Option 1. Developments around existing library sites, Huntingdon, St Ives, St Neots, Yaxley and Sawtry have existing library sites, but some contributions may be sought to develop services to meet increased demand created by new developments i.e. contribution towards fitout.

Sports and Leisure

- 14.5.18 Strategy 2 proposes 14,919 new dwellings, which would generate a population increase of approximately 32,672 residents. This level of growth would require substantial investment in new and improved sport and leisure infrastructure across the district. The following summarises likely impacts by broad geographical area for strategy one:

East of St Neots

- 14.5.19 Development to the east of St Neots will substantially impact One Leisure St Neots (OLSN), particularly in relation to swimming and sports hall use. The sports hall currently offers 106.25 hours of community use per week and is operating at approximately 80% capacity. However, reports indicate that the hall is already experiencing limited or no spare capacity during peak periods.
- 14.5.20 Swimming provision at OLSN is also nearing capacity. Overall, swimming pool demand across the district is estimated at 89.1% of total available capacity, based on Sport England's pay-and-play measure. While unmet demand remains relatively low (13.5%) and is dispersed, pools are often operating well above the recommended Sport England comfort level of 70% during peak times. This situation is particularly acute in the St Neots area.
- 14.5.21 One thing to consider is the availability of David Lloyd being developed at Wintringham. However, it is suspected this will not provide a pay and play option in relation to swimming unlike One Leisure sites and therefore will limit the community use to the site to members only.

Football Pitch Provision (Huntingdon and St Neots)

- 14.5.22 New development within the Huntingdon and St Neots areas will increase pressure on existing football pitch infrastructure owned by HDC. Two sites are of particular concern:
- Sapley Park (Huntingdon): Youth pitches have no spare capacity, although adult and mini pitches retain some availability. Pitch quality is currently rated as standard.
 - Priory Park (St Neots): All pitch types are rated as poor quality. Mini pitches (5v5 and 7v7) and adult pitches are at full capacity, while youth pitches (9v9 and 11v11) are overplayed. Without investment in new provision or substantial

upgrades to pitch quality, this site will be unable to accommodate additional demand.

Sawtry Developments

- 14.5.23 Sites identified around Sawtry may place further demand on the nearest One Leisure site to these developments which will be the reinstated pool facility at Sawtry; however, as this site is not yet operational, the scale of future demand and its impact on provision remains uncertain.

CfS:95 – Wyton Airfield (St Ives)

- 14.5.24 Development at Wyton Airfield, located to the north-west of St Ives, has the potential to place increased pressure on nearby One Leisure facilities – specifically, St Ives Outdoor Centre and St Ives Indoor Centre.

Outdoor Facility (One Leisure St Ives Outdoor)

- 14.5.25 The Huntingdonshire Playing Pitch and Outdoor Sports Strategy and the Local Football Facility Plan both identify the need for a new full-size 3G artificial turf pitch at this location. The proposed development would further strengthen the case for this investment, as existing outdoor playing fields are at or near capacity during peak times, and demand for affiliated football and community use continues to rise with local growth.

Indoor Facility (One Leisure St Ives Indoor)

- 14.5.26 The indoor facility currently includes a 25m, 4-lane swimming pool, originally constructed in 1974. The pool remains in operation with the original tank still in place, and its condition is rated below average, making it the oldest and one of the most constrained pools within the One Leisure portfolio.
- 14.5.27 Swimming provision at One Leisure St Ives Indoor is nearing capacity. Across the district, swimming pool demand is currently estimated at 89.1% of total available capacity, based on Sport England's pay-and-play metric. While unmet demand is relatively low (13.5%) and dispersed, usage at peak times regularly exceeds the Sport England comfort level of 70%, indicating strain across the network.
- 14.5.28 Consultation with One Leisure confirms that swimming lesson programmes are extremely popular, with all sites operating at 85–90% capacity for swim school bookings. This reinforces the findings of the Facility Planning Model (FPM) and other consultation responses, which highlight that the district's pool infrastructure is operating close to, or at, capacity.

14.5.29 The following sections lists out the required new/improved infrastructure provision to support the growth in strategy 2:

Swimming Pools

14.5.30 Based on Sport England's Facility Calculator, this growth would generate demand for approximately 6 additional 25m swimming lanes. This could be met through a combination of facility upgrades and new provision:

- St Neots: Potential to expand existing pool from 4 to 6 or 8 lanes
- St Ives Indoor: Potential to expand from 4 to 6 or 8 lanes
- Ramsey: Potential location for a new 6- or 8-lane pool

14.5.31 Private facilities such as the forthcoming David Lloyd in Wintringham are expected to operate on a membership-only basis, with limited impact on public demand as there is no pay and play. This needs to be considered if private companies are to come in to deliver leisure/gym provision.

Sports Halls

14.5.32 Strategy 2 would generate demand for approximately 8 sports hall courts, equivalent to two 4-court sports halls. These could be delivered within new schools on strategic sites, subject to formal community use agreements secured through S.106 planning obligations. This would help alleviate pressure on existing One Leisure/schools sports halls.

Artificial Grass Pitches (3G)

14.5.33 An additional two full-size 3G pitches would be required to meet projected demand. This could be delivered within the Huntingdon Analysis area or St Neots Analysis area.

Outdoor Tennis Courts

14.5.34 Demand generated under Strategy 2 would suggest a requirement for around four additional courts. However, the Playing Pitch Strategy indicates that future tennis provision is broadly sufficient, but this will need to be kept under review

Grass Football Pitches

14.5.35 Sport England's Playing Pitch Calculator indicates the following additional needs:

- 8 Match Equivalent Sessions (MES) for adult football
- 15 MES for youth football

- 11 MES for mini soccer.

14.5.36 To support these football pitches especially for adult and youth football provision changing rooms are required. To support 8 adult pitches then 16 changing rooms are required and for 16 youth football this would be 21 changing rooms. The total number of changing rooms required could be up to a maximum of 37. However, this figure is subject to several variables, including:

- **Pitch Configuration:** The number and type of pitches provided will influence changing room demand.
- **Team Demographics:** Requirements will vary depending on whether teams are adult, junior, or women and girls, as these groups may have different needs.
- **Fixture Scheduling:** The number of teams playing at home versus away on any given match day will also affect changing room usage.
- **Governing Body Guidance:** Final provision will be informed by guidance from the Football Association at the relevant time, ensuring alignment with current standards and best practice.

14.5.37 Given the anticipated housing growth at Wyton Airfield, there is a need to explore options for expanding capacity in the St Ives area – either through refurbishment or replacement of the existing St Ives Indoor pool, or by developing additional facilities to meet future demand. Both indoor and outdoor sport infrastructure at St Ives will require strategic investment to maintain accessibility, service quality, and resident participation as the population increases.

14.5.38 The cost of delivering the new or improved infrastructure identified is shown in Table 71. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers. This is also to note that the figures do not account for existing facility provision, current capacity, or whether there is scope within the existing infrastructure to accommodate additional usage. They also do not assess the efficiency or effectiveness of current usage patterns.

- 14.5.39 All cost estimates are indicative and are based on Sport England Facility Costs from Q3 2024 and the Building Cost Information Service (BCIS) construction data for 2024. They should not be interpreted as detailed project costs or definitive funding requirements. Also HDC emphasis that the data provided should be used in conjunction with the local Playing Pitch and Outdoor Sports Strategy⁵⁰³ and the Indoor Built Facility Strategy⁵⁰⁴. These figures exclude operation and maintenance cost implications which is needed to be taken into account.

Table 71: Cost of delivering the new or improved infrastructure

Infrastructure	Cost
Swimming Pool Provision cost	£7,212,642
Sports Halls	£6,015,364
3G Pitch	£2,094,179
Outdoor Tennis Courts	£461,882
Adult Football Pitches	£862,717
Youth Football Pitches	£1,455,379
Mini Soccer Pitches	£321,020
Changing Rooms (to support youth football and mens football)	£7,288,883 (36 changing rooms)

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

Green Infrastructure and Blue Infrastructure

- 14.5.40 It is recognised by consultee respondents that the options for growth in this strategy will generate recreational pressure on designated sites and other existing green and blue infrastructure. NE's preference is to support the growth option which has the least impact in terms of recreational pressure and traffic related air quality. Any growth provision should seek to avoid impacts and, where this is not possible, provide appropriate mitigation which is coordinated across HDC and where possible align with strategies across other administrative areas.
- 14.5.41 Focusing growth on sustainable locations and service centres aligns well with existing infrastructure and offers opportunities to enhance green corridors and multifunctional spaces. However, cumulative pressure on existing parks in market towns may require early investment to ease the impacts of development.
- 14.5.42 Specific impacts identified for Growth Strategy 2 are as follows:

⁵⁰³ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

⁵⁰⁴ [Indoor and Built Sports Facility Strategy \(2022\)](#)

- **Great Ouse Valley:** Mitigation measures required at St Neots and between Huntingdon and St Ives. Additional capacity at destination sites including potential extensions to Paxton Pits and development of a new destination site at Fen Drayton Gravel Pits (RSPB site in South Cambridgeshire but on the boundary with HDC). Site-specific mitigation measures for flood meadows along Ouse Valley.
- **Fen-edge Woodlands, West Cambridgeshire Hundreds:** Mitigation measures to reduce impacts from recreational pressures on key destination nature sites.
- **Great Fen:** Increased visitor capacity and enhancement to create a new strategic nature destination.

14.5.43 It is acknowledged that further work is required to understand the full details of what new and improved infrastructure is needed to support each growth strategy. The Wildlife Trust suggests all strategic sites should aim for 50% of the site area to be designated as green infrastructure, of which 70% should be for natural habitats and green space. This will be considered as part of the site allocation process.

14.5.44 Potential measures to overcome impacts, as identified by the Wildlife Trust, are set out below:

- **Great Ouse Valley:** Extensions to Paxton Pits nature reserve and Hinchingsbrooke Country Park, and mitigation of flood meadows from Brampton to St Ives
- **Great Fen:** Car park, access trails with new infrastructure including bridges and viewing hides, resources to maintain them, and in the longer-term a potential visitor hub.

14.5.45 Further studies are required to quantify the costs of the potential measures in paragraph 14.5.44, but the cost for the Great Fen improvements are estimated at £4.8million⁵⁰⁵.

14.5.46 On-site provision of green and blue infrastructure and improvements to existing parks and play areas in market towns (e.g. Godmanchester, St Ives, Yaxley) will be important to overcome the impacts of development. In addition the creation of

⁵⁰⁵ Consultation Response: Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire

new green corridors to link settlements, investment in active travel routes and natural green space buffers will be required.

14.5.47 The estimated cost of delivering green infrastructure across the sites in this option is approximately £8–12 million⁵⁰⁶. This includes £3–4 million for upgrades to existing parks and play areas in market towns, £2–3 million for new green corridors and active travel infrastructure, and £2–3 million for biodiversity enhancements and SuDS integration. Funding would primarily be through developer contributions supporting strategic or off-site enhancements. Strategic sites may also benefit from NE Grants partnerships through the Local Nature Recover Strategy.

14.5.48 Further detail on specific mitigation measures and costs will be identified at the Stage 2 IDS once preferred options for growth are confirmed.

Flood Management

14.5.49 In the context of Growth Strategy Option 2, the EA has advised that clustering growth around Peterborough, Huntingdon, Wyton/St Ives, Godmanchester, St Neots, Sawtry and Alconbury / Brampton, particularly in the vicinity of recent or adjoining development, may present both substantial drainage and water services infrastructure constraints. Whilst there are opportunities to reduce risks, major changes will be needed to achieve these with stakeholder buy-in, evidence base and resourcing to achieve it. Early delivery could be at risk in these locations.

14.5.50 It was suggested by the EA that CDAs may be required to target existing and growing flood risks (with climate change and growth) around parts of Peterborough, Huntingdon, Wyton and St Neots.

14.5.51 Further site specific detail is required to fully understand the specific mitigation for flood risk. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS.

Emergency Services

14.5.52 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

⁵⁰⁶ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

14.5.53 The Police Service is operating at capacity, and all the Growth Strategy Options would impact on the operational capacity of the Service, leading to an increase in calls for service which could include crime to persons and property.

14.5.54 Table 72 below identifies the budgetary estimates associated with Growth Strategy Option 2, taken from the consultation response from Cambridgeshire Constabulary:

Table 72: Budgetary estimates for Growth Strategy Option 2 (Cambridgeshire Constabulary)

Growth Strategy Option	Infrastructure and Facilities	Cost (£ million)	Delivery Partner	Phasing
Option 2: 14,919 dwellings + 38.5 ha commercial + 1,534,126.6 sqm employment	Police infrastructure & facilities	2,909,205: residential	Cambridgeshire Constabulary	Across the plan period

14.5.55 Police Infrastructure and facilities comprise of the items set out in paragraph 9.3.2 of this IDS.

Fire

14.5.56 The Fire & Rescue Service is operating at capacity and all the Growth Strategy Options would impact on the operational capacity of the Service. The additional demand arises through an increase in the prevention, protection and response activities, including the increased number of incidents, increased attendance times and changes in the incident risk profile.

14.5.57 Table 73 below identifies the budgetary estimates associated with Growth Strategy Option 2 taken from the consultation response from CFRS:

Table 73: Budgetary estimates for Growth Strategy Option 2 (CFRS)

Growth Strategy Option	Infrastructure and Facilities	Cost (£ million)	Delivery Partner	Phasing
Option 2: 14,919 dwellings + 38.5 ha commercial + 1,534,126.6 sqm employment	Fire & rescue infrastructure & facilities	2,983,800: residential	CFRS	Across the plan period

14.5.58 Fire and rescue infrastructure and facilities comprise of the items set out in paragraph 9.8.1 of this IDS.

Ambulance Services

14.5.59 EEAST has identified that the sites that form Growth Strategy Option 2 will mainly impact EEAST's existing and planned new Huntingdon Hub.

14.5.60 An additional emergency ambulance / rapid response vehicle is required for every 10,000 residents (or part of). For each Growth Strategy Option EEAST indicate that improved road infrastructure is required as Buckden roundabout is affected by traffic delays, accidents and frequent breakdown of vehicles. Travel times at Buckden and St Neots roundabouts will be impacted for new residents who may travel north-south on the A1.

14.5.61 Specific infrastructure requirements for Growth Strategy Option 2 includes the expansion of emergency ambulance services in Peterborough, with additional ambulance station response posts. New emergency ambulance services are required at Hinchbrook Park, with additional ambulance station response posts across the area. EEAST has identified other infrastructure requirement which include increasing the network grid capacity and a centralised EV charging area for fire, police, local authority and health services vehicles as well as ambulances.

14.5.62 The cost of expanding the existing Peterborough Ambulance Hub is set out in the Consultation Response from EEAST (June 2025) and estimated as £5,047 per sqm (cost excludes land purchase, fees and VAT). The total cost to build a new Huntingdon Hub is expected to be in the region of £15m (potential site is to demolish the existing fire HQ and rebuild). This includes costs for any additional stories if HDC and CFRS occupy the building. Additional funds may be required if additional parking is required – one option would be to create a new multistorey car park on Cambridgeshire Police existing car park.

- 14.5.63 Funding for this infrastructure will be sought from S.106 contributions or CIL, existing EEA capital resources, and external funding.

Transport

- 14.5.64 CCC's response to the Huntingdonshire Further Issues and Options LP consultation recommends the most appropriate growth option would be one that focusses on strategic expansion to existing towns and public transport corridors. It would also be one that avoids concentrating development around the strategic road network, which can build in unsustainable car travel habits. A focus on dispersed growth should also be avoided as it makes the provision of public transport and active travel infrastructure much more challenging. CCC also provided comments on each strategic site, which are outlined against each relevant strategic site in the previous section.
- 14.5.65 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation.
- 14.5.66 National Highways, through their consultation response to the emerging IDS, note it is currently unknown whether the proposed scale of growth and sites can be accommodated safely and without resulting in a severe impact on safety or delay on the strategic road network. Minor capacity enhancements may need to be considered for Brampton Hut Interchange to accommodate growth in the area. National Highways note the costs, funding and delivery mechanisms, and phasing timescales are currently unknown and will require robust modelling.
- 14.5.67 There may be a need for improved highway infrastructure as Buckden roundabout is affected by traffic delays, accidents and frequent breakdown of vehicles.
- 14.5.68 On 14 November 2024 the Secretary of State for Transport issued safeguarding directions to HDC and other relevant LPAs concerning the safeguarding of land for EWR⁵⁰⁷. These safeguarding directions, associated maps and guidance require relevant LPAs, including HDC, to consult EWR Company Limited prior to the determination of any planning applications on EWR safeguarded land and to determine such planning applications in accordance with the recommendations of EWR Company Limited. This approach is of course designed to avoid

⁵⁰⁷ [EWR Safeguarding Direction, maps, and associated guidance](#)

development being permitted along the EWR route that could frustrate the railway's potential delivery. The strategic and non-strategic sites to the East of St Neots fall within the EWR safeguarded land. Consequently, the development potential of these sites will remain uncertain until such time as the EWR proposal has progressed through the NSIP regime. In the absence of such certainty, it would be appropriate to take a cautious approach and assume the land cannot be developed other than in association with the EWR proposal. This should be kept under review pending the outcome of the EWR NSIP process.

14.5.69 Network Rail, through their consultation response to the emerging IDS, highlighted that the option to focus greater development activity away from the north – south rail corridor, compared to other growth options, means the existing / proposed rail services will have a more limited role to play. Although a similar set of interventions will be required from the sites to the north of St Ives to access Huntingdon, journey lengths compared with Strategy 1 will increase. Access to the railway station at Huntingdon may also be less convenient. None of the major housing and development proposals outlined in this scenario would have a substantial impact on the infrastructure requirements identified in paragraph 10.9.3 above. Instead, funding to improve accessibility to Huntingdon railway station would be required, which would require contributions from other (non-rail) sources. Costs to improve accessibility to Huntingdon railway station, in the form of bus infrastructure and car parking improvements, would need to be identified. The proposed additional East Coast Main Line stations and / or the other complementary access improvements would need to be constructed at an early stage in the delivery of strategic growth to embed these travel opportunities at an early stage.

14.5.70 The focus on sustainable locations served by public transport lends itself to substantial provision of high quality active travel infrastructure along public transport corridors and between residential, employment and other areas, thereby facilitating the creation and enhancement of transport opportunities for all users. However, careful consideration will need to be given to the limited public rights of way network across some of these sites and in particular to the strategic and major road networks, which without appropriate enhancements could restrict connectivity for the most vulnerable users. In this regard, new and improved active travel infrastructure will need to cross the A141 to prevent these roads from severing a number of strategic and non-strategic sites from Huntingdon.

Utilities

Electricity

- 14.5.71 Non-strategic developments around Sawtry, may require 33kV network extension. Sawtry is remote from existing primary substations. If this becomes part of the preferred development options, then UKPN will need to consider mitigation options in further detail, at stage 2.
- 14.5.72 A new 33kV/11kV substation may be required to supply developments at Sawtry or, as a minimum, considerable 11kV network extension. There are constraints to this option including the crossing the A1(M), the East Coast Main Line railway or both. UKPN does not have a site allocation for developing a Primary substation around Sawtry, so this would be something to investigate in due course. The cost of this mitigation is unknown at this time but could take 3 – 5 years to complete.
- 14.5.73 The funding approval for such an overarching, strategic initiative would be best obtained by a robust engineering justification paper to OFGEM as part of a price control submission (ED3 2028 - 2033, if justifiable, or perhaps a later period).

Water Supply

- 14.5.74 See response for water supply under Growth Strategy Option 1 above.

Wastewater

- 14.5.75 AW suggests that the IWMS will help to inform where there is existing capacity at WRCs to accommodate growth in these settlements. Stilton and Yaxley are constrained as they are within Peterborough WRC catchment and dependent on the quantum of growth proposed and if a sustainable point of connection (SPOC) is available.
- 14.5.76 Bluntisham, Somersham, and Godmanchester sites are currently constrained as currently no WRC capacity to accommodate growth and no identified growth schemes in AMP8 at these WRCs. Future investment at Somersham and Huntingdon WRCs from 2030 will need to be identified through the DWMP2 and next Business Plan (PR29), once site allocations are confirmed.

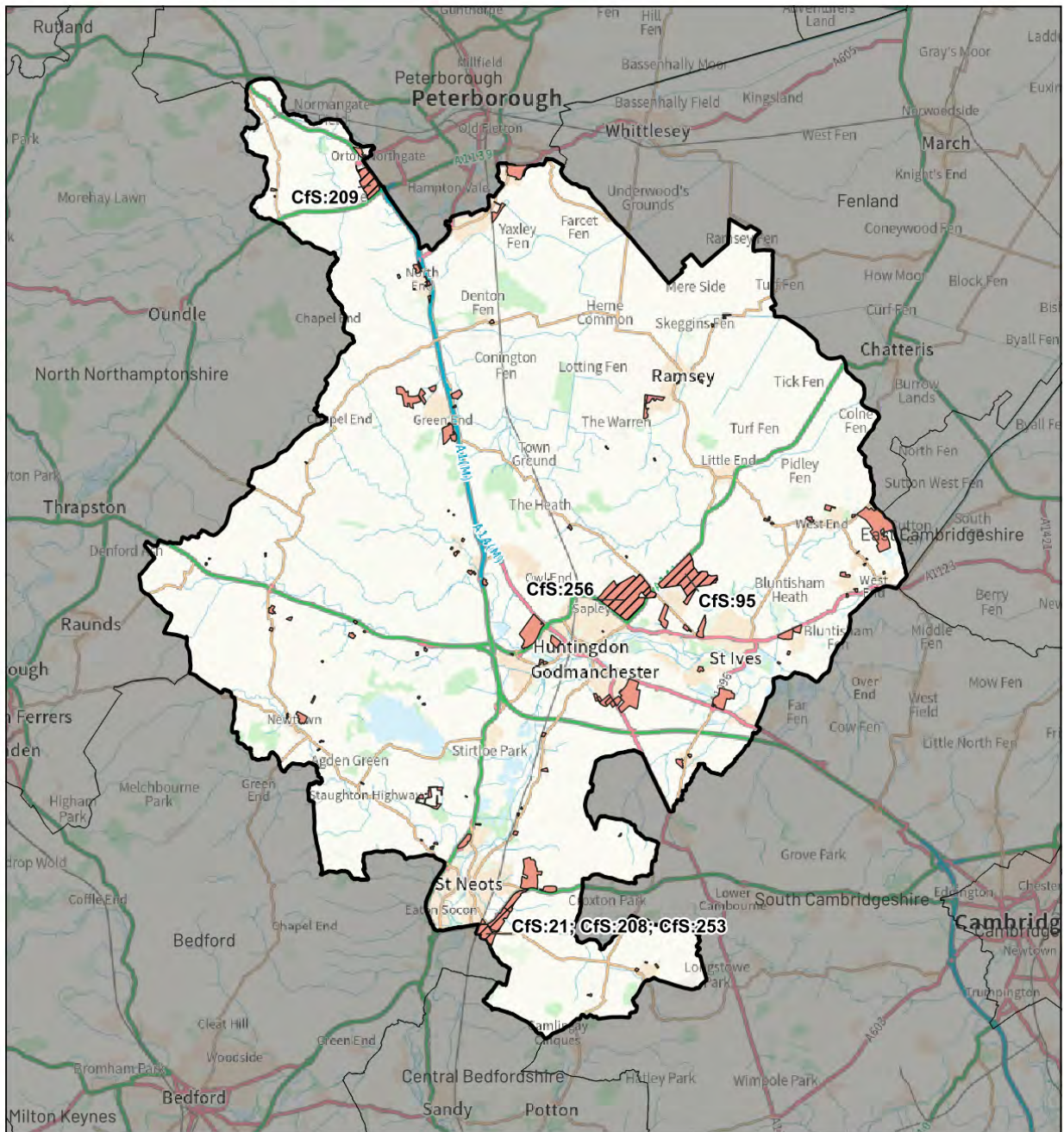
Other

- 14.5.77 Further consideration will be given to other relevant infrastructure requirements at Stage 2 of the IDS, once more detailed information becomes available.

14.6 Growth Strategy Option 3

- 14.6.1 Strategy 3 focuses on dispersed growth with some market town development to support existing settlements in Huntingdonshire, but with more focus on the Service Centres, Large Villages and Villages. The potential plan capacity proposes 14,644 residential dwellings and a commercial capacity of 33.94 ha and 1,534,126.6 sqm of employment, with final employment requirements to be determined by the Economic and Employment Needs Assessment, for the plan period.
- 14.6.2 The settlements include Alconbury, Bluntisham, Brampton, Godmanchester, Kimbolton, Little Paxton, Sawtry, Somersham, Stilton, and Yaxley. Larger Villages include Alwalton, Earith, Ellington, Elton, Farcet, Great Gransden, Great Paxton, Great Staughton, Hemingford Grey, Hilton, Needingworth, Pidley, Spaldwick and The Offords. Sites are also identified within 23 villages including 'Large Village' & Village sites in FZ1 satisfying the sequential test.
- 14.6.3 Growth Strategy Option 3 has 4 strategic sites include:
- i. CfS:209 - Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon
 - ii. CfS:95 - Wyton Airfield
 - iii. CfS:256 - Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)
 - iv. CfS:21; CfS:208; CfS:253 - East of St Neots

Figure 27: Growth Strategy Option 3



Legend Huntingdonshire Boundary Growth Strategy Options 3 Strategic Site Options Non-strategic Sites	Map Title Growth Strategy Options 3	Scale 1:250,000 	
	Client 	Coordinate Reference System British National Grid (EPSG: 27700)	
	Project Infrastructure Delivery Study (IDS) Stage 1 Baseline	Rights Contains OS data © Crown copyright and database right 2025	
		Date 13.08.2025	

14.7 Infrastructure Impacts – Consultation Responses

14.7.1 The following sets out infrastructure impacts including cumulative impacts as a result of the Growth Strategy Option, by infrastructure type.

Education

14.7.2 Growth Strategy 3 will deliver residential dwellings and therefore impact on the demand for early years & childcare and school places. The scale of the sites being considered in Growth Strategy 3 will generate demand for a range of educational facilities which are expected to be brought forward as part of new development. The following table sets out the pupil demand for each site, using CCC's general multipliers. The calculations have assumed the upper limit of the range to confirm the pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education. This statement applies throughout this education baseline section of the IDS.

Table 74: Pupil demand from potential sites within Growth Strategy Option 3

Site	Capacity	0-3 years	Primary	Secondary	SEND
CfS:209 - Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon	N/A	N/A	N/A	N/A	N/A
CfS:95 - Wyton Airfield	4,491	1,348	1,797	1,123	98
CfS:256 - Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	4,989	1,497	1,996	1,248	109
CfS:21; CfS:208; CfS:253 - East of St Neots	2,619	786	1,048	655	57

Source: CCC Education response to Draft IDS Baseline Assessment Questionnaire

14.7.3 CCC indicates that primary school demand should be delivered on each of the sites, with provision varying between 3 and 4FE primary schools, with the exception of Lodge Farm where a 2FE primary school in conjunction with two 4FE primary schools to meet the 10FE demand generated. Similarly a 2FE primary school is proposed at East of St Neots in conjunction with one 3FE primary school to meet the 5FE demand generated. As per CCC's policy, it is expected that all

new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.

- 14.7.4 Each of the sites generate demand for on-site provision of secondary schools. This provision varies between 5FE and 9FE, however 5FE provision is below CCC's 6FE minimum size for secondary school provision. One 5FE secondary school is suggested at East of St Neots.
- 14.7.5 Each of the sites generates SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area, or by contributing towards an as-yet unidentified future projects, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 14.7.6 When seeking contributions towards new infrastructure, the costs will be derived from the feasibility study for proposed development, in which the preferred option has been identified. Where this is not possible, the score cards published by the DfE will be used. These provide an average cost per place for both new build infrastructure and expansion of existing infrastructure.
- 14.7.7 The point at which new infrastructure will be required is directly linked to the build-out timetable of the residential sections of the different sites. A housing delivery trajectory will be required to determine this.

Primary Healthcare

- 14.7.8 The NHS Property Services and ICB IDS engagement response explained that new 'on-site' primary care led health facilities (Neighbourhood Health Facilities) for the larger allocations may be required, alongside off-site mitigation for capacity-improving projects for non-strategic sites across a wider area. There would be a need for a total of 2,886.7m² floorspace from strategic allocations, plus an additional 501m² from non-strategic sites and windfalls. The initial assessment of capital cost of mitigation for strategic allocations, by NHS Property Services is approximately £15,519,906.
- 14.7.9 Funding mechanisms for the delivery of primary healthcare would be predominantly through developer contributions, with options for:
- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or

- The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size; or
- Financial contribution towards off-site capacity improvement project.

14.7.10 In terms of delivery timescales, off site contributions would be payable during early phases of development to ensure capacity improvement projects can occur prior to occupation. On-site mitigation to be delivered at the mid to late phases once the residents on-site would be of a sufficient level to support the service delivery. Interim options for larger developments would be supported.

14.7.11 The CCC Public Health Team explained through the IDS engagement that this option's focus on market towns and service centres with only four strategic sites is likely to result in increased demand for health services in and close to existing settlements. However, serving all 23 villages will be a challenge and impact of healthcare resources resulting in a need to deliver increased community care which is an area of healthcare that already has capacity issues. Furthermore, that sites proposed to the west of the A1 will be challenging to access for active travel users and potentially challenging to serve by public transport.

Community and Built Facilities

14.7.12 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Libraries

14.7.13 CCC Library Service explained in the IDS consultation response that the impact of large scale residential development on the capacity of existing library provision would be similar to that of Growth Strategy Option 1. The proximity to market towns and cities has the potential to exploit the relative proximity to existing core libraries, however these are often in town centre locations which constrain their ability to expand.

14.7.14 Dispersed growth has least impact on existing provision, but may see contributions at St Neots, Huntingdon and St Ives as well as towards mobile provision to relocate stops towards new areas of growth.

Sports and Leisure

- 14.7.15 Strategy 3 proposes 14,644 new dwellings, which would generate a population increase of approximately 32,070 residents. This strategy proposes further dispersed growth across the district, with some development in existing market towns but with a greater emphasis on service centres, large villages, and rural villages. A total of 23 villages is identified for potential development under this option. The following summarises likely impacts by broad geographical area for strategy one:

[CfS:95 – Wyton Airfield \(St Ives\)](#)

- 14.7.16 Development at Wyton Airfield, located to the north-west of St Ives, has the potential to place increased pressure on nearby One Leisure facilities – specifically, St Ives Outdoor Centre and St Ives Indoor Centre.

[Outdoor Facility \(One Leisure St Ives Outdoor\)](#)

- 14.7.17 The Huntingdonshire Playing Pitch and Outdoor Sports Strategy and the Local Football Facility Plan both identify the need for a new full-size 3G artificial turf pitch at this location. The proposed development would further strengthen the case for this investment, as existing outdoor playing fields are at or near capacity during peak times, and demand for affiliated football and community use continues to rise with local growth.

[Indoor Facility \(One Leisure St Ives Indoor\)](#)

- 14.7.18 The indoor facility currently includes a 25m, 4-lane swimming pool, originally constructed in 1974. The pool remains in operation with the original tank still in place, and its condition is rated below average, making it the oldest and one of the most constrained pools within the One Leisure portfolio.
- 14.7.19 Swimming provision at One Leisure St Ives Indoor is nearing capacity. Across the district, swimming pool demand is currently estimated at 89.1% of total available capacity, based on Sport England's pay-and-play metric. While unmet demand is relatively low (13.5%) and dispersed, usage at peak times regularly exceeds the Sport England comfort level of 70%, indicating strain across the network.
- 14.7.20 Consultation with One Leisure confirms that swimming lesson programmes are extremely popular, with all sites operating at 85–90% capacity for swim school bookings. This reinforces the findings of the Facility Planning Model (FPM) and other consultation responses, which highlight that the district's pool infrastructure is operating close to, or at, capacity.

- 14.7.21 Given the anticipated housing growth at Wyton Airfield, there is a clear requirement to expand capacity in the St Ives area – either through refurbishment or replacement of the existing St Ives Indoor pool, or via the development of additional facilities. Both indoor and outdoor infrastructure in St Ives will require strategic investment to maintain service quality, accessibility, and participation rates as the population increases.

East of St Neots

- 14.7.22 Development to the east of St Neots will place substantial pressure on One Leisure St Neots (OLSN), particularly regarding swimming and sports hall use. The sports hall currently offers 106.25 hours of community use per week and is operating at approximately 80% capacity. However, reports indicate that the hall already experiences limited or no spare capacity during peak periods.
- 14.7.23 Swimming provision at OLSN is also approaching capacity. District-wide, swimming pool demand stands at 89.1% of capacity, with use well above the Sport England 70% comfort level during peak times. This issue is particularly acute in the St Neots area, which is one of the fastest-growing parts of the district.
- 14.7.24 It is noted that a David Lloyd facility is under development at Wintringham, which may provide additional swimming provision. However, it is anticipated that this facility will operate on a membership-only basis and will not offer pay-and-play access. As a result, its ability to relieve pressure on One Leisure facilities will be limited.

Football Pitch Provision – Huntingdon and St Neots

- 14.7.25 New development within the Huntingdon and St Neots areas will increase pressure on existing football pitch infrastructure owned by HDC. Two sites are of particular concern:
- Sapley Park (Huntingdon): Youth pitches have no spare capacity, although adult and mini pitches retain some availability. Pitch quality is currently rated as standard.
 - Priory Park (St Neots): All pitch types are rated as poor quality. Mini pitches (5v5 and 7v7) and adult pitches are at full capacity, while youth pitches (9v9 and 11v11) are overplayed. Without investment in new provision or substantial upgrades to pitch quality, this site will be unable to accommodate additional demand.

- 14.7.26 Any substantial housing growth in these areas should be accompanied by the development of new football pitches or the enhancement of existing facilities, in line with the recommendations of the Huntingdonshire Playing Pitch Strategy.

[CfS:209– Land West of A1 \(North of Peterborough Motorway Services\)- Option A, \(larger site\) Haddon](#)

- 14.7.27 In relation to site CfS:209, no dedicated sports infrastructure is proposed as part of the development at this stage. Developments in the north of the district and west of Peterborough may therefore be met by facilities in Peterborough.

- 14.7.28 The nearest One Leisure site to these developments is expected to be the reinstated swimming facility at Sawtry. However, as this site is not yet operational, the level of future demand and its potential impact on provision cannot yet be fully determined.

- 14.7.29 The following sections list the required new/improved infrastructure provision to support the growth in strategy 3:

[Swimming Pools](#)

- 14.7.30 Based on Sport England's Facility Calculator, this growth would generate demand for approximately 6 additional 25m swimming lanes. This could be met through a combination of facility upgrades and new provision:

- St Neots: Potential to expand existing pool from 4 to 6 or 8 lanes
- St Ives Indoor: Potential to expand from 4 to 6 or 8 lanes
- Ramsey: Potential location for a new 6- or 8-lane pool

- 14.7.31 Private facilities such as the forthcoming David Lloyd in Wintringham are expected to operate on a membership-only basis, with limited impact on public demand as there is no pay and play. This needs to be considered if private companies are to come in to deliver leisure/gym provision.

[Sports Halls](#)

- 14.7.32 Strategy 3 would generate demand for approximately 8 sports hall courts, equivalent to two 4-court sports halls. These could be delivered within new schools on strategic sites, subject to formal community use agreements secured through developer contributions and other funding mechanisms available. This would help alleviate pressure on existing One Leisure/schools sports halls.

[Artificial Grass Pitches \(3G\)](#)

- 14.7.33 An additional two full-size 3G pitch would be required to meet projected demand. This could be delivered within the Huntingdon Analysis area within the west analysis area

Outdoor Tennis Courts

- 14.7.34 Demand generated under Strategy 3? would suggest a requirement for around four additional courts. However, the Playing Pitch Strategy indicates that future tennis provision is broadly sufficient but this will need to be kept under review

Grass Football Pitches

- 14.7.35 Sport England's Playing Pitch Calculator indicates the following additional needs:

- 8 Match Equivalent Sessions (MES) for adult football
- 15 MES for youth football
- 11 MES for mini soccer.

- 14.7.36 To support these football pitches especially for adult and youth football provision changing rooms are required. To support 8 adult pitches then 16 changing rooms are required and for 16 youth football this would be 21 changing rooms. The total number of changing rooms required could be up to a maximum of 37. However, this figure is subject to several variables, including:

- **Pitch Configuration:** The number and type of pitches provided will influence changing room demand.
- **Team Demographics:** Requirements will vary depending on whether teams are adult, junior, or women and girls, as these groups may have different needs.
- **Fixture Scheduling:** The number of teams playing at home versus away on any given match day will also affect changing room usage.
- **Governing Body Guidance:** Final provision will be informed by guidance from the Football Association at the relevant time, ensuring alignment with current standards and best practice.

- 14.7.37 The cost of delivering the new or improved infrastructure identified is shown in Table 75. The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active Places Power website. These tools provide indicative costings based solely on the

estimated additional demand generated by population growth, as calculated from proposed dwelling numbers. It is also important to note that the figures do not account for existing facility provision, current capacity, or whether there is scope within the existing infrastructure to accommodate additional usage. They also do not assess the efficiency or effectiveness of current usage patterns.

- 14.7.38 All cost estimates are indicative and are based on Sport England Facility Costs from Q3 2024 and the Building Cost Information Service (BCIS) construction data for 2024. They should not be interpreted as detailed project costs or definitive funding requirements. HDC emphasis that the data provided should be used in conjunction with the local Playing Pitch and Outdoor Sports Strategy⁵⁰⁸ and the Indoor Built Facility Strategy⁵⁰⁹. These figures exclude operation and maintenance cost implications which is needed to be taken into account.

Table 75: Cost of delivering the new or improved infrastructure

Infrastructure	Cost
Swimming Pool Provision cost	£7,079,745
Sports Halls	£5,904,527
3G Pitch	£2,055,579
Outdoor Tennis Courts	£453,372
Adult Football Pitches	£862,717
Youth Football Pitches	£1,455,379
Mini Soccer Pitches	£321,020
Changing Rooms (to support youth football and mens football)	£7,154,499 (36 changing rooms)

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

Green Infrastructure and Blue Infrastructure

- 14.7.39 It is recognised by consultee respondents that the options for growth in this strategy will generate recreational pressure on designated sites and other existing green and blue infrastructure. NE's preference is to support the growth option which has the least impact in terms of recreational pressure and traffic related air quality. Any growth provision will require a strategic approach to avoid impacts and, where this is not possible, provide appropriate mitigation.
- 14.7.40 HDC's Parks, Countryside and Climate team has advised that dispersed growth across villages and service centres risks fragmentation of green infrastructure and

⁵⁰⁸ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

⁵⁰⁹ [Indoor and Built Sports Facility Strategy \(2022\)](#)

may lead to piecemeal delivery. It would require a coordinated approach to ensure ecological connectivity and equitable access to open space.

14.7.41 Specific impacts identified for Growth Strategy 3 are as follows:

- **Great Ouse Valley:** Mitigation measures required at St Neots and between Huntingdon and St Ives. Additional capacity at destination sites including potential extensions to Paxton Pits and development of a new destination site at Fen Drayton Gravel Pits (RSPB site in South Cambridgeshire but on the boundary with HDC). Site-specific mitigation measures for flood meadows along Ouse Valley.
- **Fen-edge Woodlands, West Cambridgeshire Hundreds:** Mitigation measures to reduce impacts from recreational pressures on key destination nature sites.
- **Great Fen:** Increased visitor capacity and enhancement to create a new strategic nature destination.

14.7.42 It is acknowledged that further work is required to understand the full details of what new and improved infrastructure is needed to support each growth strategy. The Wildlife Trust suggests all strategic sites should aim for 50% of the site area to be designated as green infrastructure, of which 70% should be for natural habitats and green space. This will be considered as part of the site allocation process.

14.7.43 Potential measures to overcome impacts, as identified by the Wildlife Trust, are set out below:

- **Great Ouse Valley:** Extensions to Paxton Pits nature reserve and Hinchingsbrooke Country Park, and mitigation of flood meadows from Brampton to St Ives
- **Great Fen:** Car park, access trails with new infrastructure including bridges and viewing hides, resources to maintain them, and in the longer-term a potential visitor hub.

14.7.44 Further studies are required to quantify the costs of the potential measures in paragraph 14.7.45, but the cost for the Great Fen improvements are estimated at £4.8million⁵¹⁰.

⁵¹⁰ Consultation Response: Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire

- 14.7.45 On-site provision of green and blue infrastructure will be required, specifically new local green spaces, play areas, and biodiversity enhancements would be needed across multiple villages. Strategic landscaping and ecological connectivity measures would be required to mitigate fragmentation.
- 14.7.46 The estimated cost of delivering green infrastructure across the sites in this option is approximately £10-14 million⁵¹¹. This includes £4–6 million for new local green spaces and play areas in villages, £3–4 million for ecological connectivity and landscape buffers, and £2–4 million for SuDS and natural flood management features. Funding would primarily be through S.106 agreements with CIL contributions supporting strategic or off-site enhancements. Strategic sites may also benefit from NE Grants partnerships through the Local Nature Recovery Strategy.
- 14.7.47 Further detail on specific mitigation measures and costs will be identified at the Stage 2 IDS once preferred options for growth are confirmed.

Flood Management

- 14.7.48 In the context of Growth Strategy Option 3, the EA has advised that clustering growth around Peterborough, Huntingdon, Wyton/St Ives, Godmanchester, St Neots, Sawtry and Alconbury / Brampton, particularly in the vicinity of recent or adjoining development, may present both substantial drainage and water services infrastructure constraints. Whilst there are opportunities to reduce risks, major changes will be needed to achieve these with stakeholder buy-in, evidence base and resourcing to achieve it. Early delivery could be at risk in these locations.
- 14.7.49 It was suggested by the EA that CDAs may be required to target existing and growing flood risks (with climate change and growth) around parts of Peterborough, Huntingdon, Wyton and St Neots.
- 14.7.50 Growth Strategy Option 3 presents the opportunity to introduce natural flood management / BNG measures around Midloe Grange – the details of which would need to be explored at the next IDS stage.
- 14.7.51 Further site specific detail is required to fully understand the specific mitigation for flood risk. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS.

⁵¹¹ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

Emergency Services

- 14.7.52 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 14.7.53 The Police Service is operating at capacity, and all the Growth Strategy Options would impact on the operational capacity of the Service, leading to an increase in calls for service which could include crime to persons and property. Option 3 is likely to exacerbate the capacity issues compared to the other options, and lead to increased incident response times.
- 14.7.54 Table 76 below identifies the budgetary estimates associated with Growth Strategy Option 3, taken from the consultation response from Cambridgeshire Constabulary:

Table 76: Budgetary estimates for Growth Strategy Option 3 (Cambridgeshire Constabulary)

Growth Strategy Option	Infrastructure and Facilities	Cost (£ million)	Delivery Partner	Phasing
Option 3: 14,644 dwellings + 33.94 ha commercial + 1,534,126.6 sqm employment	Police infrastructure & facilities	2,855,580: residential	Cambridgeshire Constabulary	Across the plan period.

- 14.7.55 Police Infrastructure and facilities comprise of the items set out in paragraph 9.3.2 of this IDS.

Fire

- 14.7.56 The Fire & Rescue Service is operating at capacity and all the Growth Strategy Options would impact on the operational capacity of the Service. The additional demand arises through an increase in the prevention, protection and response activities, including the increased number of incidents, increased attendance times and changes in the incident risk profile. Option 3 is likely to exacerbate the capacity issues compared to the other options, and lead to increased incident response times.

- 14.7.57 Table 77 below identifies the budgetary estimates associated with Growth Strategy Option 3 taken from the consultation response from CFRS:

Table 77: Budgetary estimates for Growth Strategy Option 3 (CFRS)

Growth Strategy Option	Infrastructure and Facilities	Cost (£ million)	Delivery Partner	Phasing
Option 3: 14,644 dwellings + 33.94 ha commercial + 1,534,126.6 sqm employment	Fire & rescue infrastructure & facilities	2,928,800: residential	CFRS	Across the plan period

- 14.7.58 Fire and rescue infrastructure and facilities comprise of the items set out in paragraph 9.8.1 of this IDS.

Ambulance Services

- 14.7.59 EEAST has identified that the sites that form Growth Strategy Option 3 will mainly impact EEAST's existing and planned new Huntingdon Hub. There will be additional impact on emergency ambulance services in Peterborough as a result of development at CfS:209 - Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon.
- 14.7.60 Any developer contributions should be allocated to EEAST's Emergency Ambulance Hub at Peterborough/need for additional Ambulance Station Response Posts
- 14.7.61 An additional emergency ambulance / rapid response vehicle is required for every 10,000 residents (or part of). For each Growth Strategy Option EEAST indicate that improved road infrastructure is required as Buckden roundabout is affected by traffic delays, accidents and frequent breakdown of vehicles. Travel times at Buckden and St Neots roundabouts will be impacted for new residents who may travel north-south on the A1.
- 14.7.62 Specific infrastructure requirements for Growth Strategy Option 3 includes the expansion of emergency ambulance services in Peterborough, with additional ambulance station response posts. New emergency ambulance services are required at Hinchbrook Park, with additional ambulance station response posts across the area. EEAST has identified other infrastructure requirement which include increasing the network grid capacity and a centralised EV charging

area for fire, police, local authority and health services vehicles as well as ambulances.

- 14.7.63 The cost of expanding the existing Peterborough Ambulance Hub is set out in the Consultation Response from EEAST (June 2025) and estimated as £5,047 per sqm (cost excludes land purchase, fees and VAT). The total cost to build a new Huntingdon Hub is expected to be in the region of £15m (potential site is to demolish the existing fire HQ and rebuild). This includes costs for any additional stories if HDC and CFRS occupy the building. Additional funds may be required if additional parking is required – one option would be to create a new multistorey car park on Cambridgeshire Police existing car park.
- 14.7.64 Funding for this infrastructure will be sought from S.106 contributions or CIL, existing EEAST capital resources, and external funding.

Transport

- 14.7.65 CCC's response to the Huntingdonshire Further Issues and Options LP consultation recommends the most appropriate growth option would be one that focusses on strategic expansion to existing towns and public transport corridors. It would also be one that avoids concentrating development around the strategic road network, which can build in unsustainable car travel habits. A focus on dispersed growth should also be avoided as it makes the provision of public transport and active travel infrastructure much more challenging. CCC also provided comments on each strategic site, which are outlined against each relevant strategic site in the previous section.
- 14.7.66 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation.
- 14.7.67 National Highways, through their consultation response to the emerging IDS, note it is currently unknown whether the proposed scale of growth and sites can be accommodated safely and without resulting in a severe impact on safety or delay on the strategic road network. Minor capacity enhancements may need to be considered for Alwalton Junction to accommodate growth in the area. National Highways note the costs, funding and delivery mechanisms, and phasing timescales are currently unknown and will require robust modelling.

- 14.7.68 Peterborough City Council, through their consultation response to the emerging IDS, highlight that this growth option is likely to have a negative impact on the capacity of Peterborough's existing infrastructure network, most notably in relation to the road network in and out of Peterborough from the west of the city via Oundle Road. As detailed in the draft Peterborough LP 2024 – 2044, Peterborough will see substantial growth in the west of its urban area, including proposals for approximately 2,000 homes at the East of England Showground, in addition to committed development in this area of 109 homes immediately south and east of Oundle Road and the A1 respectively. The Peterborough LP 2024 – 2044 Transport Assessment identifies the impact the proposed Peterborough LP sites will have on the transport network. It finds substantial impact concentrated along Oundle Road. Mitigation recommendations include roundabout improvements and better active travel provision on and off slip mini roundabouts. Peterborough City Council emphasise that the proposed strategic sites in this growth options would exacerbate Peterborough's known transport infrastructure issues and create new ones. Therefore, Peterborough City Council express the view that, even with new and improved infrastructure, the level of growth proposed adjacent to the Peterborough boundary is unsustainable and the particular strategic sites proposed north of the A605 are unfavourable. The non-strategic employment land proposed south of the A605 / Peterborough Services could be somewhat favourable however, as traffic from this site would likely enter and exit the city using the network of parkways, such as for example along Fletton Parkway. The City Council notes that to mitigate the proposed growth west of the city, new active travel infrastructure connecting into the city's existing active travel network would be required.
- 14.7.69 There may be a need for improved highway infrastructure as Buckden roundabout is affected by traffic delays, accidents and frequent breakdown of vehicles.
- 14.7.70 On 14 November 2024 the Secretary of State for Transport issued safeguarding directions to HDC and other relevant LPAs concerning the safeguarding of land for EWR⁵¹². These safeguarding directions, associated maps and guidance require relevant LPAs, including HDC, to consult EWR Company Limited prior to the determination of any planning applications on EWR safeguarded land and to determine such planning applications in accordance with the recommendations of EWR Company Limited. This approach is of course designed to avoid

⁵¹² [EWR Safeguarding Direction, maps, and associated guidance](#)

development being permitted along the EWR route that could frustrate the railway's potential delivery. The strategic and non-strategic sites to the East of St Neots fall within the EWR safeguarded land. Consequently, the development potential of these sites will remain uncertain until such time as the EWR proposal has progressed through the NSIP regime. In the absence of such certainty, it would be appropriate to take a cautious approach and assume the land cannot be developed other than in association with the EWR proposal. This should be kept under review pending the outcome of the EWR NSIP process.

14.7.71 Network Rail, through their consultation response to the emerging IDS, highlighted that the option to focus greater development activity away from the north – south rail corridor, compared to other growth options, means the existing / proposed rail services will have a more limited role to play. Although a similar set of interventions will be required from the sites to the north of St Ives to access Huntingdon, journey lengths compared with growth option 1 will increase. Access to the railway station at Huntingdon may also be less convenient. None of the major housing and development proposals outlined in this scenario would have a substantial impact on the infrastructure requirements identified in paragraph 10.9.3 above. Instead, funding to improve accessibility to Huntingdon railway station would be required, which would require contributions from other (non-rail) sources. Costs to improve accessibility to Huntingdon railway station, in the form of bus infrastructure and car parking improvements, would need to be identified. The proposed additional East Coast Main Line stations and / or the other complementary access improvements would need to be constructed at an early stage in the delivery of strategic growth to embed these travel opportunities at an early stage.

14.7.72 The focus on dispersed growth provides opportunities to provide new and enhanced active travel infrastructure across more areas of the District, including a wider range of settlements than would perhaps be the case under the other growth options, thereby facilitating active and healthy lifestyles across the District. However, this dispersed growth with smaller sites may result in greater challenges in delivering comprehensive active travel through sites and into nearby settlements, relative to the other growth options. Careful consideration will also need to be given to the limited public rights of way network across parts of the District in particular to the strategic and major road networks, which without appropriate enhancements could restrict connectivity for the most vulnerable users. In this regard, new and improved active travel infrastructure will need to

cross the A1 and A141 to prevent these roads from severing a number of strategic and non-strategic sites from Peterborough and Huntingdon respectively.

Utilities

Electricity

- 14.7.73 Non-strategic developments in the Somersham area may require 33kV network extension, depending on size. Somersham is remote from existing primary substations, the nearest being Chatteris Primary substation. If this becomes part of the preferred development options, then UKPN will need to consider options in detail. There may be an interaction with supplies for the new Fens Reservoir. It is not possible to provide a cost at this time for the extension to the network to Somersham but it will be several million pounds and may take 3 – 5 years to complete.
- 14.7.74 Similar to Growth Strategy Option 1, sites to the west of Peterborough would require a new Primary substation and reinforcement upstream to reinforce the load associated with cumulative impacts of development. As above, a new Grid Supply Point would be required in the vicinity of Peterborough and is estimated to cost £50 - £80 million and would take approximately ten years.
- 14.7.75 The funding approval for such an overarching, strategic initiative would be best obtained by a robust engineering justification paper to OFGEM as part of a price control submission (ED3, if justifiable, or perhaps a later period).

Water Supply

- 14.7.76 See response for water supply under Growth Strategy Option 1 above.

Wastewater

- 14.7.77 AW suggests that the IWMS will help to inform where there is existing capacity at WRCs to accommodate growth in these settlements. Stilton and Yaxley are constrained as they are within Peterborough WRC catchment and therefore dependent on the quantum of growth proposed and if a sustainable point of connection (SPOC) is available.
- 14.7.78 Bluntisham, Somersham, and Godmanchester sites are currently constrained because there is currently no WRC capacity to accommodate growth. Future investment at Somersham and Huntingdon WRCs from 2030 will need to be identified through the DWMP2 and next Business Plan (PR29), once site allocations are confirmed.

- 14.7.79 The dispersed strategy for growth may be feasible where there is existing infrastructure capacity available. If growth is dispersed in such a way that multiple investments must be made in new infrastructure (i.e. WRC capacity / network reinforcement), it may lead to longer delivery timescales and is considered by AW to be less carbon efficient compared to focussing growth on a smaller number of WRCs.

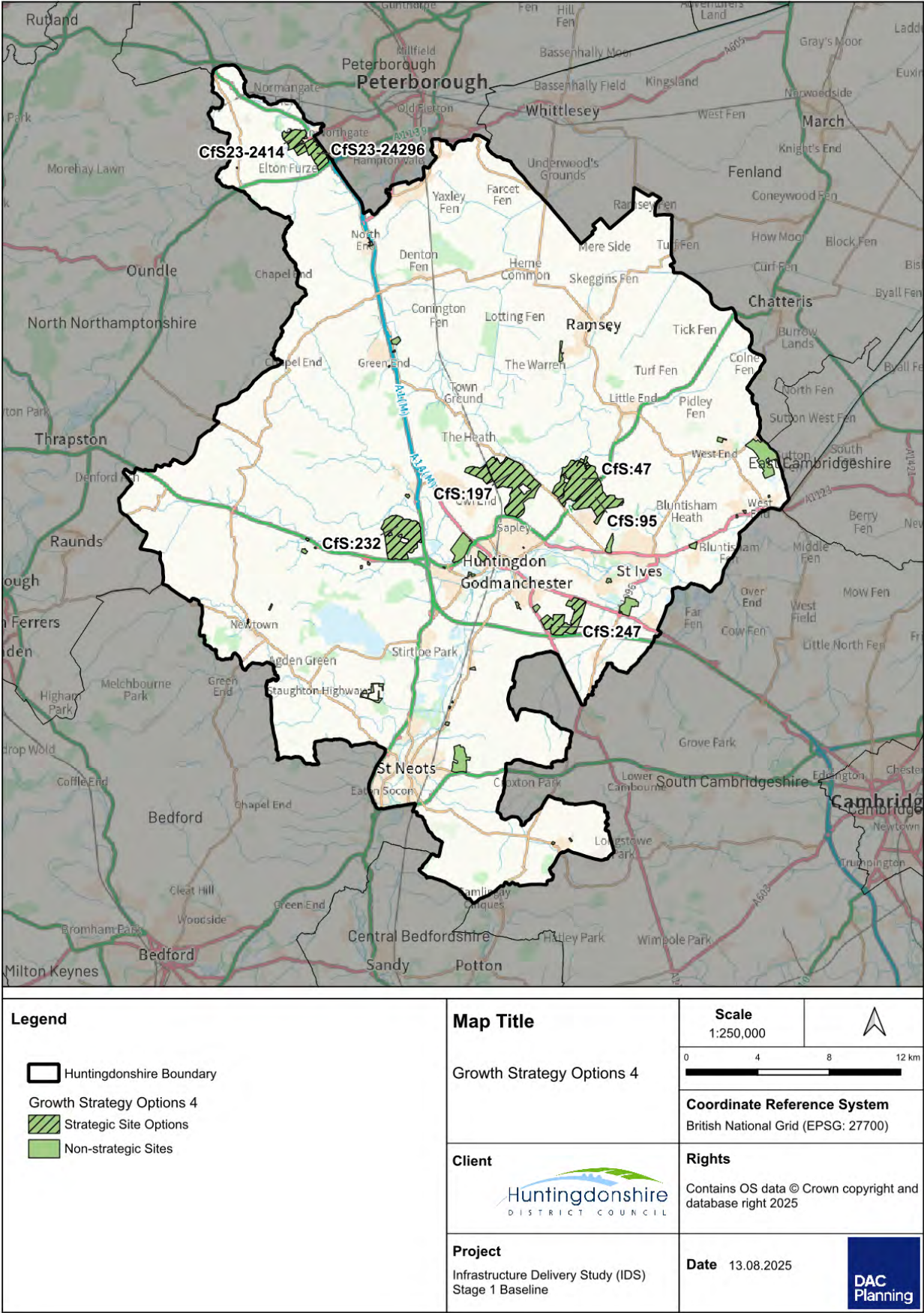
Other

- 14.7.80 Further consideration will be given to other relevant infrastructure requirements at Stage 2 of the IDS, once more detailed information becomes available.

14.8 Growth Strategy Option 4

- 14.8.1 Growth Strategy Option 4 focuses on freestanding strategic developments and limited dispersed growth. Remaining development distributed in Service Centres and Large Villages with no village development. The potential plan capacity proposes 14,865 residential dwellings and a commercial capacity of 66.37 ha and 1,534,126.6 sqm of employment, with final employment requirements to be determined by the Economic and Employment Needs Assessment, for the plan period.
- 14.8.2 The development is distributed in larger villages with no small village development. To support the freestanding strategy, Colne Fen was identified for commercial leisure, Galley Hill in Fenstanton for commercial use and Midloe Grange for BNG uses.
- 14.8.3 The growth strategy option 4 has 7 freestanding strategic sites which includes:
- i. CfS:197 - Sapley Park Garden Village
 - ii. CfS:232 - Land at Weybridge Farm (Brampton Cross)
 - iii. CfS23-2414 - Chesterton Garden Village
 - iv. CfS23-24296 - Bottom Lodge Farm / Land at A1 West (North)
 - v. CfS:247 - The Lattenburys (land to the South of the A1307 and North of A14, and east of A1198)
 - vi. CfS:95 - Wyton Airfield
 - vii. CfS:47 - Hungary Hall, West of A141, Wyton-on-the Hill

Figure 28: Growth Strategy Option 4



14.9 Infrastructure Impacts – Consultation Responses

14.9.1 The following sets out infrastructure impacts including cumulative impacts as a result of the Growth Strategy Option, by infrastructure type.

Education

14.9.2 Growth Strategy 4 will deliver residential dwellings and therefore impact on the demand for early years & childcare and school places. The scale of the sites being considered in Growth Strategy4 will generate demand for a range of educational facilities which are expected to be brought forward as part of new development. The following table sets out the pupil demand for each site, using CCC's general multipliers. The calculations have assumed the upper limit of the range to confirm the pupil places. Further discussion between HDC and CCC will take place at Stage 2 to agree the expected on site provision and, where necessary, off-site contributions to meet the infrastructure requirements for education. This statement applies throughout this education baseline section of the IDS.

Table 78: Pupil demand from potential sites within Growth Strategy Option 4

Site	Capacity	0-3 years	Primary	Secondary	SEND
CfS:197 - Sapley Park Garden Village	9,006	2,702	3,603	2,252	196
CfS23-2414 - Chesterton Garden Village	1,420	426	568	355	31
CfS23-24296 - Bottom Lodge Farm / Land at A1 West (North)	1,700	510	680	N/A*	37
CfS:247 - The Lattenburys (land to the South of the A1307 and North of A14, and east of A1198)	3,824	1,148	1,530	956	83
CfS:95 - Wyton Airfield	4,491	1,348	1,797	1,123	98
CfS:47 - Hungary Hall, West of A141, Wyton-on-the Hill	4,061	1,219	1,625	1,016	89

**The catchment secondary school for this development, Nene Park Academy, covers both CCC and Peterborough City Council areas. Any queries relating to forecasting of secondary places at this school will need to be directed to and discussed with Peterborough City Council.*

Source: CCC Education response to Draft IDS Baseline Assessment Questionnaire

- 14.9.3 CCC indicates that primary school demand should be delivered on each of the sites, with provision varying between 3 and 4FE primary schools, with the exception of Sapley Park Garden Village where a 2FE primary school in conjunction with four 4FE primary schools to meet the 18FE demand generated. As per CCC's policy, it is expected that all new primary schools include early years' facilities, and that additional sites are marketed for full day care provision.
- 14.9.4 Each of the sites, save for Chesterton Garden Village and Bottom Lodge Farm, generate demand for on-site provision of secondary schools – the latter is due to the site being located within Peterborough City Council's secondary school catchment area. The on-site provision varies between 7FE and 9FE, with two secondary schools being required to support the delivery at Sapley Park Garden Village.
- 14.9.5 Each of the sites generates SEND places. Contributions towards providing these places, either by expanding existing provisions in the nearby area or by contributing towards an as-yet unidentified future project, will be sought to mitigate the increased demand. Details of these projects will be agreed at a later date.
- 14.9.6 When seeking contributions towards new infrastructure, the costs will be derived from the feasibility study for proposed development, in which the preferred option has been identified. Where this is not possible, the score cards published by the DfE will be used. These provide an average cost per place for both new build infrastructure and expansion of existing infrastructure.
- 14.9.7 The point at which new infrastructure will be required is directly linked to the build-out timetable of the residential sections of the different sites. A housing delivery trajectory will be required to determine this.

Primary Healthcare

- 14.9.8 A large number of strategic sites would require multiple new build facilities, unless these can be closely coordinated in terms of phasing and delivery to allow for shared mitigation strategies to facilitate a smaller number of larger facilities, with each site allocation contributing.
- 14.9.9 In particular, there are limited estate options in the north-west of the district within Huntingdonshire LPA boundary to support substantial housing growth to west of A1 adjoining Peterborough. Focus of growth in central area, with no existing capacity, would require multiple new 'On-Site' primary care led health facilities

(Neighbourhood Health Facilities) for the larger allocations, alongside off-site mitigation for non-strategic sites.

14.9.10 Initial assessment by NHS Property Services identifies that there is a requirement for 4,818 sqm of additional floorspace from strategic allocations - including build out beyond the plan period. Initial assessment of capital cost of mitigation for Strategic Allocations - £30,462,018 – including build out beyond plan period.

14.9.11 Funding mechanisms for the delivery of primary healthcare would be predominantly through developer contributions, with options for:

- In-kind provision by the developer in the form of a turnkey, fully fitted out facility transferred to the NHS at no cost; or
- The provision of a service plot of land at no cost, and a financial contribution to equivalent to the full capital cost of a new build facility of the required size; or
- Financial contribution towards off-site capacity improvement project.

14.9.12 In terms of delivery timescales, off site contributions would be payable during early phases of development to ensure capacity improvement projects can occur prior to occupation. On-site mitigation to be delivered at the mid to late phases once the residents on-site would be of a sufficient level to support the service delivery. Interim options for larger developments would be supported.

Public Health

14.9.13 A focus on free- standing development sites may require existing facilities to be expanded but also new facilities which may not be accessible to residents living in existing settlements. The option would require GP practices, dentists, pharmacies and community-based services. Funding would be from a variety of funding options with a focus on developer contributions. Infrastructure would be required as soon as possible, prior to occupation of new development, where possible.

Community and Built Facilities

14.9.14 At this time, it has not been possible to determine whether the impact of growth will result in a change in the need for new and/or expanded community facilities in Huntingdonshire. Further consideration of this provision will require further investigation as part of Stage 2.

Libraries

- 14.9.15 The CCC Library Service response to Growth Strategy Option 4 is the same as for Option 1. Developments around existing library sites, Huntingdon, St Ives, St Neots, Yaxley and Sawtry have existing library sites, but some contributions may be sought to help develop service to meet increased demand created by new developments i.e. contribution towards fitout. Furthermore, CCC Library Service
- 14.9.16 CCC Library Service also note that freestanding settlements of the scale proposed will generally be required to provide some element of library provision with the development or shared across contiguous developments.

Sports and Leisure

- 14.9.17 Strategy 4 proposes 14,865 new dwellings, which would generate a population increase of approximately 32,554 residents. This level of growth would require substantial investment in new and improved sport and leisure infrastructure across the district. The location and scale of growth under this option will have substantial implications for the infrastructure managed by Huntingdonshire District Council, particularly:

Impact on Football Pitch Provision

- 14.9.18 Several of the proposed strategic sites are beyond or on the edge of existing settlements, where access to high-quality football provision is already constrained. Without new or enhanced local facilities, demand from incoming residents will displace onto existing sites, many of which are already at or over capacity. Key pressures include:
- Sapley Park (Huntingdon): Youth pitches are currently at full capacity, with only limited availability on adult and mini pitches. Pitches are rated standard quality and would not withstand increased usage without enhancement.
 - Priory Park (St Neots): All pitch types are rated poor quality, with adult and mini pitches at capacity and youth pitches overplayed.
 - St Ives Outdoor Centre: Identified in the Playing Pitch and Outdoor Sports Strategy and the Local Football Facility Plan as a priority location for a new full-size 3G artificial turf pitch, necessary to meet current and future demand.
- 14.9.19 Without intervention, growth across these locations would result in an unsustainable strain on pitch infrastructure, limiting opportunities for both affiliated and recreational football activity.

- 14.9.20 Any substantial housing growth in these areas should be accompanied by the development of new football pitches or the enhancement of existing facilities, in line with the recommendations of the Huntingdonshire Playing Pitch Strategy and use of S.106.

Impact on One Leisure Facilities

- 14.9.21 Freestanding development will also impact indoor leisure infrastructure, particularly where sites fall within the catchments of existing One Leisure centres:

- One Leisure Huntingdon: Sapley Park Garden Village and parts of Brampton Cross.
- One Leisure St Neots: Chesterton and Weybridge Farm.
- One Leisure St Ives (Indoor and Outdoor): Wyton Airfield and Hungary Hall.
- Sawtry Leisure (reinstated): Bottom Lodge Farm. However, it is important to know that Sawtry Leisure is not yet operational.

- 14.9.22 The following sections lists out the required new/improved infrastructure provision to support the growth in strategy 4:

Swimming Pools

- 14.9.23 Based on Sport England's Facility Calculator, this growth would generate demand for approximately 6 additional 25m swimming lanes. This could be met through a combination of facility upgrades and new provision:

- St Neots: Potential to expand existing pool from 4 to 6 or 8 lanes
- St Ives Indoor: Potential to expand from 4 to 6 or 8 lanes
- Ramsey: Potential location for a new 6- or 8-lane pool

- 14.9.24 Private facilities such as the forthcoming David Lloyd in Wintringham are expected to operate on a membership-only basis, with limited impact on public demand as there is no pay and play. This needs to be considered if private companies are to come in to deliver leisure/gym provision.

Sports Halls

- 14.9.25 Strategy 4 would generate demand for approximately 8 sports hall courts, equivalent to two 4-court sports halls. These could be delivered within new schools on strategic sites, subject to formal community use agreements secured through S.106 planning obligations. This would help alleviate pressure on existing One Leisure/schools sports halls.

Artificial Grass Pitches (3G)

- 14.9.26 An additional two full-size 3G pitch would be required to meet projected demand. This could be delivered within the Huntingdon Analysis area or St Neots Analysis area.

Outdoor Tennis Courts

- 14.9.27 Demand generated under Strategy 4 would suggest a requirement for around four additional courts. However, the Playing Pitch Strategy indicates that future tennis provision is broadly sufficient but this will need to be kept under review

Grass Football Pitches

- 14.9.28 Sport England's Playing Pitch Calculator indicates the following additional needs:

- 8 Match Equivalent Sessions (MES) for adult football
- 15 MES for youth football
- 11 MES for mini soccer.

- 14.9.29 To support these football pitches especially for adult and youth football provision changing rooms are required. To support 8 adult pitches then 16 changing rooms are required and for 16 youth football this would be 21 changing rooms. The total number of changing rooms required could be up to a maximum of 37. However, this figure is subject to several variables, including:

- **Pitch Configuration:** The number and type of pitches provided will influence changing room demand.
- **Team Demographics:** Requirements will vary depending on whether teams are adult, junior, or women and girls, as these groups may have different needs.
- **Fixture Scheduling:** The number of teams playing at home versus away on any given match day will also affect changing room usage.
- **Governing Body Guidance:** Final provision will be informed by guidance from the Football Association at the relevant time, ensuring alignment with current standards and best practice.

- 14.9.30 The cost of delivering the new or improved infrastructure identified is shown in Table 79 The cost estimates presented have been derived using Sport England's Sports Facility Calculator and Playing Pitch Calculator, available via the Active

Places Power website. These tools provide indicative costings based solely on the estimated additional demand generated by population growth, as calculated from proposed dwelling numbers. This is also to note that the figures do not account for existing facility provision, current capacity, or whether there is scope within the existing infrastructure to accommodate additional usage. They also do not assess the efficiency or effectiveness of current usage patterns.

- 14.9.31 All cost estimates are indicative and are based on Sport England Facility Costs from Q3 2024 and the Building Cost Information Service (BCIS) construction data for 2024. They should not be interpreted as detailed project costs or definitive funding requirements. HDC emphasis that the data provided should be used in conjunction with the local Playing Pitch and Outdoor Sports Strategy⁵¹³ and the Indoor Built Facility Strategy⁵¹⁴. These figures exclude operation and maintenance cost implications which is needed to be taken into account.

Table 79: Cost of delivering the new or improved infrastructure

Infrastructure	Cost
Swimming Pool Provision cost	£7,186,592
Sports Halls	£5,993,638
3G Pitch	£2,086,601
Outdoor Tennis Courts	£460,214
Adult Football Pitches	£859,601
Youth Football Pitches	£1,450,116
Mini Soccer Pitches	£319,856
Changing Rooms (to support youth football and mens football)	£7,262,521 (37 changing rooms)

Source: Sports England Calculator via HDC Active Lifestyles Consultation Response 2025

Green Infrastructure and Blue Infrastructure

- 14.9.32 It is recognised by consultee respondents that the options for growth in this strategy will generate recreational pressure on designated sites and other existing green and blue infrastructure. NE's preference is to support the growth option which has the least impact in terms of recreational pressure and traffic related air quality. Any growth provision will require a strategic approach to avoid impacts and, where this is not possible, provide appropriate mitigation.

⁵¹³ [Playing Pitch and Outdoor Sports Strategy \(2022\)](#)

⁵¹⁴ [Indoor and Built Sports Facility Strategy \(2022\)](#)

- 14.9.33 HDC's Parks, Countryside and Climate team has advised that freestanding strategic sites offer the greatest potential for delivering new, high-quality green infrastructure at scale. However, they also require upfront investment and careful phasing to ensure early delivery of accessible green space.
- 14.9.34 Specific impacts identified for Growth Strategy 4 are as follows:
- **Great Ouse Valley:** Mitigation measures required at St Neots and between Huntingdon and St Ives. Additional capacity at destination sites including potential extension to Paxton Pits and development of a new destination site at Fen Drayton Gravel Pits (RSPB site in South Cambridgeshire but on the boundary with HDC). Site-specific mitigation measures for flood meadows along Ouse Valley.
 - **Nene Valley: Ferry Meadows Country Park (Peterborough) is at capacity.** New additional strategic greenspace capacity is required.
 - **Fen-edge Woodlands, John Clare Countryside (Peterborough):** Mitigation measures to reduce impacts from recreational pressures on key destination nature sites.
 - **Great Fen:** Increased visitor capacity and enhancement to create a new strategic nature destination.
- 14.9.35 It is acknowledged that further work is required to understand the full details of what new and improved infrastructure is needed to support each growth strategy. The Wildlife Trust suggests all strategic sites should aim for 50% of the site area to be designated as green infrastructure, of which 70% should be for natural habitats and green space. This will be considered as part of the site allocation process.
- 14.9.36 Potential measures to overcome impacts, as identified by the Wildlife Trust, are set out below:
- **Great Ouse Valley:** Extensions to Paxton Pits nature reserve and Hinchbrook Country Park, and mitigation of flood meadows from Brampton to St Ives
 - **Nene Valley:** Additional capacity within the Nene Valley as Ferry Meadows Country Park is at capacity.
 - **Great Fen:** Car park, access trails with new infrastructure including bridges and viewing hides, resources to maintain them, and in the longer-term a potential visitor hub.

- 14.9.37 Further studies are required to quantify the costs of the potential measures in paragraph 14.9.34, but the cost for the Great Fen improvements are estimated at £4.8million⁵¹⁵.
- 14.9.38 On-site provision of green and blue infrastructure will be required, specifically major new green infrastructure would be required at Sapley Park Garden Village, Lattenburys, and Hungary Hall. This includes large-scale open space, habitat creation, and multifunctional green corridors.
- 14.9.39 The estimated cost of delivering green infrastructure across the sites in this option is approximately £18-25 million⁵¹⁶. This includes £5–7 million per major site (e.g. Sapley Park Garden Village, Lattenburys, Hungary Hall) for new country parks, habitat creation, and multifunctional green infrastructure, and £2–3 million for strategic SuDS and biodiversity corridors. Funding would primarily be through developer contributions supporting strategic or off-site enhancements. Strategic sites may also benefit from NE Grants partnerships through the Local Nature Recover Strategy.
- 14.9.40 Further detail on specific mitigation measures and costs will be identified at the Stage 2 IDS once preferred options for growth are confirmed.

Flood Management

- 14.9.41 In the context of Growth Strategy Option 4, the EA has advised that a dispersed growth strategy would overcome potential risks to early delivery due to a greater distribution of growth which would reduce competition for constrained infrastructure. Whilst there are opportunities to reduce risks, major changes will be needed to achieve these with stakeholder buy-in, evidence base and resourcing to achieve it.
- 14.9.42 It was suggested by the EA that CDAs may be required to target existing and growing flood risks (with climate change and growth) around parts of Peterborough, Huntingdon, Wyton and St Neots.
- 14.9.43 Growth Strategy Option 4 presents the opportunity to introduce natural flood management / BNG measures around Midloe Grange – the details of which would need to be explored at the next IDS stage.

⁵¹⁵ Consultation Response: Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire

⁵¹⁶ Consultation Response: HDC Parks, Countryside & Climate (June 2025)

- 14.9.44 Further site specific detail is required to fully understand the specific mitigation for flood risk. This information will be tested with the LLFA and other stakeholders at Stage 2 of the IDS.

Emergency Services

- 14.9.45 The contributions identified by the emergency services, including costs and the types of infrastructure, are yet to be agreed with HDC, but reflect the most up to date information available. These will be reviewed at Stage 2 of the IDS in conjunction with the emergency services.

Police

- 14.9.46 The Police Service is operating at capacity, and all the Growth Strategy Options would impact on the operational capacity of the Service, leading to an increase in calls for service which could include crime to persons and property.
- 14.9.47 Table 80 below identifies the budgetary estimates associated with Growth Strategy Option 4, taken from the consultation response from Cambridgeshire Constabulary:

Table 80: Budgetary estimates for Growth Strategy Option 4 (Cambridgeshire Constabulary)

Growth Strategy Option	Infrastructure and Facilities	Cost (£ million)	Delivery Partner	Phasing
Option 4: 14,865 dwellings + 66.37 ha commercial + 1,534,126.6 sqm employment	Police infrastructure & facilities.	2,898,675: residential	Cambridgeshire Constabulary	Across the plan period

- 14.9.48 Police Infrastructure and facilities comprise of the items set out in paragraph 9.3.2 of this IDS.

Fire

- 14.9.49 The Fire & Rescue Service is operating at capacity and all the Growth Strategy Options would impact on the operational capacity of the Service. The additional demand arises through an increase in the prevention, protection and response activities, including the increased number of incidents, increased attendance times and changes in the incident risk profile.

- 14.9.50 Table 81 below identifies the budgetary estimates associated with Growth Strategy Option 4 taken from the consultation response from CFRS:

Table 81: Budgetary estimates for Growth Strategy Option 4 (CFRS)

Growth Strategy Option	Infrastructure and Facilities	Cost (£ million)	Delivery Partner	Phasing
Option 4: 14,865 dwellings + 66.37 ha commercial + 1,534,126.6 sqm employment	Fire & rescue infrastructure & facilities	2,973,000: residential	CFRS	Across the plan period

- 14.9.51 Fire and rescue infrastructure and facilities comprise of the items set out in paragraph 9.8.1 of this IDS.

Ambulance Services

- 14.9.52 EEAST has identified that the sites that form Growth Strategy Option 1 will impact on emergency ambulance services in Peterborough and generate need to additional ambulance station response posts. The remaining sites will impact the existing and new planning Huntingdon Hub.
- 14.9.53 An additional emergency ambulance / rapid response vehicle is required for every 10,000 residents (or part of). For each Growth Strategy Option EEAST indicate that improved road infrastructure is required as Buckden roundabout is affected by traffic delays, accidents and frequent breakdown of vehicles. Travel times at Buckden and St Neots roundabouts will be impacted for new residents who may travel north-south on the A1.
- 14.9.54 Specific infrastructure requirements for Growth Strategy Option 1 includes the expansion of emergency ambulance services in Peterborough, with additional ambulance station response posts. New emergency ambulance services are required at Hinchbrook Park, with additional ambulance station response posts across the area. EEAST has identified other infrastructure requirement which include increasing the network grid capacity and a centralised EV charging area for fire, police, local authority and health services vehicles as well as ambulances.
- 14.9.55 The cost of expanding the existing Peterborough Ambulance Hub is set out in the Consultation Response from EEAST (June 2025) and estimated as £5,047 per sqm (cost excludes land purchase, fees and VAT). The total cost to build a new

Huntingdon Hub is expected to be in the region of £15m (potential site is to demolish the existing fire HQ and rebuild). This includes costs for any additional stories if HDC and CFRS occupy the building. Additional funds may be required if additional parking is required – one option would be to create a new multistorey car park on Cambridgeshire Police existing car park.

- 14.9.56 Funding for this infrastructure will be sought from S.106 contributions or CIL, existing EEAST capital resources, and external funding.

Transport

- 14.9.57 CCC's response to the Huntingdonshire Further Issues and Options LP consultation recommends the most appropriate growth option would be one that focusses on strategic expansion to existing towns and public transport corridors. It would also be one that avoids concentrating development around the strategic road network, which can build in unsustainable car travel habits. A focus on dispersed growth should also be avoided as it makes the provision of public transport and active travel infrastructure much more challenging. CCC also provided comments on each strategic site, which are outlined against each relevant strategic site in the previous section.
- 14.9.58 The emerging Local Plan's Strategic Transport Strategy - Phase 1 tested a mitigation log primarily suggested by the site promoters, including mitigation from published proposals such as LCWIP and the CAPCAM do minimum scenario. Further detail will be included within the Stage 2 IDS to identify the transport infrastructure required for the strategic sites proposed for allocation.
- 14.9.59 National Highways, through their consultation response to the emerging IDS, note it is currently unknown whether the proposed scale of growth and sites can be accommodated safely and without resulting in a severe impact on safety or delay on the strategic road network. It is anticipated that mitigation would be required as part of this growth strategy including, capacity enhancements at Brampton Hut Interchange and Alwalton junction (A1) to support the level of growth proposed. National Highways note the costs, funding and delivery mechanisms, and phasing timescales are currently unknown and will require robust modelling.
- 14.9.60 Peterborough City Council, through their consultation response to the emerging IDS, highlight that this growth option is likely to have a negative impact on the capacity of Peterborough's existing infrastructure network, most notably in relation to the road network in and out of Peterborough from the west of the city via Oundle

Road. As detailed in the draft Peterborough LP 2024 – 2044, Peterborough will see substantial growth in the west of its urban area, including proposals for approximately 2,000 homes at the East of England Showground, in addition to committed development in this area of 109 homes immediately south and east of Oundle Road and the A1 respectively. The Peterborough LP 2024 – 2044 Transport Assessment identifies the impact the proposed Peterborough LP sites will have on the transport network. It finds substantial impact concentrated along Oundle Road. Mitigation recommendations include roundabout improvements and better active travel provision on and off slip mini roundabouts. Peterborough City Council emphasise that the proposed strategic sites in this growth options would exacerbate Peterborough’s known transport infrastructure issues and create new ones. Therefore, Peterborough City Council express the view that, even with new and improved infrastructure, the level of growth proposed adjacent to the Peterborough boundary is unsustainable and the particular strategic sites proposed north of the A605 are unfavourable. The non-strategic employment land proposed south of the A605 / Peterborough Services could be somewhat favourable however, as traffic from this site would likely enter and exit the city using the network of parkways, such as for example along Fletton Parkway. The City Council notes that to mitigate the proposed growth west of the city, new active travel infrastructure connecting into the city’s existing active travel network would be required.

- 14.9.61 There may be a need for improved highway infrastructure as Buckden roundabout is affected by traffic delays, accidents and frequent breakdown of vehicles.

- 14.9.62 On 14 November 2024 the Secretary of State for Transport issued safeguarding directions to HDC and other relevant LPAs concerning the safeguarding of land for EWR⁵¹⁷. These safeguarding directions, associated maps and guidance require relevant LPAs, including HDC, to consult EWR Company Limited prior to the determination of any planning applications on EWR safeguarded land and to determine such planning applications in accordance with the recommendations of EWR Company Limited. This approach is of course designed to avoid development being permitted along the EWR route that could frustrate the railway’s potential delivery. The non-strategic site to the East of St Neots partially falls within the EWR safeguarded land. Consequently, the development potential of this site will remain uncertain until such time as the EWR proposal has

⁵¹⁷ [EWR Safeguarding Direction, maps, and associated guidance](#)

progressed through the NSIP regime. In the absence of such certainty, it would be appropriate to take a cautious approach and assume the land under the EWR safeguarding direction cannot be developed other than in association with the EWR proposal. This should be kept under review pending the outcome of the EWR NSIP process.

14.9.63 Network Rail, through their consultation response to the emerging IDS, highlight that the inclusion of the strategic site at Brampton Cross, compared to Growth Strategy Options 2 and 3, would improve accessibility to Huntingdon. Depending on the local road access arrangements, the proposed Sapley Park Garden Village could also be accessible to a possible new station at Alconbury Weald. Costs to support these and other interventions are unknown and there is a requirement to produce updated scheme costs for a new station at Alconbury Weald. This would sit alongside the costs associated with any interventions, identified from the detailed timetable or traction power modelling, that would be required to support the defined train service at Alconbury Weald. Other funding sources are assumed for the car parking, bus and cycle access improvements. Network Rail note the rail based infrastructure could be funded by:

- Rail Network Enhancements Pipeline (RNEP), albeit this funding mechanism is very heavily over-subscribed during the next 10-15 years
- Tempsford station and any specific intervention measures could be included as part of the EWR development cost
- Third party funding such as developer contributions

14.9.64 Network Rail note the proposed additional East Coast Main Line stations and / or the other complementary access improvements would need to be constructed at an early stage in the delivery of strategic growth to embed these travel opportunities at an early stage.

14.9.65 The focus on larger strategic sites lends itself to substantial provision of high quality active travel infrastructure throughout strategic sites and nearby settlements. However, careful consideration will need to be given to the limited public rights of way network across some of these sites and in particular to the strategic and major road networks, which without appropriate enhancements could restrict connectivity for the most vulnerable users. In this regard, new and improved active travel infrastructure will need to cross the A1 and A141 to prevent these roads from severing a number of strategic and non-strategic sites from Peterborough and Huntingdon respectively.

Utilities

Electricity

14.9.66 In terms of new infrastructure required to support Option 4, UKPN identifies the following:

- North of Huntingdon: long cable routes to nearest primary substations or alternatively, a new Primary substation (north of the A14 and A141). This would cost in the region of £6m – £12m which could take 3 – 5 years to complete.
- Combined growth to the west of Peterborough (Chesterton Garden Community, Bottom Lodge Farm): estimated to exceed capacity of Orton Primary Substation (when added to Gt Haddon). This would require:
 - New Grid Supply Point (GPS) required in the vicinity of Peterborough, estimated £50-80 million (UK Power Networks considering an ED3 Engineering Justification Paper to OFGEM to address the higher-level infrastructure requirement). It is estimated that establishing a new GSP near Peterborough would require the best part of a decade.
 - New Grid & two Primaries to supply loads, £30-40 million in total, also something UK Power Networks is exploring as part of an ED3, 2028 – 2033 Engineering Justification paper.

Water Supply

14.9.67 See response for water supply under Growth Strategy Option 1 above.

Wastewater

14.9.68 A strategic solution may be needed to provide a new WRC for Sapley Park Garden Village, Hungary Hall and Wyton Airfield. Upgrades or a new WRC may be required at Huntingdon and a possible new WRC to accommodate sites to the west of Peterborough.

Other

14.9.69 Further consideration will be given to other relevant infrastructure requirements at Stage 2 of the IDS, once more detailed information becomes available.

15.0 Growth Strategy Options

Conclusions

15.1.1 The key infrastructure related matters to consider for each Growth Strategy Option are present in the table 82 below.

Table 82: Growth Strategy Options Conclusions

Growth Strategy Options	Key infrastructure related matters to consider
Growth Strategy Option 1 (see Section 14.2)	- Wastewater identified as particularly constrained in the Peterborough area. - Upgrades to electrical infrastructure necessary to support growth. - East of St Neots site falls within land safeguarded for EWR. - Capacity constraints along the SRN including the A1 / A1(M). - A141 bypass and dualling improvements are necessary to support projected growth. - Infrastructure requirements need to be coordinated at the strategic level.
Growth Strategy Option 2 (see Section 14.4)	- East of St Neots site falls within land safeguarded for EWR. - A141 bypass and dualling improvements are necessary to support projected growth. - Highly constrained wastewater treatment provision at Bluntisham, Godmanchester and Somersham. - Upgrades to electrical infrastructure necessary to support growth with challenging delivery issues at Sawtry. - Infrastructure requirements need to be coordinated at the strategic level.
Growth Strategy Option 3 (see Section 14.6)	- Upgrades to electrical infrastructure necessary to support growth. - East of St Neots site falls within land safeguarded for EWR. - A141 bypass and dualling improvements are necessary to support projected growth. - Infrastructure requirements need to be coordinated at the strategic level.
Growth Strategy Option 4 (see Section 14.8)	- Wastewater identified as particularly constrained in the Peterborough area. - Upgrades to electrical infrastructure necessary to support growth. - A141 bypass and dualling improvements are necessary to support projected growth. - Infrastructure requirements need to be coordinated at the strategic level.

15.1.2 It is important to note that at the time of writing the Council is awaiting the results of further technical work to inform the assessment of potential site options. The outcomes of this Stage 1 IDS provide a baseline assessment of the Potential

Growth Strategy Options based on the information and evidence available at the time of writing.

15.1.3 In terms of the assessment of the Potential Strategic Growth Options, it is evident from the outputs of the engagement with infrastructure providers that all of the Potential Strategic Growth Options would result in the need for substantial infrastructure, to mitigate the impacts of growth, although at present, infrastructure costs are estimates and not 'fixed'.

15.1.4 Nevertheless, there are some key findings from this Stage 1 Baseline IDS which may assist the Council in forming a decision with regard to a preferred Strategic Growth Option:

- The options which involve development to the north of the district will have substantial cross boundary impacts with Peterborough City Council, which would need further assessment and consideration, depending on which preferred option is identified.
- Three of the options include the site; East of St Neots, which is located on land safeguarded for East West Rail. This would potentially rule out the site as a strategic site allocation, and therefore impact on options 1 - 3.
- There is a difference in the impact of options that propose free-standing developments and those which propose dispersed growth. The highway authority states that a focus on dispersed growth should be avoided as it makes the provision of public transport and active travel infrastructure much more challenging.

16.0 Glossary

Term	Abbreviation
Accident and Emergency	A&E
Asset Management Period	AMP
Anglian Water	AW
Areas with Critical Drainage Problems	AwCDP
Biodiversity Net Gain	BNG
Building with Nature	BwN
Cambridgeshire County Council	CCC
Critical Drainage Areas	CDA
Cambridgeshire Fire and Rescue Service	CFRS
Community Infrastructure Levy	CIL
Cambridgeshire and Peterborough Combined Authority	CPCA
Development Consent Order	DCO
Department for Environment, Food and Rural Affairs	DEFRA
Department for Education	DfE
Department for Transport	DfT
Design Manual for Roads and Bridges	DMRB
Developer Contributions	Overarching term to cover CIL and S.106.
Distribution Network Operator	DNO
Drainage and Wastewater Management Plan	DWMP
Environment Agency	EA
East of England Ambulance Service NHS Trust	EEAST
England's Economic Heartland	EEH
Examination in Public	EiP
Eastern Power Network	EPN
East West Rail	EWR
Forms of Entry	FE
Future Homes Standard	FHS
Greater Cambridge Partnership	GCP
Grade II* listed building	GII* building
General Practitioner	GP
Grid Supply Point	GSP
Huntingdonshire District Council	HDC
Integrated Care Board	ICB*
Integrated Care Systems	ICS
Internal Drainage Board	IDB
Infrastructure Delivery Study	IDS

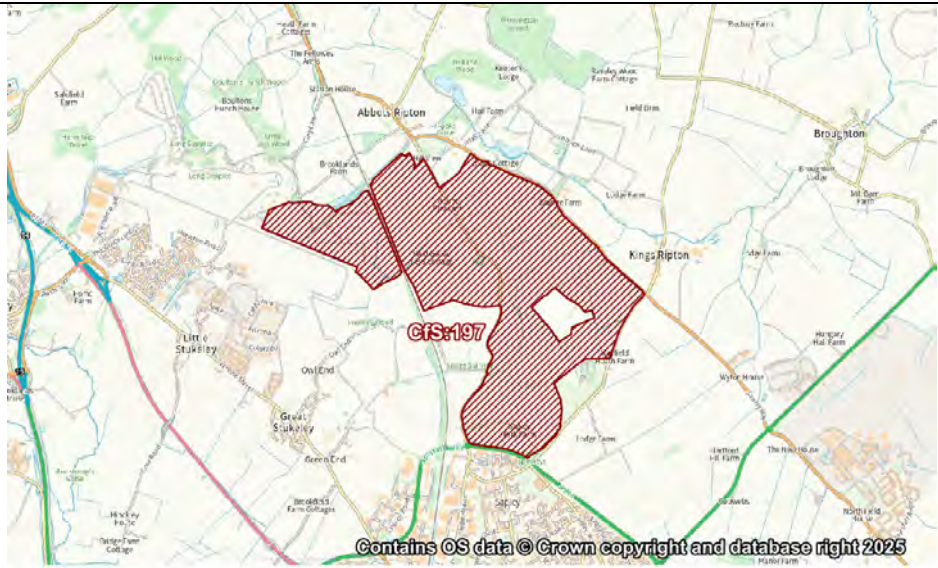
Term	Abbreviation
Infrastructure Funding Statements	IFS
Integrated Health Boards	IHB
Invitation to Tender	ITT
Cambridgeshire and Peterborough Joint Strategic Needs Assessment, 2023	JSNA
Local Area of Play	LAP
Local Development Scheme	LDS
Locally Equipped Area of Play	LEAP
Lead Local Flood Authority	LLFA
Local Nature Recovery Strategy	LNRS
Local Plan	LP
Local Planning Authorities	LPA
Local Policing Area Team	LPAT
Lawn Tennis Association	LTA
Local Transport and Connectivity Plan	LTCP
Manual for Streets	MfS
Middle Level Commissioners	MLC
Multi Use Games Area	MUGA
Megawatt	MW
Megawatt hour	MWh
Museums, Libraries and Archives Council	MLA
National Flood Risk Assessment	NaFRA
Natural England	NE
Neighbourhood Equipped Area of Play	NEAP
National Health Service	NHS
Integrated Care Strategy	No abbreviation used to avoid confusion with the Integrated Care System.
National Planning Policy Framework	NPPF
Nationally Significant Infrastructure Projects	NSIP
North West Anglia NHS Foundation Trust	NWAFT
Office of National Statistics	ONS
Park and Ride	P&R
Peterborough City Council	PCC
Planning and Compulsory Purchase Act 2004	PCPA
Police Community Support Officers	PCSO
Pharmaceutical Needs Assessment	PNA
Pharmacy, Optometry and Dental	POD
Personal Protective Equipment	PPE
Planning Practice Guidance	PPG
Playing Pitch and Outdoor Sports Strategy	PPOSS

Term	Abbreviation
Playing Pitch and Outdoor Sports Strategy Assessment Report	PPOSSR
Rail Network Enhancements Pipeline	RNEP
Section 106 contributions	S.106
Special Educational Needs and Disability	SEND
Sites of Special Scientific Interest	SSSI
Strategic Flood Risk Assessment	SFRA
Supplementary Planning Document	SPD
Strategic Road Network	SRN
Sustainable urban Drainage Systems	SuDS
Transport Assessment	TA
Cambridge City Council	No abbreviation used to avoid confusion with Cambridgeshire County Council.
Transport Statement	TS
UK Power Networks	UKPN
Urgent Treatment Centre	UTC
Whole Plan Viability Assessment	VA
Waste Collection Authority	WCA
Waste Disposal Authority	WDA
Waste Management Area	WMA
Water Recycling Centre	WRC
Water Resource Management Plan	WRMP
Water Resources Management Plan 2020-2045	WRMP19
Water Resources Management Plan for 2025-2050	WRMP24
Water Resource Zone	WRZ

Appendix A

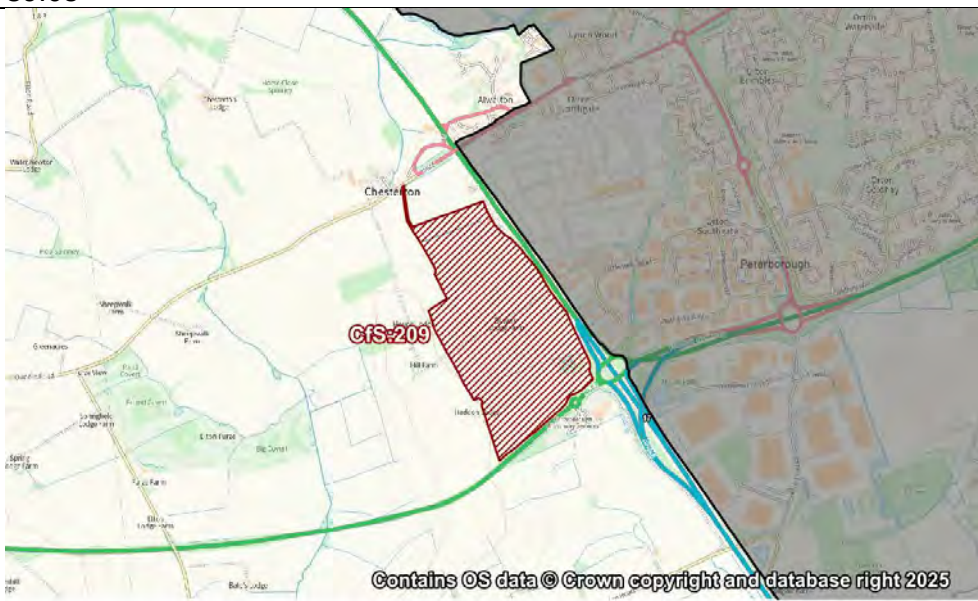
Site Assessment Proforma

Sapley Park Garden Village

Details of the Site	
Reference ID	CfS:197
Site Address	The Site is located to the north of the A141 Huntingdon, east of Alconbury Weald and South of Abbots Ripton
Site area (Ha)	579.66
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 Strategic Site Option 1:35,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the capacity of the site as follows: • 9,006 total homes • 20 ha of employment land • 4.5 Ha for 3 local centres and a community centre • 21 ha for 3 2 form entry primary schools and 1 all-through school • 11.5 ha for Sports hub Note that this factors in the removal of approximately 83 ha from the total site, representing the western parcel which is currently considered unachievable. 579.66ha – 83ha = Gross Site Area = 496.66ha.
Existing Infrastructure	The Sapley Park Garden Village November 2024 consultation response describes the following existing infrastructure on site: • Leisure, Sports, and Community Facilities: Jubilee Park • Green and Blue Infrastructure: 27 ha (66 acres) of public open space, • Transport: East Coast Mainline railway, A141, A1, A14, Pedestrian crossing on A141
Proposed Infrastructure	The Sapley Park Garden Village November 2024 consultation response proposes the following infrastructure on site: • Education: 3 primary schools and 1 all-through school • Healthcare: Expected inclusion, not specifically listed • Leisure/Community: Expanded Jubilee Park, 4 local centres, public parks • Transport: New railway station (Alconbury Weald, proposed), guided busway extension

	Utilities: Infrastructure supported by developers, e.g. relocation of powerlines
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The site comprises of two parcels of land with East Coast Mainline railway line separating the site into east and west zone. The Huntingdonshire Land Availability Assessment (2024) describes the site predominantly as a grade 2 greenfield agricultural land with some garden land and offers no opportunities to contribute to regeneration. The site includes a large solar farm, associated infrastructure and secure fencing covering two thirds of the land. The land is undulating with valley features on all sides and also proximity to the River Great Ouse towards the southeastern boundary. Heritage assets (listed buildings and scheduled monuments) are also present within and adjacent to the sites along with conservation areas in Abbots Ripton and Kings Ripton.
Infrastructure Needs and constraints	The Huntingdonshire Land Availability Assessment, 2024 notes that infrastructure needs and constraints include (but are not limited to) the following: - Transport infrastructure for the proposed rerouting of the A141 and increased traffic - The achievability of the development in the western parcel and links to Alconbury Weald is unclear and therefore is removed from the developable area unless further evidence is provided. Additional infrastructure to support development, such as schools, local services and green spaces/infrastructure - Strategic landscaping would be required to mitigate significant impact on wooded areas, tree belts, farm drainage, reservoir and to integrate heritage, natural assets, residential buildings - Mitigation would be required for overhead powerlines, high pressure gas, proposed residential development, Noise, air, vibrational and light pollution in association with East Coast Mainline and for the presence of crematorium. - Accessible network of streets, paths and cycleways, a high quality bus corridor (Sapley Park Garden Village November 2024 consultation response)

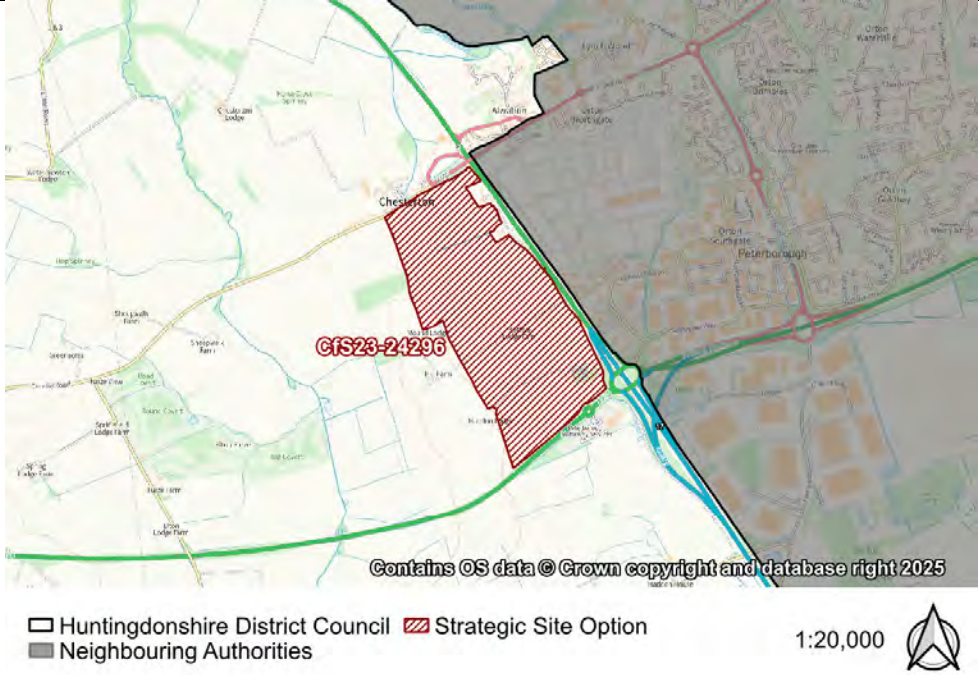
Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon

Details of the Site	
Reference ID	CfS:209
Site Address	The site is located in the north of Huntingdonshire District, adjacent to Peterborough City Council's boundary, and is bordered by the A1 to the east, the A605 to the south, with Chesterton and Oundle Road to the north and Elton to the west.
Site area (Ha)	89.05
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 ☐ Huntingdonshire District Council ☒ Strategic Site Option ☐ Neighbouring Authorities 1:20,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the capacity of the site as follows: • 64,116 sqm B2 use. • 149,604 sqm B8 use.
Existing Infrastructure	The Huntingdonshire Land Availability Assessment (2024) identifies the following existing infrastructure on the site: • The site is currently in agricultural use with a number of agricultural buildings and farmhouses on the site. • Public rights of way. • Telegraph poles run through the site. • Gas and electricity not immediately accessible to the site.
Proposed Infrastructure	The Newlands Development Promotion Document, June 2023 explains that the following infrastructure would be proposed on site: • Access is proposed from the A605, with pedestrian and cycle access provided from Oundle Road • Landscaping and Green Infrastructure • Improved safety and capacity of the existing A605/Motorway Service Area Roundabout • SuDS • New utility connections

DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The Huntingdonshire Land Availability Assessment (2024) describes the site as wholly within flood zone 1 with some surface water flood risk. It is wholly classified as grade 3 agricultural land and is currently in agricultural use. There are a number of agricultural buildings and farmhouses on site which would be demolished. There is no known contamination but telegraph poles run through the site. The site is within an extensive mineral safeguarding area. The site is immediately north of another site being promoted (A1 West (south) – Haddon 3).
Infrastructure Needs and constraints	The Huntingdonshire Land Availability Assessment (2024) notes that infrastructure needs and constraints include (but are not limited to) the following: • Improvements to the surrounding highway network, particularly to Junction 17 of the A1(M) and in conjunction with any other proposed growth along the A1(M) corridor. • Infrastructure provision to support sustainable modes of transport and ensure connections between the site and Peterborough can be achieved through reducing reliance on private vehicles. • On-site provision or improved access to local shops and services, e.g. Peterborough Services. • Green and Blue infrastructure provision to mitigate landscape impacts, deliver BNG and mitigate risks of surface water flooding.

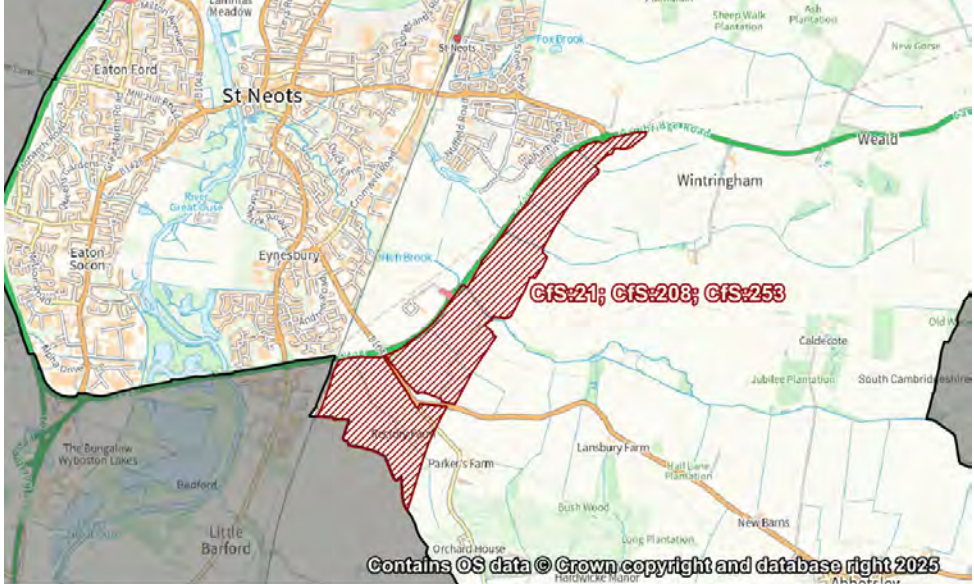
Bottom Lodge Farm / Land at A1 West (North)

(Note that this is a mixed-use residential option on the same site as Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon - CfS:209 above).

Details of the Site	
Reference ID	CfS23-24296
Site Address	Land at Bottom Lodge Farm, to the west of the A1, north of Peterborough service station and south of Oundle Road A1 West (North)
Site area (Ha)	115
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 Huntingdonshire District Council Strategic Site Option Neighbouring Authorities 1:20,000 
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the capacity of the site as follows: • 1,638 homes • 10ha for commercial development • 5ha land for local community/mobility hub supporting retail and sports pitches • 45 ha Natural green and open space • 3ha for a primary school
Existing Infrastructure	The Huntingdonshire Land Availability Assessment (2024) identifies the following existing infrastructure on the site: • Agricultural buildings and farmhouses • Green Infrastructure: hedgerows and drainage ditches. • Public Right of Way cuts through north western corner and northern half of western edge. • Telegraph poles run through the site.
Proposed Infrastructure	The Emerging Concept Plan, 31 January 2025, Newlands developments and David Lock Associates explains that the following infrastructure would be proposed on site: • Education: 1 primary school

	• Elderly care home. • Specialist housing such as self/custom build. • Leisure, Sports, and Community Facilities: A new mixed use commercial and community hub, playing field/sports facility, play areas. • Green and Blue Infrastructure: Public new parkland, wildlife habitat and pedestrian/leisure routes. • Flood management: SuDS and Surface Water attenuation. • Transport: Access to A605 with potential for bus priority. Filter Lane on the A1, access from Oundle Road, active travel connectivity improved along Oundle Road. Central street running north-south through the development linking A605/Oundle Road and A1.
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The Huntingdonshire Land Availability Assessment of sites submitted 1 August 2024 to 31 January 2025 describes the site as wholly within flood zone 1 with some surface water flood risk. It is wholly classified as grade 3 agricultural land and is currently in agricultural use. There are a number of agricultural buildings and farmhouses on site which would be demolished. There is no known contamination, but telegraph poles run through the site. The site is within an extensive mineral safeguarding area. The site is broadly similar in location and size as Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon (CfS:209).
Infrastructure Needs and constraints	The Huntingdonshire Land Availability Assessment, 2024 notes that infrastructure needs and constraints include (but are not limited to) the following: • Improvements to the surrounding highway network, particularly to Junction 17 of the A1(M) and in conjunction with any other proposed growth along the A1(M) corridor. • Infrastructure provision to support sustainable modes of transport and ensure connections between the site and Peterborough can be achieved through reducing reliance on private vehicles. Should proposed growth at Chesterton Garden Village be brought forward development should ensure it is fully integrated. • On-site provision or improved access to local shops and services, e.g. Peterborough Services. • Green and Blue infrastructure provision to mitigate risks of surface water flooding and landscape impacts of development. • Primary school and early years provision to meet the needs to the development and to support capacity constraints of school places in the surrounding area.

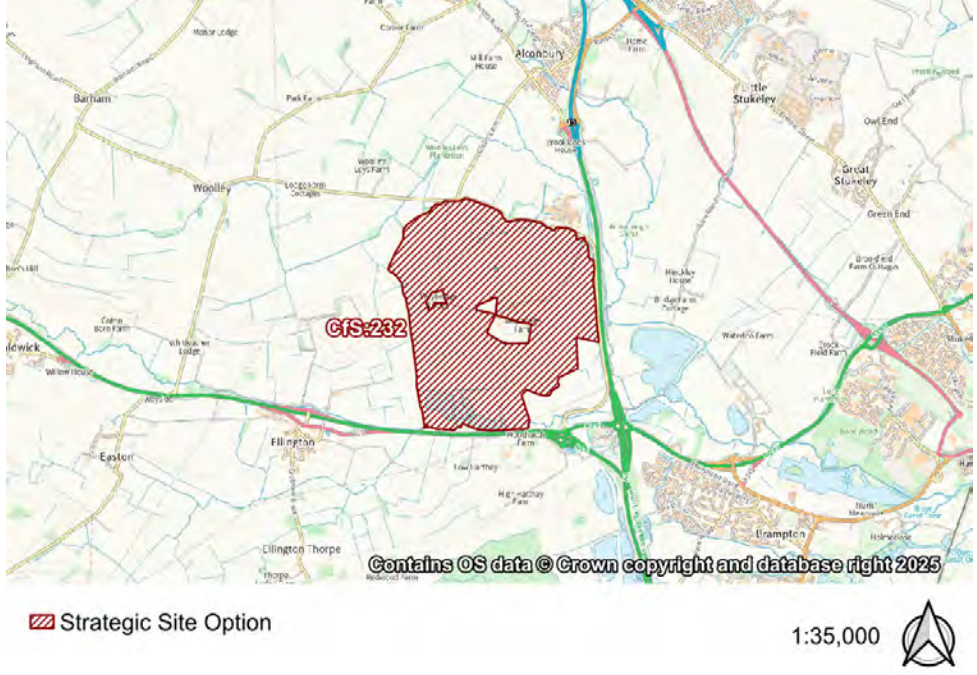
East of St Neots

Details of the Site	
Reference ID	CfS:21; CfS:208; CfS:253
Site Address	The three sites are located to the east of St Neots, between the current A428 and the dualled A428 currently under construction.
Site area (Ha)	138.47
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 ☐ Huntingdonshire District Council ☒ Strategic Site Option ☐ Neighbouring Authorities 1:25,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the anticipated capacity of these sites as: - Residential: Approximately 2,619 homes (CfS:21 – 1,227 homes, CfS: 208 – 781 homes, CfS: 253 – 611 homes) - Commercial: Approximately 9.5ha (CfS: 21 – 3ha, CfS: 208 – 1.5ha, CfS: 253 – 5ha (including Care home, KIBS and creative industry uses).
Existing Infrastructure	The Huntingdonshire Land Availability Assessment (2024) identifies the following existing infrastructure on the sites: CfS21: - Pond located in southern half of site. - Access tracks - Residential properties - Green Infrastructure: hedgerow and tree planting, Great Ouse Green Infrastructure Strategic Area which is also a Natural Cambridgeshire Priority Landscape Area (Great Ouse Valley). Opportunity to connect the potential Little Barford New Settlement green infrastructure strategy. - High pressure pipeline runs across western boundary. - Electricity lines cross the site west-east from Little Barford power station situated to the south west of the site. - The site is located north east of Little Barford New Settlement. Land within that site has been set aside for the potential East West

	Rail route, the station anticipated to be in Tempsford, south of Little Barford. The route may result in the separation of this site and the Little Barford New Settlement. CfS 208: • Green and Blue Infrastructure: minor watercourses and ditches within the site. Hen Brook crosses the northern half of the site which means parts of the site are within flood zones 2 and 3a. • Gas, mains water, electricity and digital communications are accessible from site boundary. • Portions of the site fall within the A428 Development Consent Order boundary for the proposed rerouting of the A428(A421). • The site may also be impacted by the East West Rail route. • Two overhead power lines traverse the site from Little Barford power station. CfS: 253 • A small proportion of the site is located within flood zones 2 and 3a. Three drainage ditches traverse the site from east to west. One in the northern half of the site and two in the southern half. • Northern section of the site and parts of the eastern section falls within the A428 Development Consent boundary. Eastern edge of the site bounds the proposed rerouting of the A428(A421). • Two overhead power lines traverse the site.
Proposed Infrastructure	CfS: 21: The Call for Sites form for Rectory Farm, Potton Road set out the following details: • Education: 0.2ha for local community centre and up to 1.8ha for 2 form entry primary school. • Health: 0.5ha for health facilities (if required) • Open spaces: Approx 18 ha of green space and biodiversity net gain. CfS: 208: The Masterplan for Land East of Wintringham Park (Nineteen47 (June, 2023) and Access Appraisal for Land East of Wintringham Park, Davidsons Developments Limited, June 2023) • Education: 1 primary school • Healthcare: N/A • Leisure, Sports, and Community Facilities: Community building • Green and Blue Infrastructure: proposed SuDS, LEAP, NEAP. • Flood management: Land to safeguard against flooding • Transport: Reprioritisation of old A428 to make more pedestrian and cycle friendly link • Utilities: N/A • Emergency Services: N/A CfS: 253: The Vision Document: Land East of St Neots Call for Sites Submission (JW Baker & PW Baker, June 2023) proposes the following infrastructure on the site: • Education: 2.3ha for a possible primary school • Healthcare and leisure, sports and community facilities: 17,000 sqm of Community and Health uses Green and Blue infrastructure: 132 kV power lines route, both as a movement corridor and a green corridor. 10ha for natural, green or open spaces • Transportation: a continuous green network connecting

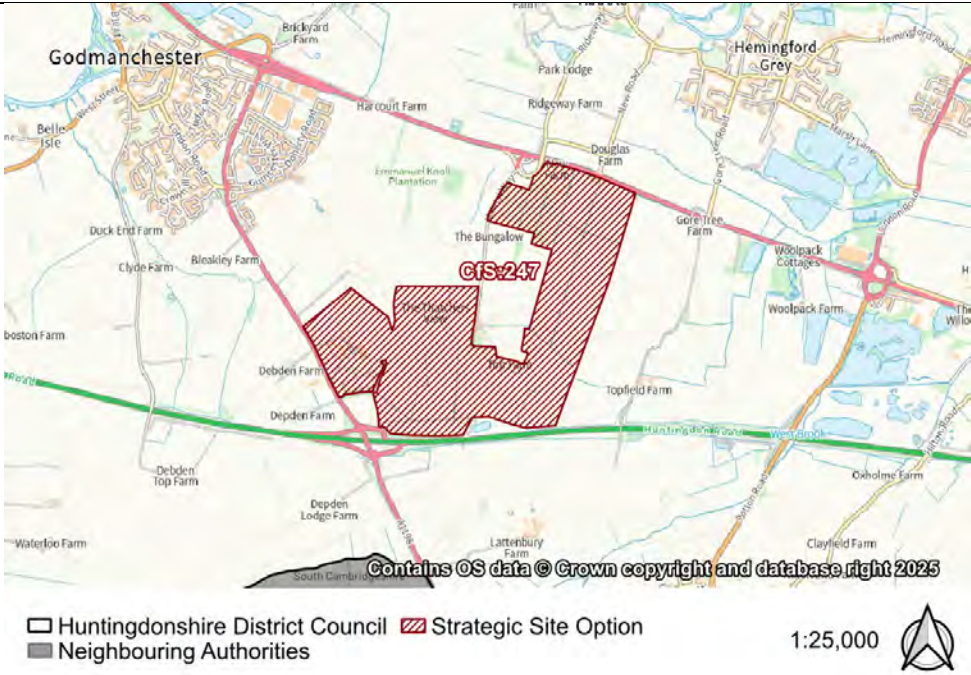
	St Neots with the wider countryside.
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The site is predominantly comprised of grade 2 agricultural land, with some agricultural and residential buildings, and is located between the current A428 in the west and the future dualled A428 in the east. The site is broadly consistent with the form of the wider landscape which slopes gently towards St Neots. The portion of Strategic Expansion Location SEL2: St Neots East known as Wintringham Park is located to the north of the site and is currently under construction with some homes already occupied. The majority of the site is located within FZ1, with no areas within FZ3b, although some surface water flood risk is present.
Infrastructure Needs and Constraints	The Huntingdonshire Land Availability Assessment notes that infrastructure needs and constraints include (but are not limited to) the following: • The presence of major roads would require further measures to safely integrate the community from the proposed site with the existing built up area of St Neots through for example substantial high quality active travel infrastructure. • With close proximity to the current A428, future dualled A428, the East Coast Mainline, and potentially EastWest Railway the mitigation of noise and air pollution will be of particular significance. • Overhead powerline routes traverse the site and as such mitigation would be required to relocate the powerlines underground or address their presence. • Significant infrastructure would be required to support development, such as schools, local services and green spaces/infrastructure. • The scale of the site and its edge of countryside location will require sensitive design and the provision of green infrastructure and landscaping. • Given the scale of the proposed development the site would need to accommodate a range of services and facilities to sustain the residential growth.

Land at Weybridge Farm (Brampton Cross)

Details of the Site	
Reference ID	CfS:232
Site Address	The site is located near the A14 and A1(M) junction of Brampton Hut Interchange, in Huntingdonshire.
Site area (Ha)	378.76
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2023 1:35,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the capacity of the site as follows: • 755,626.2 sqm Commercial: employment • 22,725.60sqm Commercial: leisure
Existing Infrastructure	The Huntingdonshire Land Availability Assessment (2024) identifies the following: • 60% of the site is classified as Grade 3 agricultural land; it contains no built structures. • Trees and hedgerows contribute to the green infrastructure on site. • Public rights of way • Oil pipeline crosses the site • Overhead power lines traverse the site • Within the 400m buffer zone for a water recycling site.
Proposed Infrastructure	Brampton Cross - Vision Document, June 2023, Endurance Estates and SGP proposes the following infrastructure: • Green infrastructure and biodiversity net gain • Wetland corridor • Greenways and open spaces to create active routes incorporating bike trails, footpaths, recreational space and linear habitats. • SuDS features • Sustainable transport • Connectivity to National Cycle Route
DAC Planning Initial Draft Baseline Assessment of the Site	

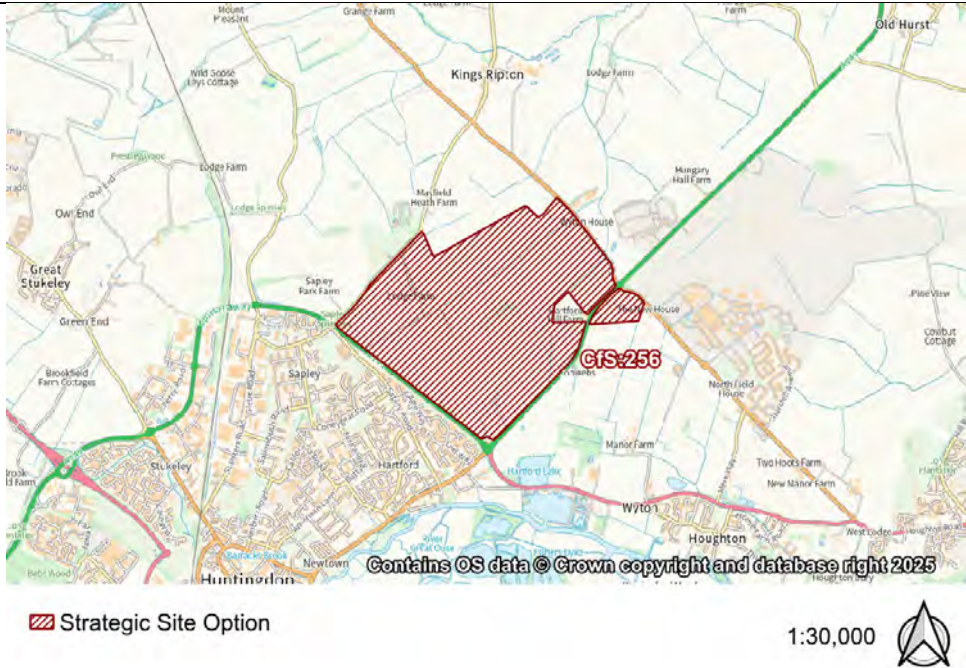
Site description	The Huntingdonshire Land Availability Assessment (2024) explains that the site lies northwest of the Brampton Hut Roundabout, west of the A1 (M) and north of the A14. It is predominantly Flood Zone 1 however, approximately 15% of the northern part is within flood zone 2, 3a and 3b. Approximately 60% of the site is Grade 3 Agricultural Land. The site comprises contrasting terrain which reflects the topography of the wider region. It is characterised by a ridge that extends west to east starting in the centre of the western boundary of the site which falls away and the rises and falls again in the centre of site. Impact of development on the site would be very significant on the existing landscape and appropriate landscaping will be required as well as the retention of existing trees and hedges on the boundaries to minimise the impact.
Infrastructure Needs and Constraints	The Land Availability Assessment (2024) identifies the following infrastructure needs and constraints including (but are not limited to) the following: • Careful landscaping and green infrastructure required • Two access points exist but these would require significant upgrades to ensure safe access and exit. • Biodiversity enhancement • Flood mitigation • Transport infrastructure to ensure wider road network can absorb additional traffic • Noise and air quality impact mitigation measures • Active travel routes and enhancing active travel around the Brampton Hut including segregated foot/cycleway along the A141 to connect to Huntingdon. • Mobility Hub

The Lattenburys (land to the south of the A1307 and north of A14, and east of A1198)

Details of the Site	
Reference ID	CfS:247
Site Address	The Lattenburys site is located to the east of Godmanchester in Huntingdonshire, between the A1307, A14 and A1198, on rising ground near the Great Ouse Valley. (PE28 9HQ)
Site area (Ha)	243.00
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 1:25,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the capacity of the site as follows: • 3,824 dwellings • 6.1Ha local centre • 9.72Ha employment uses 121.ha for open space, country park, sports facilities, biodiversity and drainage • 10ha for a secondary school and up to 3 primary schools • 9.96ha for Woodgreen Pets Charity
Existing Infrastructure	The Lattenburys - Vision and prospectus, June 2023, Moats Way Ltd. explains that the following infrastructure exists on the site: • Former golf course, Woodland and tree belts • Proximity to Fenstanton Pits and Littlebury Farm Meadows CWS • Transport: Bus X2 and X3; Nearby access to A14, A1307, and A1198; Close to Huntingdon Railway Station and St Ives Guided Busway
Proposed Infrastructure	The Lattenburys - Vision and prospectus, June 2023, Moats Way Ltd. proposes the following infrastructure on the site: • Education: 2 primary schools, 1 secondary school • Healthcare: GP facilities, multi-faith centre, community halls • Leisure & Community: Lattenbury Country Park (~26 ha); Sports hub (~10 ha) • Village greens and community facilities

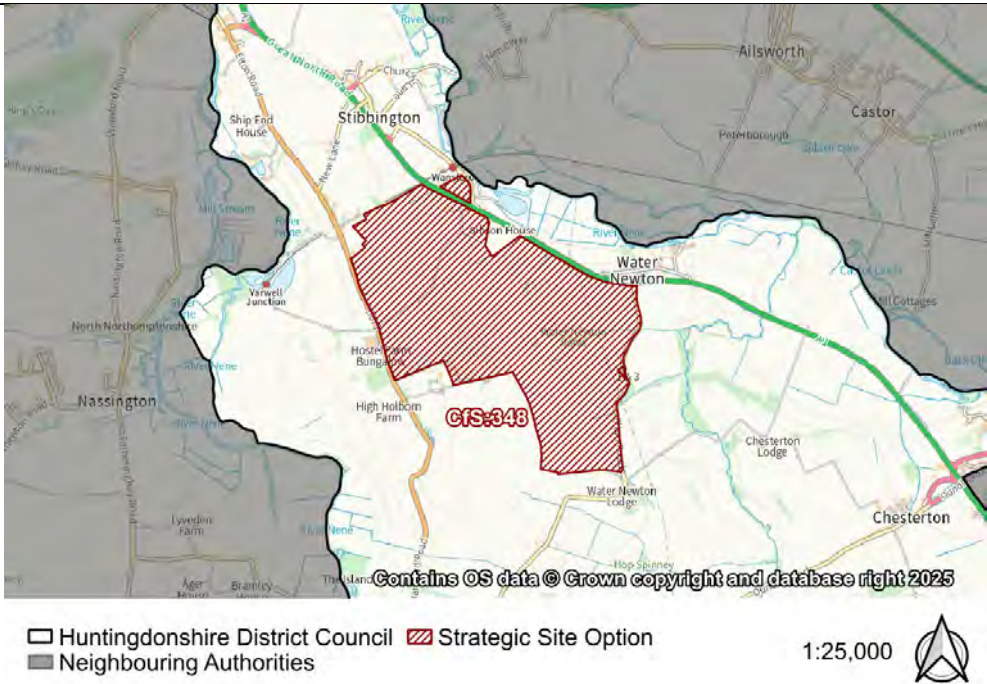
	• Transport: New access from A1307 and A1198 • Sustainable transport corridor (potential Bus Rapid Transit) • Green and Blue Infrastructure: Green loop, SuDS, biodiversity net gain areas, woodland planting • Utilities: Low-carbon heat network; Joint venture with Anglian Water for wastewater; EV charging, water recycling, and SuDS integration • Employment: 6 ha employment site at South Lattenbury
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The Huntingdonshire Land Availability Assessment describes the site as almost entirely within flood zone 1 with just 0.33ha in flood zone 3b and with some surface water flood risk (13% of site area). Most of the site is greenfield land in agricultural use, which is wholly comprised of grade 2 agricultural land. The remaining land is comprised of Woods Green pets charity, which is to be retained, and a small number of residential and agricultural buildings, a small waste management area, and Moats Way equestrian centre. A ridge lies on the site with land falling away to the A1307 and A14 in the north east and south east respectively, making the site highly visible in the surrounding landscape. 22.5ha (9.25% of the site) lies within a minerals development area. Proximity to the A1307 and A14 to the north and south respectively and wind turbines to the west may give rise to air and noise pollution issues.
Infrastructure Needs and Constraints	The Huntingdonshire Land Availability Assessment notes that infrastructure needs and constraints include (but are not limited to) the following: • Improvements to the surrounding highway network, particularly the A1198 and A1307 in conjunction with any other proposed growth along this transport corridor. • Further work is required to ascertain the feasibility of delivering active travel and public transport routes, which is especially significant given the site's separated nature to existing built areas. Connections to Godmanchester, Hemingford Abbots and/or Hemingford Grey will be important in reducing reliance on private vehicles. • On-site provision or improved access to local shops and services. • The scale and topography of the site alongside the proximity to busy highways and wind turbines would likely have significant landscape impacts and would therefore require mitigation through sensitive design and through the provision of green infrastructure and landscaping. The Lattenburys - Vision and prospectus, June 2023, Moats Way Ltd. also explains that education provision would be needed on site in the form of primary and secondary education.

Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)

Details of the Site	
Reference ID	CfS:256
Site Address	The site is located to the east of Huntingdon and is positioned along the A141 corridor (PE28 2DS).
Site area (Ha)	317.69
Site Map/ Spatial location of the site on Map	 Strategic Site Option 1:30,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the site has capacity for: • 4,989 homes • 7.9ha for employment uses. • 6.4 Ha local centre • 158.85Ha open space, sports facilities, biodiversity and other planting and sustainable drainage • 10Ha for secondary school and up to three primary schools. • 22.74 ha for an A141 bypass corridor
Existing Infrastructure	Lodge Farm – A New Sustainable Community for Huntingdon – Vision Document, June 2023, Define Planning & Design Ltd. explains that the following infrastructure exists on the site: • Proximity to Sapley Park, Jubilee Park, and the woodland walk • Transport: Bound on the A141, B1090, and Kings Ripton Road • Green and Blue Infrastructure: Ancient woodland and SSSI sites nearby, Woodland to the south-east.
Proposed Infrastructure	Lodge Farm – A New Sustainable Community for Huntingdon – Vision Document, June 2023, Define Planning & Design Ltd. proposes the following infrastructure on the site: • Education: Up to 3 primary schools and 1 secondary school. • Healthcare: Health services planned as part of multifunctional centres • Leisure/Community: Community hubs; Sports & play areas, close to the schools

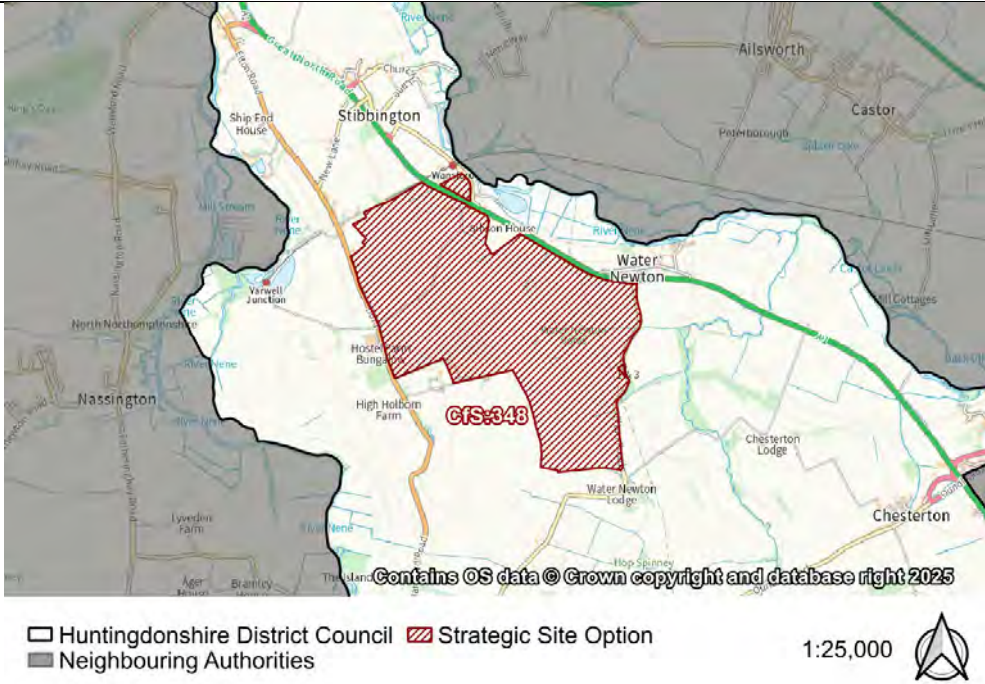
	• Green and Blue Infrastructure: Biodiversity Corridor and Living Links (SuDS, habitat creation, green roofs) • Transport: New bus route linking Alconbury Weald, Huntingdon, and St Ives. 2 mobility hubs • Utilities: Net-zero ambitions with solar PV, heat pumps, community heating, and EV infrastructure.
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The Huntingdonshire Land Availability Assessment, 2024 describes the site as “wholly greenfield...comprising of a mixture of Grade 2 and 3 agricultural land. It adjoins Huntingdon on [its] south western side with the A141 forming two of the site’s boundaries...”. In terms of topography, the land rises from around 10m in the south east corner to around 35m further west within the site.
Infrastructure Needs and Constraints	The Huntingdonshire Land Availability Assessment, 2024 notes that infrastructure needs and constraints include (but are not limited to) the following: • The site would be reliant on transport infrastructure upgrades to the A141 to be able to accommodate the level of travel demand that would arise from future occupiers of the site. As at autumn 2023, the Cambridgeshire and Peterborough Combined Authority are preparing an outline business case for a substantial upgrade scheme for the A141 and the transport network within St Ives. Delivery of the resultant scheme has potential to significantly enhance the achievability of development along this corridor. • Further work is required to ascertain the feasibility of delivering active travel and public transport routes, as these are currently constrained. • The scale and topography of the site would have significant landscape and heritage impacts and would therefore require boundary treatments and mitigation through sensitive design and screening through the provision of green infrastructure. • Diversion or ‘undergrounding’ the overhead lines that cross the site: - o 33KV electricity line crosses south west corner of the site and - o 11KV overhead and underground cable crosses the east of the site. • Challenges from the existing electricity network having insufficient capacity to serve the proposed development, necessitating off site reinforcements. • Secondary education provision would be required and up to three new primary schools.

Sibson Garden Community (Option A)

Details of the Site	
Reference ID	CfS:348 (Option A)
Site Address	The site is located on the former Sibson Aerodrome, in the north of Huntingdonshire, near the A1 and the River Nene, west of Peterborough.
Site area (Ha)	260.9
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 ☐ Huntingdonshire District Council ☒ Strategic Site Option ☐ Neighbouring Authorities 1:25,000
Growth figures for the site	The promoter calculates the site has capacity for: • 4,500 new homes • 20ha Business Park • 4.43ha Town Centre including commercial leisure uses. • 240 homes in a Continuing Care Retirement Community (circa 3.12ha) • 93 ha of formal and informal open space • 20ha renewable energy park • 1 new secondary school, 2 3form entry primary schools and 1 2FE Primary school with nursery and community centre • 11.37ha for realignment of A1 and new junction • 0.35ha medical centre
Existing Infrastructure	Sibson - a 21st Century Garden Community, June 2023, Phoenix and Larkfleet Group explains that the following infrastructure exists on the site: • Leisure, Sports, and Community Facilities: Local walking routes, aerodrome used for leisure flights, woodland and open space • Transport: Access to A1 and local roads • Heritage: The Nene Valley railway crosses west-east along the northern edge of the area and is in a cutting and tunnel under the masterplan area. The railway is a local heritage and tourist attraction. A Roman route has been identified along Elton Lane which borders the east of the masterplan area.

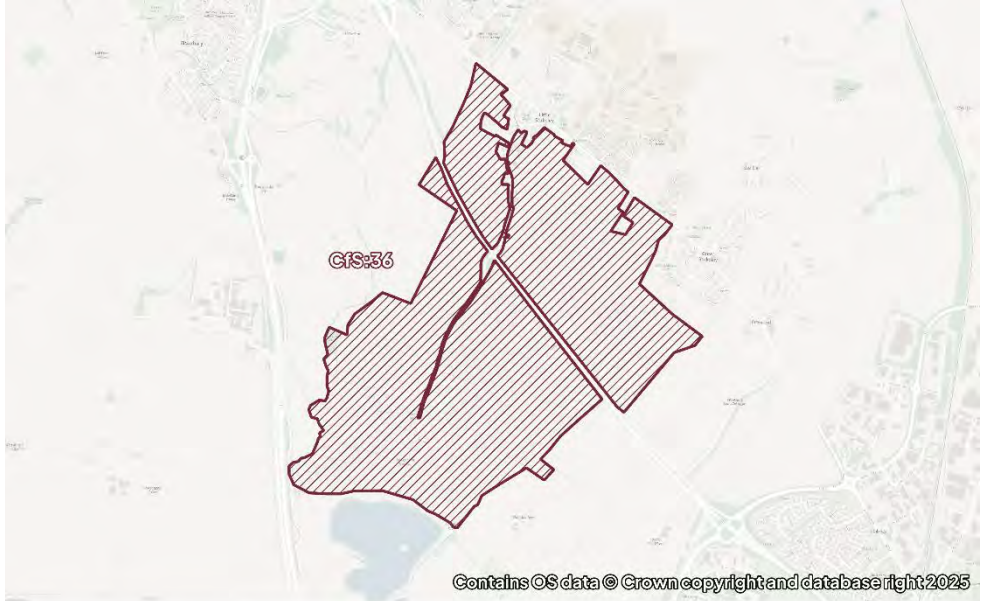
	Public rights of way cross the area from west to east and historically linked to the local settlements to the north and to the Nene Valley.
Proposed Infrastructure	Sibson - a 21st Century Garden Community, June 2023, Phoenix and Larkfleet Group proposes the following infrastructure. - Education: 3 primary schools, 1 secondary school - Healthcare: 3 neighbourhood centres with medical centres - Leisure and Community: Town centre, community hubs, civic spaces, cultural centre, sports pitches, community farms, allotments. - Green and Blue Infrastructure: 50 ha Country Park, SuDS, biodiversity net gain, woodland belts, wetland corridors, nature reserve - Transport: Realignment of A1, new grade-separated junction, cycle streets, EV infrastructure, mobility hubs, rapid transit routes - Utilities: 50 MW energy park, on-site solar, battery storage, net-zero infrastructure, EV charging, 5G broadband
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The Huntingdonshire Land Availability Assessment, 2024 describes the site as being located in open countryside between the A1 and Elton Road, and consisting of a combination of largely agricultural arable fields and land at Sibson Aerodrome. Along part of the western boundary are buildings associated with Sibson Aerodrome. Part of the site, to the east of the A1, is adjacent to the Nene Valley Railway.
Infrastructure Needs and Constraints	The Huntingdonshire Land Availability Assessment, 2024 notes that infrastructure needs and constraints include (but are not limited to) the following: - Highways arrangements to access the site alongside public and active travel provisions to ensure the site is sustainably connected to existing services and facilities. - Public open space, landscaping, green and blue infrastructure, and SuDS to supports the built development and mitigate impact of the site's scale, topography, flood risk, and proximity to A1. - The effect of the oil pipeline and overhead powerlines that run through the site and the measures required to bring development forward alongside this existing infrastructure. - Secondary education provision would be required and up to three new primary schools. - Given the separated nature of the site to services and facilities of a sufficient scale to cater for the proposed level of growth the site would need to make provision for employment opportunities, community facilities, retail, education amongst other associated facilities. - Access/connectivity to the A1

Sibson Garden Community (Option B Using HDC Capacity Calculations from the Land Availability Assessment, 2024)

Details of the Site	
Reference ID	CfS:348 (Option B)
Site Address	The site is located on the former Sibson Aerodrome, in the north of Huntingdonshire, near the A1 and the River Nene, west of Peterborough.
Site area (Ha)	260.9
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 ☐ Huntingdonshire District Council ☒ Strategic Site Option ☐ Neighbouring Authorities 1:25,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the following capacity on the site: • 2,875 new homes • 20ha employment uses • 4.5ha local centre • 130ha for open space, sport facilities, biodiversity and other planting and sustainable drainage • 11.4ha for A1 realignment • 10ha for a secondary school and up to 3 primary schools • 20ha solar park
Existing Infrastructure	Sibson - a 21st Century Garden Community, June 2023, Phoenix and Larkfleet Group explains that the following infrastructure exists on the site: • Leisure, Sports, and Community Facilities: Local walking routes, aerodrome used for leisure flights, woodland and open space • Transport: Access to A1 and local roads • Heritage: The Nene Valley railway crosses west-east along the northern edge of the area and is in a cutting and tunnel under the masterplan area. The railway is a local heritage and tourist attraction. A Roman route has been identified along Elton Lane which borders the east of the masterplan area.

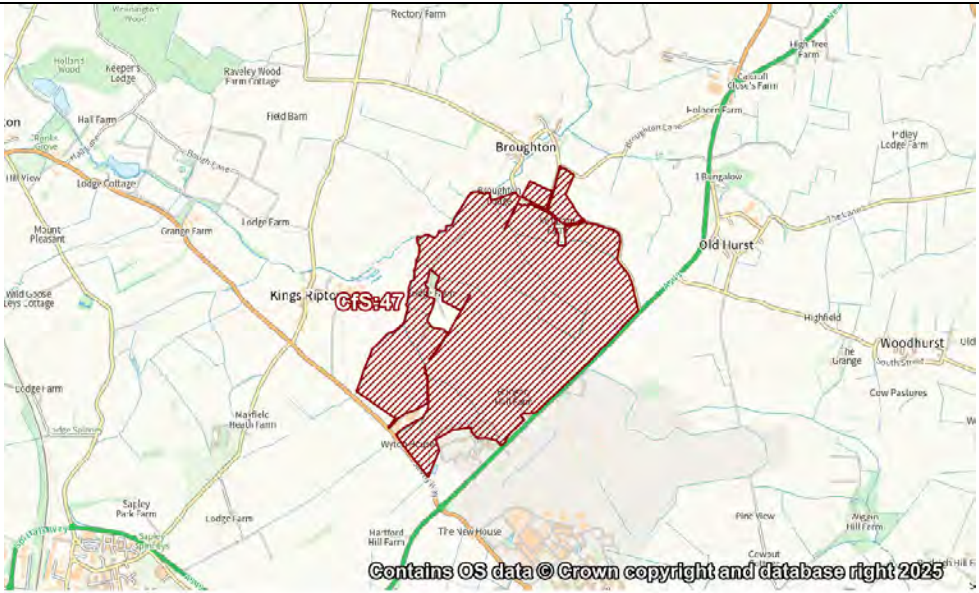
	Public rights of way cross the area from west to east and historically linked to the local settlements to the north and to the Nene Valley.
Proposed Infrastructure	Sibson - a 21st Century Garden Community, June 2023, Phoenix and Larkfleet Group proposes the following infrastructure. - Education: 3 primary schools, 1 secondary school - Healthcare: 3 neighbourhood centres with medical centres - Leisure and Community: Town centre, community hubs, civic spaces, cultural centre, sports pitches, community farms, allotments. - Green and Blue Infrastructure: 50 ha Country Park, SuDS, biodiversity net gain, woodland belts, wetland corridors, nature reserve - Transport: Realignment of A1, new grade-separated junction, cycle streets, EV infrastructure, mobility hubs, rapid transit routes - Utilities: 50 MW energy park, on-site solar, battery storage, net-zero infrastructure, EV charging, 5G broadband
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The Huntingdonshire Land Availability Assessment, 2024 describes the site as being located in open countryside between the A1 and Elton Road, and consisting of a combination of largely agricultural arable fields and land at Sibson Aerodrome. Along part of the western boundary are buildings associated with Sibson Aerodrome. Part of the site, to the east of the A1, is adjacent to the Nene Valley Railway.
Infrastructure Needs and Constraints	The Huntingdonshire Land Availability Assessment, 2024 notes that infrastructure needs and constraints include (but are not limited to) the following: - Highways arrangements to access the site alongside public and active travel provisions to ensure the site is sustainably connected to existing services and facilities. - Public open space, landscaping, green and blue infrastructure, and SuDS to supports the built development and mitigate impact of the site's scale, topography, flood risk, and proximity to A1. - The effect of the oil pipeline and overhead powerlines that run through the site and the measures required to bring development forward alongside this existing infrastructure. - Secondary education provision would be required and up to three new primary schools. - Given the separated nature of the site to services and facilities of a sufficient scale to cater for the proposed level of growth the site would need to make provision for employment opportunities, community facilities, retail, education amongst other associated facilities. - Access/connectivity to the A1

Nook Farm, Little Stukeley

Details of the Site	
Reference ID	CfS:36
Site Address	The site is adjacent to Little Stukeley (PE28 4BQ), in the central part of Huntingdonshire, near the A1307 and B1043 and near the north west edge of Stukeley Meadows.
Site area (Ha)	375.77
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 Huntingdonshire District Council Neighbouring Authorities Strategic Sites 1:35,000 
Growth figures for the site	The anticipated use and capacity of the site is calculated in the HDC Land Availability Assessment (2024). It should be noted that as part of the calculation, 153 Ha has been removed to represent the northern parcels of land which would have a significant impact on the landscape and setting of Great Stukeley and Little Stukeley. The capacity and uses are as follows:: • 4,108 new homes • 20 Ha for employment land • 4 Ha for 2 f form entry Primary schools • 1.5 Ha for 2 local centres • 0.5 Ha for community/health uses • 60 Ha for strategic open space
Existing Infrastructure	The Local Plan Representations (Produced in relation to the Sustainability Assessment and Land Availability Assessment) – Nook Farm (The Stukeleys 2), November 2024, Cheffins explains that the site includes public rights of way that cross the site. The Huntingdonshire Land Availability Assessment (2024) identifies the following: • Hedgerows and trees • Farm buildings • Former Three Horseshoes opportunity site is included within the site on the northern boundary.

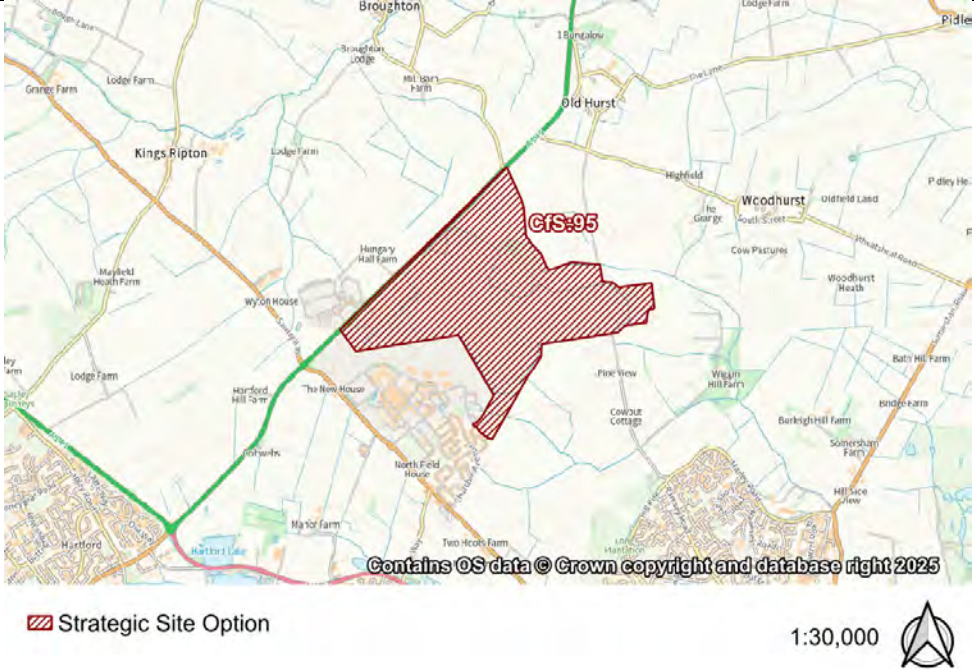
Proposed Infrastructure	The Local Plan Representations (Produced in relation to the Sustainability Assessment and Land Availability Assessment) – Nook Farm (The Stukeleys 2), November 2024, Cheffins explains that the following infrastructure will be proposed on the site: • Education: 2 primary schools and 1 secondary school. • Local Centre • Open Space/biodiversity enhancement • Landscape buffers and screening • Flood management • Active travel, enhancing public rights of way.
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The site comprises of three parcels of land with a land slope from north to south creating a distinctive landscape character and separation of the villages of Great Stukeley and Little Stukeley and the A1307. The Huntingdonshire Land Availability Assessment (2024) describes the complete site as a greenfield land with grade 3 and 2 agricultural land use. There are no known constraints in the site, but the southern parcel of the site includes a mineral safeguarding area.
Infrastructure Needs and constraints	The Huntingdonshire Land Availability Assessment, 2024 notes that infrastructure needs and constraints include (but are not limited to) the following: • Major infrastructure would be required to support development in the site, such as primary schools and a secondary school (or major extension to an existing school), local services and facilities and green spaces/infrastructure. • Approximately 14% of the site is within flood zone 3b, Flood zone 3a and 2 are also present in the south east and along the A1307 and Low Road with approximately 74% in flood zone 1. The risk from surface water flooding would require flood mitigation. • Safe travel connections would be required particularly across the A1307 to link the northern and southern parcel • strategic landscaping would be required for the northern parcels around and within Great Stukeley and Little Stukeley but this is to note that the achievability of this is uncertain. • The site promoter noted that the area falling within Flood zone 3, can be used to help deliver a biodiversity net gain, improve the existing drainage system and also provide noise attenuation (if required). • Opportunities for better walking and cycling routes, and a fast bus or transit link connecting Alconbury Weald and Huntingdon • The sustainability appraisal also identifies that strategic infrastructure would be required to access the site along with impact assessment on the highway network.

Hungary Hall, West of A141, Wyton-on-the Hill

Details of the Site	
Reference ID	CfS:47
Site Address	The site is adjacent to RAF Wyton airfield (PE28 2EF), in the central part of Huntingdonshire, west to the A141.
Site area (Ha)	383.36
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 1:30,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the site has capacity for: • 4,061 homes. • 8.4Ha employment uses • 5.3Ha local centre • 268.35Ha open space, sports facilities, biodiversity and other planting and sustainable drainage. • 10ha for a secondary school and up to 3 primary schools
Existing Infrastructure	The Huntingdonshire Land Availability Assessment, 2024 identifies the following existing infrastructure on the site, or within parcels of land surrounded by the site: • Grade 2 agricultural land. • Adjacent to A141 and B1090. • A public right of way follows the north-western boundary of the site and a second cuts directly through the site from the edge near Broughton towards the southern tip. • Green Infrastructure: trees and hedgerows. • The site surrounds two parcels of land which are excluded from the promoted site. The first parcel includes farm buildings, whilst the other includes a solar farm.
Proposed Infrastructure	The Alconbury & Wyton Indicative Concept Proposals – Hungary Hall Farm, November 2024 identifies the following proposed infrastructure: • Education: 2 primary schools and 1 secondary school • Healthcare: N/A • Leisure, Sports, and Community Facilities: Local Centres and District Local Centre

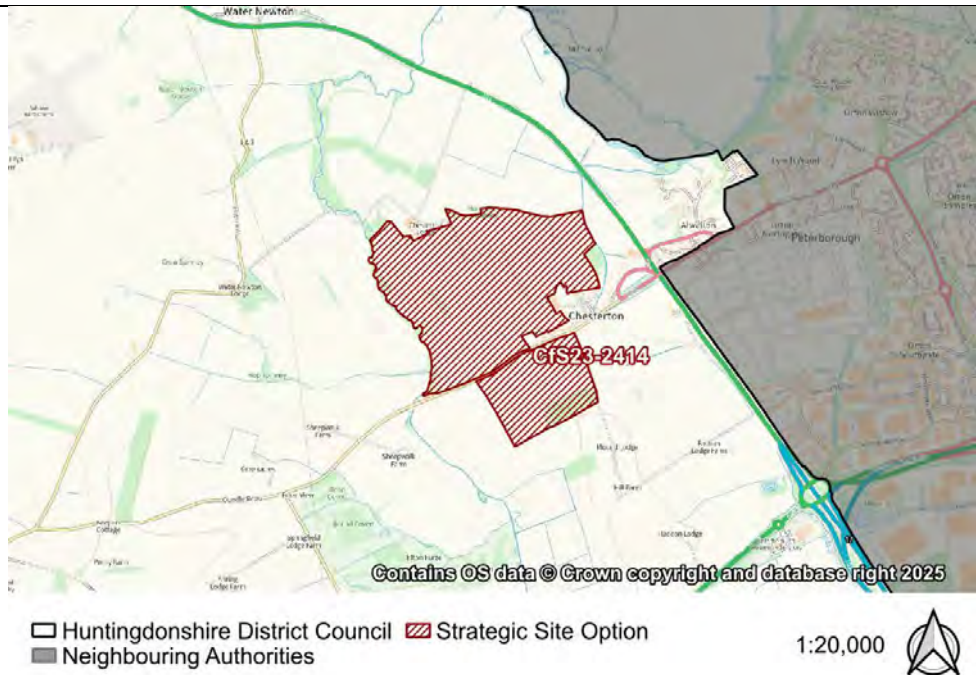
	• Green and Blue Infrastructure: Green infrastructure and Safeguarded land for biodiversity/Green Gap • Flood management: N/A • Transport: Active Travels Routes/PRoW's • Utilities: N/A • Emergency Services: N/A
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The Huntingdonshire Land Availability Assessment, 2024 describes Hungary Hall Farm as “a wholly greenfield site comprising predominantly grade 2 agricultural land...relatively close to Huntingdon via the A141...”. In addition, it states that “The closest village to the site is Broughton which is directly to the north with linear development on the southern edge of the village being virtually contiguous with the stie...”.
Infrastructure Needs and Constraints	The Huntingdonshire Land Availability Assessment, 2024 notes that infrastructure needs and constraints include (but are not limited to) the following: • Strong landscape buffers through the use of Green Infrastructure to ensure separation from Broughton and retain the integrity of the exiting village and avoid coalescence. A similar approach will be needed at the south western edge to provide screening for the nearest properties at Kings Ripton. Finally, screening would be required to co-locate residential uses against the setting of large buildings at RAF Wyton. • Appropriate biodiversity net gain measures would be require to preserve and reinforce the RAF Wyton bomb dump county wildlife site that falls within the southern edge of the site. • Limited access points exist. A details transport appraisal would be required. • Significant highway infrastructure upgrades in the area will be necessary to accommodate the volume of traffic that a site of this scale would be expected to generate, particularly if delivered in conjunction with Wyton Airfield as promoted by the landowner. This would need to be supported by increased public transport and active travel infrastructure provision. • As at autumn 2023, the Cambridgeshire and Peterborough Combined Authority are preparing an outline business case for a substantial upgrade scheme for the A141 and the transport network within St Ives. Delivery of the resultant scheme has potential to significantly enhance the achievability of development along this corridor. • Significant infrastructure constraints will need to be overcome to enable it to be delivered with A141 upgrade proposals already in progress through the Combined Authority. • Liaison with the Defence Infrastructure Organisation and master developers of Wyton Airfield would be essential to facilitate integration of this site into a larger consolidated proposal for development. • New secondary school and up to three new primary schools.

Wyton Airfield

Details of the Site	
Reference ID	CfS:95
Site Address	The site is located at the former working RAF Airfield, positioned near the A141 and B1090 corridor. It is located close to the historic market towns of Huntingdon and St Ives.
Site area (Ha)	253.89
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 1:30,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the site has capacity for: • 4,491 homes. 126.95Ha open space, sports facilities, biodiversity and other planting and sustainable drainage • 10Ha for a secondary school and up to three primary schools • 5.8Ha local Centre • 9.3Ha employment uses
Existing Infrastructure	The Wyton Airfield – Masterplan Vision Development, November 2024, Defence Infrastructure Organisation (DIO) and Crest Nicholson explain that the following infrastructure exists on the site: • Green and Blue Infrastructure: Open space next to the airbase residential area and existing trees and hedgerows • Transport: Adjacent to A141 and Old Ramsey Road. / Former airplane runway – currently used as parking lots • Other: Adjacent to the airbase residential and employment site. The Huntingdon Land Availability Assessment (2024) explains that “all main utility services are accessible from the main site boundary and some supplies are already on site”. It also explains that part of the site is currently used as an air ambulance base.
Proposed Infrastructure	The Wyton Airfield – Masterplan Vision Development, November 2024, DIO and Crest Nicholson explain that the following infrastructure would be proposed on the site: • Education: 2-3 Primary schools and a secondary school

	• Leisure, Sports, and Community Facilities: 3 Local Centres, Sports/Recreation space • Green and Blue Infrastructure: Nature Reserve, SuDS, Amenity Landscape, Green links • Transport: Busway, Park and Ride and Mobility Hub, Pedestrian Priority Streets
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The Huntingdonshire Land Availability Assessment (2024) states that “The majority of the site is classified as non-agricultural land other than a relatively narrow strip paralleling the boundary with the A141...the land forms part of an elevated, open plateau with the land sloping gently to the east from a high point at the western end of the former runway...the south eastern section of the site adjoins the remaining RAF Wyton base which contains a range of substantial buildings...”.
Infrastructure Needs and Constraints.	The Huntingdonshire Land Availability Assessment, 2024 notes that infrastructure needs and constraints include (but are not limited to) the following: • Green Infrastructure: substantial landscaping would be required along the boundary facing the remaining RAF base. • Careful assessment and implementation of necessary highway and active travel upgrades would be required. This may include the diversion of the existing Busway services and the enhancement of the Old Ramsey Road to facilitate active travel routes. • Significant infrastructure constraints will need to be overcome to enable it to be delivered with A141 upgrade proposals already in progress through the Combined Authority. • Major infrastructure provision including a new secondary school and 2-3 primary schools would be required. • Phasing would be impacted by relocation of existing businesses with temporary uses.

Chesterton Garden Village

Details of the Site	
Reference ID	CfS23-2414
Site Address	The site is located near the A1 and the Oundle Road corridor, adjacent to Chesterton.
Site area (Ha)	128.13
Site Map/ Spatial location of the site on Map	 Contains OS data © Crown copyright and database right 2025 1:20,000
Growth figures for the site	The Huntingdonshire Land Availability Assessment (2024) calculates the site has capacity for: • 1,420 homes • 10Ha community building and supporting retail e.g. local shop, mobility hub and sports pitches.
Existing Infrastructure	A Vision for Chesterton Garden Village, April 2024, Stantec explains that the following infrastructure exists on the site: • Transport: Adjacent to Oundle Road, PRoWs. • Utilities: Oil pipeline running through the site
Proposed Infrastructure	A Vision for Chesterton Garden Village, April 2024, Stantec proposes the following infrastructure on the site: • Education: 1 primary school • Leisure, Sports, and Community Facilities: View point, 4 play areas, Cricket ground & community facilities • Green and Blue Infrastructure: 3 open spaces, Green corridor, • Transport: Pedestrian and cycle path, Mobility hub, a bus stop, a new junction • Local centre
DAC Planning Initial Draft Baseline Assessment of the Site	
Site description	The Huntingdonshire Land Availability Assessment describes the site as two parcels divided by Oundle Road, with the larger of the two parcels occupying land to the north. The site is within flood zone 1 apart from its western edge of the northern parcel which is constrained by some fluvial and surface water flooding being within flood zones 2 and 3a and 3b. An

	oil pipeline runs through the centre of the site with its buffer zone covering a large portion of the site. There is no known contamination on the site.
Infrastructure Needs and constraints	The Huntingdonshire Land Availability Assessment, 2024 notes that infrastructure needs and constraints include (but are not limited to) the following: • Further consideration of the impact of development on the highway network will be required, including Oundle Road and potential improvements to the junctions to the Left in Left Out junction of the A1(M) at Chesterton. • Infrastructure provision to support sustainable modes of transport and ensure connections between the site and Chesterton/Peterborough can be achieved through reducing reliance on private vehicles. • Utilities providers will need to be engaged to determine capacity constraints for the site, and engagement with the operator of the oil pipeline to understand whether any mitigation beyond the design and layout of the proposed development is required. • Primary school and early years provision to meet the needs to the development and to support capacity constraints of school places in the surrounding area. • Green infrastructure provision to meet requirements of the proposal but to screen visible parts of the site, including to the north and west and in close proximity to off-site heritage assets. Any green infrastructure should ensure that the area of the site at risk of flooding are adequately mitigated. • Open Space and Sports Pitch provision. • On-site local services including convenience retail to ensure the garden village is self-sufficient.

Appendix B

HDC Baseline Assessment Questionnaire

Huntingdonshire District Council Infrastructure Delivery Study (IDS)

Draft IDS Baseline Assessment Questionnaire

Contact details

Name	
Position	
Organisation	
Email address	
Telephone	

Introduction

Huntingdonshire District Council has commissioned DAC Planning and HDH Planning & Development Ltd. to undertake an Infrastructure Delivery Study (IDS) and Whole Plan Viability Assessment (VA) to support the emerging Local Plan growth strategy. The Preferred Options (full draft) Local Plan Regulation 18 consultation is planned for October 2025 followed by Regulation 19 publication in June/July 2026.

The IDS is prepared in two stages:

Stage 1: The baseline stage identifies the existing infrastructure provision and capacity. It also considers what additional infrastructure may be required for a range of growth options.

Stage 2: Infrastructure Assessment identifies infrastructure requirements to support the preferred spatial strategy and strategic sites, to inform new Local Plan policies. Further detail is provided at this stage regarding how and when infrastructure will be delivered to support the proposed growth allocated in the new Local Plan.

As part of this work, DAC Planning is engaging with infrastructure stakeholders to inform Stage 1 of the IDS: The Draft IDS Baseline Assessment.

Draft IDS Baseline Assessment

We would like share with you the draft IDS Baseline Assessment to inform the first stage of work. This Working Draft sets out our understanding of existing infrastructure assets within the district, based on the most up to date evidence available. The assessment also aims to establish future infrastructure needs, based on our understanding of standards used to calculate infrastructure needs in-line with growth.

The Draft IDS Baseline Assessment is provided in Appendix C and is the subject of the first set of questions in the questionnaire below.

Draft Spatial Strategy Options

The second set of questions relate to the Draft Spatial Strategy Options which are summarised from page 3 onwards. Please note that the evidence base being prepared as part of this work will inform the final spatial

strategy option. The resulting preferred option may be formed of a combination of approaches proposed in this consultation document.

Draft Strategic Site Options

The third set of questions relate to the Draft Strategic Site Options. For your reference, Site Proformas have been prepared and can be found in Appendix A. Please note that the evidence base being prepared as part of this work will inform the final strategic site options. Therefore, it is not possible at this stage to confirm which sites will be taken forward into the Local Plan and the resulting preferred site options may be formed of a combination of sites proposed in this consultation document.

Finally, it is important to note that the Council would like to test two options on two of the proposed site allocations. These are as follows:

Sibson Garden Community Options:

- Sibson Garden Community (Site reference CfS: 348 Option A) with 4,500 dwellings; and
- Sibson Garden Community (Site reference CfS: 348 Option B) with 2,875 dwellings.

West of A1 Options:

- West of A1 (N of Peterborough Services) (CfS:209) with 89 ha Commercial use only
- Bottom Lodge Farm / Land at A1 West (North) CfS:23 – 24296 with 10ha Commercial use and 1,638 residential use.

The questionnaire will mark these sites as 'Site X "or" Site Y' so that when you respond, you can provide information in the knowledge that one of the two options are being considered. Your response will therefore be important to understanding the impacts of each option for the site, and therefore assist with the overall site assessment process.

1) Draft IDS Baseline Assessment Questionnaire

Accompanying this questionnaire is the draft Huntingdonshire Infrastructure Delivery Study (IDS) Baseline Assessment. The following questions seek to test the content of the draft IDS Baseline Assessment and inform the next stage of work in developing an IDS to support the production of the new Local Plan.

Please provide your answers in the boxes provided below after each question.

1.	Are there any relevant strategies, plans, studies, or general information, not referenced within the draft IDS Baseline Assessment, which you think should be included? <i>Where known please provide the title, author, date of publication, and details of where the identified documents can be obtained.</i>
2.	Is our overview of the existing provision of infrastructure in Huntingdonshire accurate? <i>If not, please explain. Please consider how we have presented any background information, the identified current spatial distribution of infrastructure, and the approach to managing existing infrastructure.</i>
3.	Are there any recently completed or current projects, or planned investments, to provide new or improved infrastructure in Huntingdonshire, which have not been identified within the draft IDS Baseline Assessment? <i>For any listed projects, please provide the following details (if known): project title, purpose, location, date, cost, delivery leads and partners, start date, and actual or estimated completion date.</i>
4.	Are there any current infrastructure related constraints within the Huntingdonshire area which have not been identified within the draft IDS Baseline Assessment? <i>For any listed constraints please include details (if known) regarding the location, reasons for the constraint, potential severity of the issue, and where further information on the constraint can be obtained if required.</i>
5.	Are there any potential future infrastructure related constraints within Huntingdonshire which could influence the future distribution of growth in the area? <i>For any listed constraints please include details (if known) regarding the location, reasons for the constraint, potential severity of the issue, the timescales of the constraint (short term 0-5 years, medium term 6-10 years, or long term 10-15 years), and where further information on the constraint can be obtained if required.</i>
6.	Is there any other information which you think would be helpful to be included within the draft IDS Baseline Assessment?

Summary of the draft Local Plan Growth Strategy Options

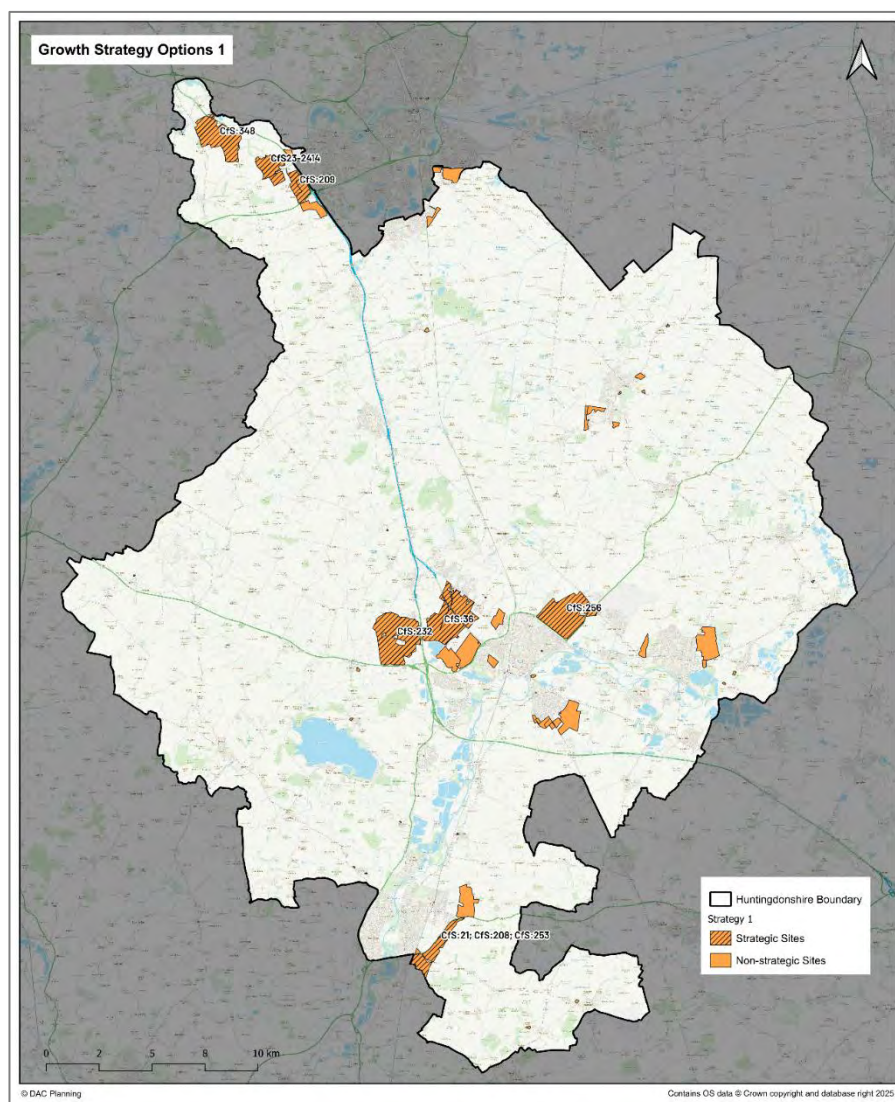
Growth Strategy Option 1

Strategy 1 has a strong focus on towns and cities (Peterborough) with a proposal of 16,084 residential dwellings and a commercial capacity of 69.2 Ha and 1,534,126.6 sqm of employment, with final employment requirements to be determined by the Economic and Employment Needs Assessment, for the plan period.

Focusing on market towns in Huntingdonshire and proximity to Peterborough, the strategy includes Godmanchester which is close to Huntingdon, Farcet, Yaxley and Alwalton due to proximity to Peterborough and strategic sites and large-scale commercial near Peterborough. The options include settlements that fit with the strategy (Godmanchester and Yaxley), and also 'Large Village' & Village sites completely in FZ1 to satisfy the sequential test.

The growth strategy option 1 has 7 strategic sites which includes:

1. CfS:232 - Land at Weybridge Farm (Brampton Cross)
2. CfS:209 - Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon
3. CfS23-2414 - Chesterton Garden Village
4. CfS:348 (Option A) and please also consider CfS:348 (Option B) - Sibson Garden Community
5. CfS:36 - Nook Farm, Little Stukeley
6. CfS:256 - Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)
7. CfS:21; CfS:208; CfS:253 - East of St Neots

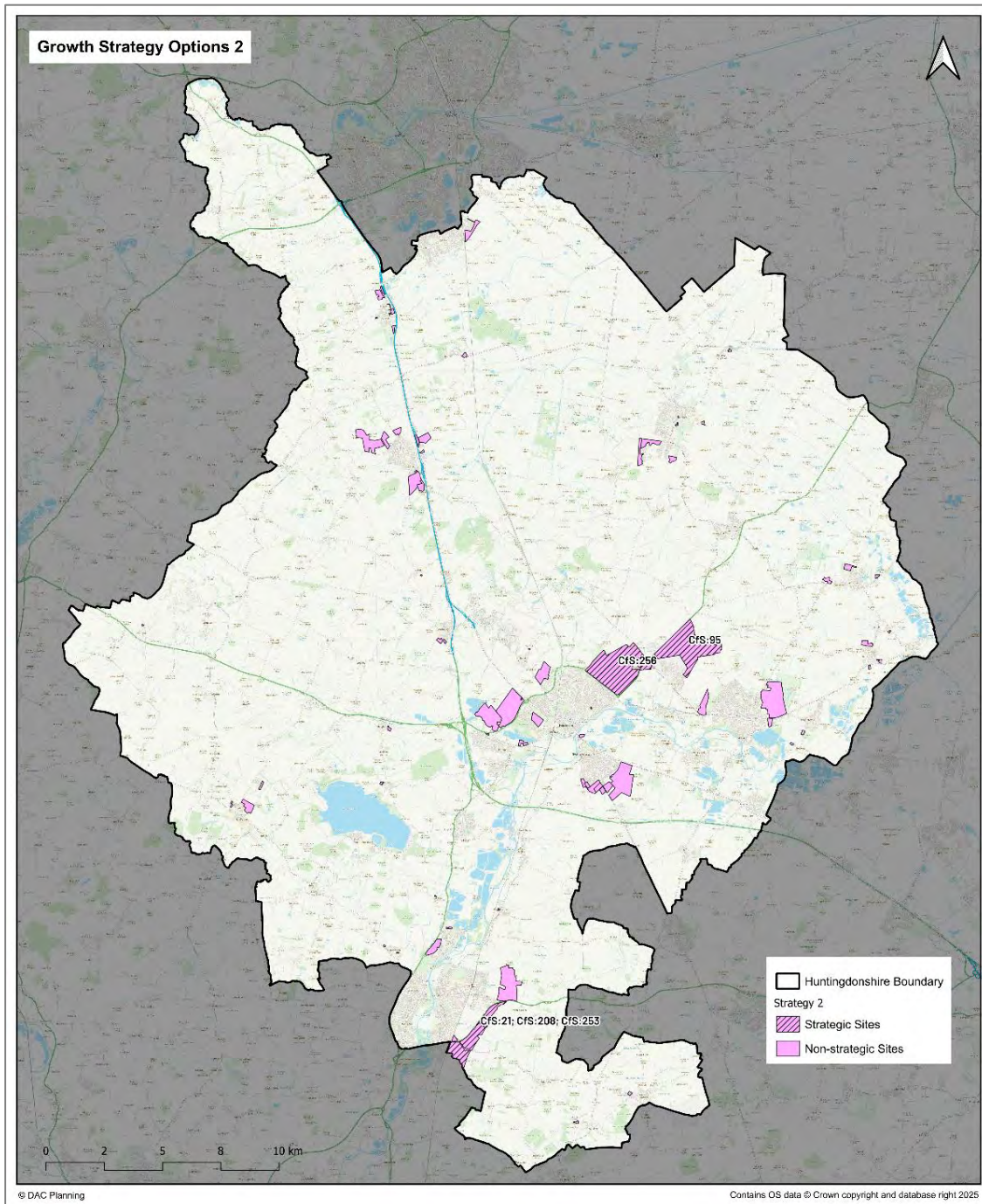


Growth Strategy Option 2

Strategy 2 focuses on sustainable locations served by public transport employment and infrastructure i.e. market towns in Huntingdonshire and service centres. The potential Plan capacity proposes 14,919 residential dwellings and a commercial capacity of 38.5 Ha and 1,534,126.6 sqm of employment, with final employment requirements to be determined by the Economic and Employment Needs Assessment, for the plan period.

It includes sites in the settlements of Alconbury, Bluntisham, Brampton, Godmanchester, Kimbolton, Little Paxton, Sawtry, Somersham, Stilton, Yaxley and also 'Large Village' & Village sites completely in FZ1 to satisfy the sequential test. The growth strategy option 2 has 3 strategic sites which includes:

1. Cfs:95 - Wyton Airfield
2. Cfs:256 - Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)
3. Cfs:21; Cfs:208; Cfs:253 - East of St Neots



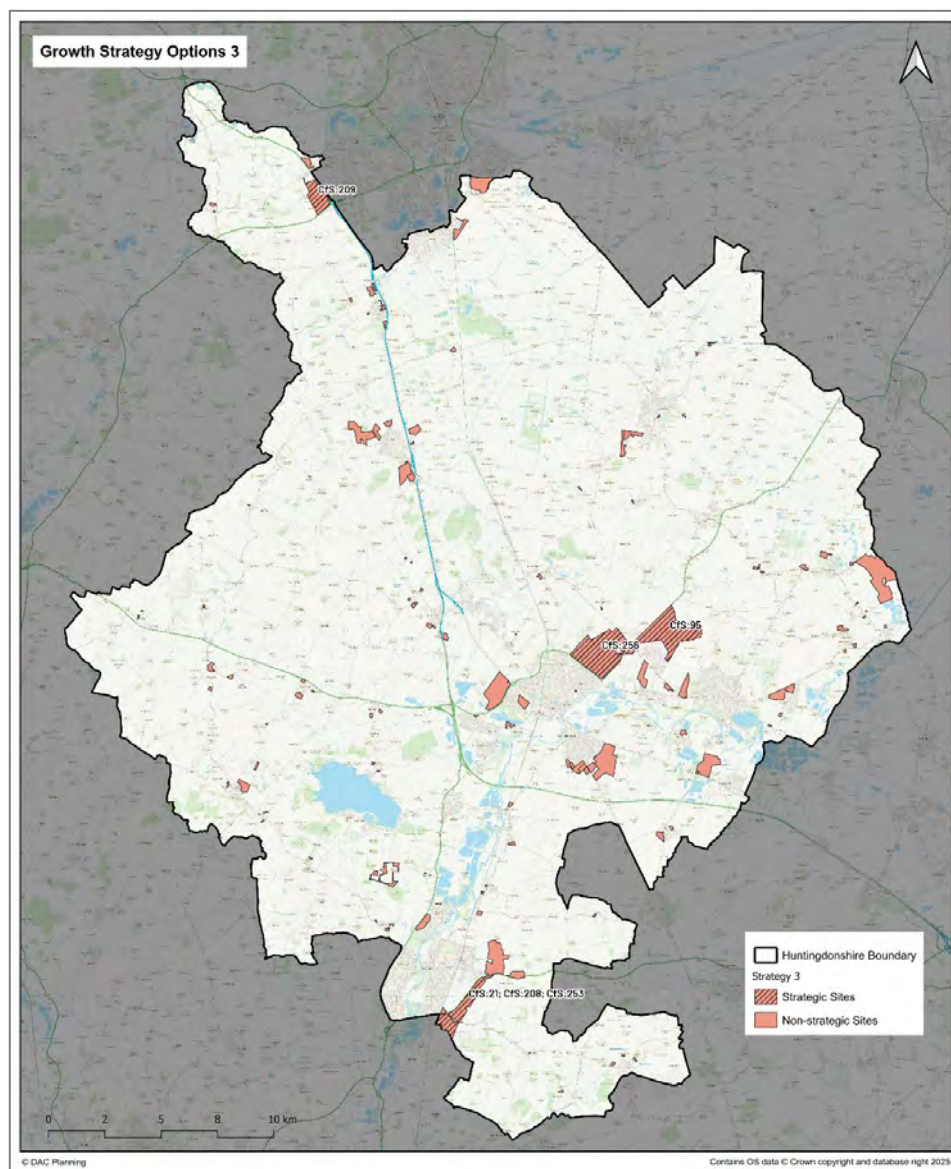
Growth Strategy Options 3

Strategy 3 focuses on dispersed growth with some market town development to support existing settlements in Huntingdonshire, but with more focus on the Service Centres, Large Villages and Villages. The potential plan capacity proposes 14,644 residential dwellings and a commercial capacity of 33.94 Ha and 1,534,126.6 sqm of employment, with final employment requirements to be determined by the Economic and Employment Needs Assessment, for the plan period.

The settlements include Alconbury, Bluntisham, Brampton, Godmanchester, Kimbolton, Little Paxton, Sawtry, Somersham, Stilton, and Yaxley. Larger Villages include Alwalton, Earith, Ellington, Elton, Farcet, Great Gransden, Great Paxton, Great Staughton, Hemingford Grey, Hilton, Needingworth, Pidley, Spaldwick and The Offords. Sites are also identified within 23 villages including 'Large Village' & Village sites in FZ1 satisfying the sequential test.

The growth strategy option 3 has 4 strategic sites which includes:

1. CfS:209 - Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon
2. CfS:95 - Wyton Airfield
3. CfS:256 - Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)
4. CfS:21; CfS:208; CfS:253 - East of St Neots



Growth Strategy Option 4

Strategy 4 focuses on freestanding strategic developments and limited dispersed growth. There is market town growth, but the focus is on freestanding strategic sites, some small freestanding sites and service centres and large villages. The potential plan capacity proposes 14,865 residential dwellings and a commercial capacity of 66.37 Ha and 1,534,126.6 sqm of employment, with final employment requirements to be determined by the Economic and Employment Needs Assessment, for the plan period.

The development is distributed in larger villages with no small village development. To support the freestanding strategy, Colne Fen was identified for commercial leisure, Galley Hill in Fenstanton for commercial use and Midloe Grange for BNG uses.

The growth strategy option 4 has 7 freestanding strategic sites which includes:

1. CfS:197 - Sapley Park Garden Village
2. CfS:232 - Land at Weybridge Farm (Brampton Cross)
3. CfS23-2414 - Chesterton Garden Village
4. CfS23-24296 - Bottom Lodge Farm / Land at A1 West (North)
5. CfS:247 - The Lattenburys (land to the South of the A1307 and North of A14, and West of A1198)
6. CfS:95 - Wyton Airfield
7. CfS:47 - Hungary Hall, West of A141, Wyton-on-the Hill



2) IDS Strategic Options Assessment Questionnaire

Consideration of the infrastructure implications of Overall Spatial Strategic Growth options. Please fill your responses for each question under the 4 strategic options rows represented as **Strategy 1** (Growth Strategy Option 1), **S2** (Growth Strategy Option 2), **S3** (Growth Strategy Option 3), and **S4** (Growth Strategy Option 4):

1. How would the location and amount of growth proposed impact upon the infrastructure that your organisation manages?	
Strategy 1:	
Strategy 2:	
Strategy 3:	
Strategy 4:	
2. Would new or improved infrastructure be required to support this level of growth? If so, what would be required and where?	
Strategy 1:	
Strategy 2:	
Strategy 3:	
Strategy 4:	
3. What would be the cost of delivering the new or improved infrastructure identified within your response to question 2?	
Strategy 1:	
Strategy 2:	
Strategy 3:	
Strategy 4:	

4. How would the new or improved infrastructure identified within your response to Question 2 be funded and delivered?	
Strategy 1:	
Strategy 2:	
Strategy 3:	
Strategy 4:	
5. When would the new or improved infrastructure identified within your response to Question 2 need to be delivered to support growth?	
Strategy 1:	
Strategy 2:	
Strategy 3:	
Strategy 4:	
6. How would you rate the priority of the infrastructure requirements from Critical to Desirable (see Table below for definition of prioritisation terminology)?	
Strategy 1:	
Strategy 2:	
Strategy 3:	
Strategy 4:	
Priority	Criteria
Critical	Critical infrastructure is that which must happen in order for development to proceed. It most commonly involves connections to transport and utility networks. It is usually triggered by the commencement of development activity
Essential	Essential infrastructure is that which is necessary to mitigate impacts arising from the development, for example provision of education and health facilities. It is usually triggered at occupation of a development site, either a specific phase or the whole

	site. It enables development to come forward in a way that is both sustainable and acceptable in planning terms.
Desirable	Desirable infrastructure is that which is required for sustainable growth and to achieve good place making objectives but the absence of which is unlikely to prevent development in the short to medium term. It is usually triggered at occupation of a development site, either a specific phase or the whole site. This type of infrastructure would improve operational capacity, and deliver other wider benefits, but would not prevent or delay the delivery of further development.

3) IDS Strategic Sites Options Questionnaire

This questionnaire considers the specific infrastructure implications on the identified Strategic Sites across the growth options. Each site referenced in the questionnaire is associated with the Site Assessment Proformas in Appendix B, for ease of reference, and a link is provided below to Google Earth which provides the site maps and reference numbers. Instructions for the use of the map is provided within the consultation email.

[Link to Google Earth view](#)

1. How would the location of strategic site options impact upon the infrastructure that your organisation manages/provides?	
CfS:197 Sapley Park Garden Village	
CfS:209 Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon OR CfS:23-24296 Bottom Lodge Farm / Land at A1 West (North) Please provide your response to both land-use options on these sites.	
CfS:21; CfS:208; CfS:253 East of St Neots	
CfS:232 Land at Weybridge Farm (Brampton Cross)	
CfS:247 The Lattenburys (land to the South of the A1307 and North of A14, and West of A1198)	
CfS:256 Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	
CfS:348 (Option A) Sibson Garden Community (Option A)	

OR CfS:348 (Option B) Sibson Garden Community (Option B) Please provide your response to both land-use options on these sites.	
CfS:36 Nook Farm, Little Stukeley	
CfS:47 Hungary Hall, West of A141, Wyton-on-the Hill	
CfS:95 Wyton Airfield	
CfS23-2414 Chesterton Garden Village	
2. Would new or improved infrastructure be required to support the strategic sites? If so, what would be required?	
CfS:197 Sapley Park Garden Village	
CfS:209 Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon OR CfS:23-24296 Bottom Lodge Farm / Land at A1 West (North) Please provide your response to both land-use options on these sites.	
CfS:21; CfS:208; CfS:253 East of St Neots	
CfS:232 Land at Weybridge Farm (Brampton Cross)	

CfS:247 The Lattenburys (land to the South of the A1307 and North of A14, and West of A1198)	
CfS:256 Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	
CfS:348 (Option A) Sibson Garden Community (Option A) OR CfS:348 (Option B) Sibson Garden Community (Option B) Please provide your response to both land-use options on these sites.	
CfS:36 Nook Farm, Little Stukeley	
CfS:47 Hungary Hall, West of A141, Wyton-on-the Hill	
CfS:95 Wyton Airfield	
CfS23-2414 Chesterton Garden Village	
3. What would be the cost of delivering the new or improved infrastructure identified within your response to Question 2?	
CfS:197 Sapley Park Garden Village	
CfS:209 Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon OR	

CfS:23-24296 Bottom Lodge Farm / Land at A1 West (North) Please provide your response to both land-use options on these sites.	
CfS:21; CfS:208; CfS:253 East of St Neots	
CfS:232 Land at Weybridge Farm (Brampton Cross)	
CfS:247 The Lattenburys (land to the South of the A1307 and North of A14, and West of A1198)	
CfS:256 Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	
CfS:348 (Option A) Sibson Garden Community (Option A) OR CfS:348 (Option B) Sibson Garden Community (Option B) Please provide your response to both land-use options on these sites.	
CfS:36 Nook Farm, Little Stukeley	
CfS:47 Hungary Hall, West of A141, Wyton-on-the Hill	
CfS:95 Wyton Airfield	
CfS23-2414	

Chesterton Garden Village	
4. How would the new or improved infrastructure identified within your response to Question 2 be funded and delivered?	
CfS:197 Sapley Park Garden Village	
CfS:209 Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon OR CfS:23-24296 Bottom Lodge Farm / Land at A1 West (North) Please provide your response to both land-use options on these sites.	
CfS:21; CfS:208; CfS:253 East of St Neots	
CfS:232 Land at Weybridge Farm (Brampton Cross)	
CfS:247 The Lattenburys (land to the South of the A1307 and North of A14, and West of A1198)	
CfS:256 Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	
CfS:348 (Option A) Sibson Garden Community (Option A) OR CfS:348 (Option B) Sibson Garden Community (Option B)	

Please provide your response to both land-use options on these sites.	
CfS:36 Nook Farm, Little Stukeley	
CfS:47 Hungary Hall, West of A141, Wyton-on-the Hill	
CfS:95 Wyton Airfield	
CfS23-2414 Chesterton Garden Village	
5. When would the new or improved infrastructure identified within your response to Question 2 need to be delivered to support growth?	
CfS:197 Sapley Park Garden Village	
CfS:209 Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon OR CfS:23-24296 Bottom Lodge Farm / Land at A1 West (North) Please provide your response to both land-use options on these sites.	
CfS:21; CfS:208; CfS:253 East of St Neots	
CfS:232 Land at Weybridge Farm (Brampton Cross)	
CfS:247 The Lattenburys (land to the South of the A1307 and North of A14, and West of A1198)	
CfS:256	

Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	
CfS:348 (Option A) Sibson Garden Community (Option A) OR CfS:348 (Option B) Sibson Garden Community (Option B) Please provide your response to both land-use options on these sites.	
CfS:36 Nook Farm, Little Stukeley	
CfS:47 Hungary Hall, West of A141, Wyton-on-the Hill	
CfS:95 Wyton Airfield	
CfS23-2414 Chesterton Garden Village	
6. How would you rate the priority of the infrastructure requirements identified for each strategic site option, from Critical to Desirable (see Table below for definition of prioritisation terminology)?	
CfS:197 Sapley Park Garden Village	
CfS:209 Land West of A1 (North of Peterborough Motorway Services) - Option A, (larger site) Haddon OR CfS:23-24296 Bottom Lodge Farm / Land at A1 West (North)	

Please provide your response to both land-use options on these sites.	
CfS:21; CfS:208; CfS:253 East of St Neots	
CfS:232 Land at Weybridge Farm (Brampton Cross)	
CfS:247 The Lattenburys (land to the South of the A1307 and North of A14, and West of A1198)	
CfS:256 Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	
CfS:348 (Option A) Sibson Garden Community (Option A) OR CfS:348 (Option B) Sibson Garden Community (Option B) Please provide your response to both land-use options on these sites.	
CfS:36 Nook Farm, Little Stukeley	
CfS:47 Hungary Hall, West of A141, Wyton-on-the Hill	
CfS:95 Wyton Airfield	
CfS23-2414 Chesterton Garden Village	
Priority	Criteria
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	transport and utility networks. It is usually triggered by the commencement of development activity
Essential	Essential infrastructure is that which is necessary to mitigate impacts arising from the development, for example provision of education and health facilities. It is usually triggered at occupation of a development site, either a specific phase or the whole site. It enables development to come forward in a way that is both sustainable and acceptable in planning terms.
Desirable	Desirable infrastructure is that which is required for sustainable growth and to achieve good place making objectives but the absence of which is unlikely to prevent development in the short to medium term. It is usually triggered at occupation of a development site, either a specific phase or the whole site. This type of infrastructure would improve operational capacity, and deliver other wider benefits, but would not prevent or delay the delivery of further development.

Other Questions

1. We will assume that you would like to be consulted on future iterations of the IDS. However, if you would prefer not to be included, please select the 'opt out' box below.

Opt Out ☐

Next Steps

Thank you for completing this form, the information you have provided will help us to understand and manage future infrastructure needs in the area alongside growth being proposed through the new Local Plan.

Should you have any questions, please do not hesitate to contact either of the following:

Nicki Faulkner, Project Manager (nicki@dacplanning.com)

Please return the completed questionnaire by email to sweta@dacplanning.com by 11th June 2025.

The information which you provide through this questionnaire will be incorporated into the IDS, and will assist the Council in its decision making to finalise the growth strategy which will be presented within the Regulation 19 version of the draft Local Plan for summer 2026.

Thank you for your time in responding to this questionnaire, your views and expert insights on the infrastructure related implications of the emerging Local Plan growth strategies are vital in supporting the production and finalisation of the new Local Plan.

Please complete and return this form to sweta@dacplanning.com by

Wednesday 11th June 2025