

DAC Planning

Huntingdonshire Infrastructure Delivery Study Infrastructure Assessment

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1.0 Executive Summary

1.1.1 In 2025, DAC Planning was commissioned to undertake an Infrastructure Delivery Study (IDS) on behalf of Huntingdonshire District Council (HDC), to inform the emerging Local Plan.

1.1.2 The IDS comprises two parts, which should be read together:

- **Baseline Assessment:** a desk-based policy context review to examine and draw out existing strategic infrastructure issues; a baseline audit of existing, planned and committed infrastructure provision and capacity; a high-level assessment of likely infrastructure impacts from 4 strategic growth options and 13 strategic site options. The Baseline Assessment presented conclusions which identified high-level impacts of potential growth options and strategic site allocation options, to inform the Preferred Options Local Plan.
- **Infrastructure Assessment:** provides an assessment of infrastructure to inform the Pre-Submission Local Plan and presents a schedule of infrastructure, at a range of prioritisation scales, to be delivered across the Plan Period to 2046, and beyond (in the case of strategic allocations).

1.1.3 This is the Infrastructure Assessment and it includes the following:

- an update to the Baseline Assessment informed by desk-based research and engagement with infrastructure providers;
- methodology for determining the quantum and cost of infrastructure projects and interventions to support growth over the Local Plan period; and
- Infrastructure Schedules which set out infrastructure schemes and interventions to support planned growth over the Local Plan period and beyond, where relevant.

1.1.4 Infrastructure projects have been prioritised by using the three categories: 'Critical', 'Essential' and 'Desirable'. These are defined below:

Table 1: Prioritisation Terms and their Definition

Priority	Criteria
Critical	Critical infrastructure is that which must happen in order for development to proceed. It may involve 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 some point during the occupation

Priority	Criteria
	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. This type of infrastructure would improve operational capacity, and deliver other wider benefits, but would not prevent or delay the delivery of further development.

Total Scheme Costs and Funding Gap

- 1.1.5 Total infrastructure costs associated with the growth strategy have been used to inform the Whole Plan Viability Assessment (WPVA) which tests the overall viability, and therefore deliverability of the Local Plan as a whole.
- 1.1.6 It is important to emphasise that infrastructure costs associated with the emerging Local Plan are subject to change over time and may vary once the detail of a proposal is considered at planning application stage. However, the principles established for infrastructure needs within the Infrastructure Schedules in the appendices to this report inform the policy approach for the Local Plan, and in turn set the expectations for developer contributions and infrastructure delivery for the plan period.

Policy Recommendations

- 1.1.7 In preparing the IDS and Infrastructure Schedules, the following policy approaches and district-wide infrastructure matters have been identified and have informed the Pre Submission version of the Local Plan:

Transport

- 1.1.8 A key transport mitigation project, critical to the delivery of the strategic sites in and around Huntingdon, is the A141 bypass. Huntingdonshire District Council is working closely in partnership with Cambridgeshire County Council (CCC), Cambridgeshire and Peterborough Combined Authority (CPCA) and relevant site promoters to agree the co-ordination, phasing and funding of the A141 bypass in order to deliver the strategic allocations proposed within the emerging Local Plan.

Water Supply

- 1.1.9 Huntingdonshire falls within a *seriously water stressed area*¹. Regional water supply mitigation plans are currently being delivered, but do not take account of the revisions to the NPPF (National Planning Policy Framework) standard method for calculating local housing need, as introduced in December 2024. As a result, Huntingdonshire District Council is continuing to engage with Anglian Water as it works to prepare future water supply management plans. In the meantime, water efficiency policies for residential uses are critical, alongside a focus on water efficiency at planned employment sites².

Waste Water Treatment

- 1.1.10 This Infrastructure Assessment identifies that waste water treatment capacity in the district is limited, especially in planned growth areas such as Huntingdon. It is important to ensure that growth is phased to align with expansions to treatment capacity. The Council is working alongside Anglian Water to achieve this.

Electricity

- 1.1.11 Phasing is also important in relation to Primary Sub-Station capacity. This is relevant to the strategic allocations planned in the North Huntingdon Growth Cluster, where a new Primary Sub-Station will be required. This is also relevant to the north of the district, where the Orton Primary-Sub-Station is reaching capacity, which may result in constraints to delivery whilst alternative electricity supply points are made available. The Council is working with UK Power Networks (UKPN) to align the phasing of growth with upgrades to the electricity power network.

Emergency Services

- 1.1.12 Planned growth will put significant pressure on the ambulance service in the district. This will be accentuated by growth in neighbouring authorities. There is therefore a strategic requirement for a new ambulance station. The Pre Submission Local Plan includes the reprovision of an ambulance station within Policy “Allocation Huntingdon 1” and the Council will work with the ambulance service as part of the public master planning exercise to deliver suitable provision.

¹ [Water Stressed Areas - 2021 Classification \(EA & DEFRA, July 2021\)](#)

² Anglian Water’s non-domestic water supply position states that requests for 20m³ of water per day will be declined.

Spatial Strategy and Impact on Settlements and Infrastructure Delivery

- 1.1.13 The growth strategy focuses on growth primarily in and around the market towns, new communities and service centres which are the most sustainable places. It also supports limited growth within local service villages and villages to help maintain the sustainability of their communities.
- 1.1.14 Where limited growth is proposed within local service villages and villages, it has been identified that some existing settlements require new or enhanced infrastructure that can only be delivered off site (as the size of allocations do not allow for on-site provision).
- 1.1.15 It will be important to ensure that cumulative impacts arising from planned growth are carefully monitored over the life of the Plan, to ensure that sufficient developer contributions are available to make provision for off-site infrastructure, and where necessary, sites are identified for new infrastructure.

Status of this Report

- 1.1.16 Given the above, it is important to highlight that the preparation of this IDS has been an iterative process. It is therefore a living document. Infrastructure delivery is not static and therefore this Study can only represent a snapshot in terms of capacity, current projects and costs. The IDS sets out the infrastructure that will be required to deliver the planned level of housing and employment growth in the district through the Local Plan. It provides estimated costs for infrastructure and sets out expected delivery arrangements and timescales as far as possible. However, these must be seen as indicative and will require further discussion and elaboration at planning application stage.

2.0 Introduction

2.1 Background and Context

2.1.1 Huntingdonshire District Council (HDC) commissioned the preparation of an Infrastructure Delivery Study in 2025 to form part of the Local Plan Update to 2046 evidence base. The purpose of the IDS is to set out the infrastructure that will be required to deliver the planned level of housing and employment growth in the district up to 2046.

2.1.2 The IDS comprises two parts, which should be read together:

- IDS Baseline Assessment (the “Baseline Assessment”)
- IDS Infrastructure Assessment (the “Infrastructure Assessment”) explains the infrastructure requirements to be delivered across the Plan Period to 2046, and beyond (in the case of strategic allocations). It includes three Infrastructure Schedules which list the infrastructure required to support the emerging Local Plan at a range of spatial scales³: site specific, settlement focused and district-wide; settlement focused.

2.1.3 Together the IDS forms the infrastructure evidence base, to inform the Pre-Submission Local Plan.

2.1.4 The IDS Baseline Assessment was published in October 2025⁴ and included a high-level assessment of likely infrastructure impacts from 4 strategic growth options and 13 strategic site options. The outputs from the Baseline Assessment formed part of the evidence base to support the Huntingdonshire Preferred Options Draft Local Plan to 2046⁵ which was published for (Regulation 18) consultation between 5 November 2025 – 17 December 2025. The Preferred Options Draft Local Plan proposed the following:

- Provision of at least 32,200 new homes and 922,000 square metres (sqm) employment floorspace (made up from proposed allocations of 15,916 dwellings (19,566 dwellings when counting delivery beyond the plan-period) and 708,800 sqm of commercial floorspace; 840 dwellings from windfall sites; 220 dwellings from prior approvals and 281 dwellings from rural exception

³ Infrastructure Schedules can be found in Appendices C - E

⁴ [Infrastructure Delivery Study Baseline Assessment](#)

⁵ [Preferred Options Draft Local Plan to 2046](#)

sites; 1,016 dwellings from extant planning permissions and existing residential and commercial allocations within the current adopted Local Plan of 11,468 dwellings and 276,722 sqm commercial floorspace) .

- That growth will be distributed primarily in and around market towns, new communities and service centres which are the most sustainable places in the district.
- Limited growth within villages to help maintain the sustainability of existing communities.

2.1.5 Shortly after the Preferred Options Local Plan consultation, a further round of engagement with infrastructure providers was undertaken in December 2025, to request their consideration of the potential infrastructure impacts of the Preferred Options Local Plan. Engagement was carried out using a questionnaire (see Appendix A), meetings and a full review of Regulation 18 responses received from infrastructure providers.

2.1.6 The findings from the Regulation 18 consultation and engagement with infrastructure providers informed the Pre Submission version of the Local Plan. Minor changes were made to the Preferred Option Draft Local Plan including the removal of five proposed residential allocations (totalling 349 dwellings) and the addition of six residential allocations (totalling 225 dwellings), as follows:

Proposed Residential Allocations Added to the Pre Submission Local Plan following Regulation 18 Consultation	Residential Allocations removed following Regulation 18 Consultation
Spaldwick 1: Land east of Stow Road, Spaldwick (90 dwellings)	Ramsey 3: East of Wood Lane (14 dwellings)
Bythorn 1: Home Farm, Bythorn (15 dwellings)	Somersham 2: South of College Farm (140 dwellings)
Catworth 1: Fruit Field, Catworth (25 dwellings)	Bluntisham 1: South of Rectory Road (20 dwellings)
Ellington 2: Land west of Grafham Road, Ellington (35 dwellings)	Alwalton 1: North of 23-33 Oundle Road (165 dwellings)
Grafham 2: South of Village Farm, Grafham (35 dwellings)	Bythorn 1: West of Warren Lane (10 dwellings)
Ramsey Forty Foot 2: Woodlane Farm, Ramsey Forty Foot (25 dwellings)	

2.1.7 The changes made to the non-strategic site allocations were considered in the round. Given the relatively minor nature of the changes, the decision was made not to undertake further engagement to inform the Infrastructure Assessment of the Pre Submission Local Plan. However, it is important to note that Infrastructure

Assessment is an iterative process, and ongoing engagement may be required following the Regulation 19 publication stage.

2.2 The Pre Submission Local Plan Infrastructure Assessment

- 2.2.1 This Infrastructure Assessment assesses site allocations totalling just over 19,217 dwellings and 708,800 sqm of commercial floorspace. This includes 5 strategic residential led mixed use allocations (see Table 2 below); approximately 43 non-strategic residential sites (see Appendix A); and 2 strategic employment allocations (see Table 3 below).
- 2.2.2 Some of these sites were tested in the IDS Baseline Assessment under their 'Call for Sites' (CfS) reference numbers. In contrast, the intended Pre Submission Local Plan intends to use a new naming convention which refers to the settlement where the site is located. Tables 2 and 3 provide a list of the sites with these site names and the associated CfS reference number, for ease of reference. From this point onwards, the proposed Pre-Submission site names will be used to refer to the proposed site allocations.
- 2.2.3 It should be noted that a number of the proposed site allocations have delivery trajectories that go beyond the plan-period. For the purposes of this IDS, infrastructure needs have been calculated based on the full housing and employment delivery within and beyond the plan-period, to ensure full impacts are captured for each strategic site.

Table 2: Residential Led Mixed Use Strategic Allocations

Site Name (Preferred Options Name)	Call for Sites (CfS) reference number	Settlement	Dwellings within plan period	Dwellings beyond plan period	Site Boundary Map Reference from Baseline Assessment ⁶
North Huntingdon 4: Wyton Airfield	95	North Huntingdon	2,350	1,650	Figure 23
North Huntingdon 3: Lodge Farm, North of A141	256	North Huntingdon	3,550	1,350	Figure 19
Hemingford Abbots 1: The Lattenburys (land to the South of the A1307 and	247	Hemingford Abbots	3,100	700	Figure 18

⁶ [Infrastructure Delivery Study Baseline Assessment](#)

Site Name (Preferred Options Name)	Call for Sites (CfS) reference number	Settlement	Dwellings within plan period	Dwellings beyond plan period	Site Boundary Map Reference from Baseline Assessment ⁶
North of A14, and East of A1198)					
Needingworth 1: Giffords Park, East of B1040	240	Needingworth	1,750	0	N/A wasn't assessed through the Baseline Assessment
St Neots 1: East of Loves Farm (Tithe Farm)	16	St Neots	1,100	0	N/A wasn't assessed through the Baseline Assessment

Table 3: Strategic Employment Allocations

Site Name	Call for Sites reference number	Settlement	Floorspace within plan period	Floorspace beyond plan period	Site Boundary Map Reference from Baseline Assessment
Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services	212	Peterborough Services	116,000	0	Figure 15
North Huntingdon 2: Land North of A1 between Racecourse and A1307	221	North Huntingdon	240,000	0	N/A wasn't assessed through the Baseline Assessment

2.2.4 Note that the non-strategic sites are not subject to bespoke testing in the Whole Plan Viability Assessment (WPVA) but have been tested using a typology-based approach (using assumptions regarding infrastructure costs for site size etc). However, the cumulative infrastructure requirements, at a settlement scale (calculated using the Demand Forecast Modelling approach, as set out in section 3.4) are reported in the Infrastructure Schedules, and in section 15.

- 2.2.5 The following section outlines the key assumptions and methodology used to assess the infrastructure projects and interventions required to support growth proposed through the Local Plan to 2046.

Use of Acronyms and Terminology

- 2.2.6 It is useful to briefly note that this document uses infrastructure-specific technical terms, which may be shortened using acronyms. Just as in the Baseline Assessment, these terms are written out once in full, and then from that point are referred to using an acronym. The Glossary in section 16, provides a definition of these terms.

3.0 Methodology: Infrastructure Assessment

3.1 Infrastructure types and scope

- 3.1.1 This Infrastructure Assessment covers infrastructure types shown in Table 4 below, and reports at the spatial scales identified in Table 5. Some infrastructure types that were discussed in the Baseline Assessment are not reported in the Schedule where no identified project or intervention has been identified to assist in the delivery of growth.

Table 4: Infrastructure types covered by the Infrastructure Schedules

Category	Infrastructure
Transport	Highways
	Public Transport – Rail
	Public - Bus
	Mobility Hubs
	Active Travel
Community and Built Facilities	Libraries
	Community Halls
Education	Pre-School and Nursery
	Primary
	Secondary
	Special Education Needs and Disability (SEND)
	Further & Higher Education
Emergency Services	Police
	Fire and Rescue
	Ambulance Service
Green and Blue Infrastructure	Open Space
	Green Infrastructure
Health	Primary Healthcare
Flood Management	Flood Management
Sport and Leisure	Indoor built facilities
	Playing pitch and outdoor sports
Utilities	Waste Management
	Electricity
	Waste Water
	Water Supply
	Mobile and Broadband Connectivity

Table 5: Spatial Scales

Spatial Scale	Settlements Included
District	Huntingdonshire District
Strategic Sites	As provided in Tables 2 and 3

Spatial Scale	Settlements Included
Settlements	All settlements within the Settlement Hierarchy: • Market Towns • Service Centres • Local Service Villages • Villages?

3.2 Identifying infrastructure requirements

- 3.2.1 Future infrastructure requirements associated with growth in the emerging Local Plan have been assessed through stakeholder engagement, a review of existing strategies and the use of formulaic approaches to calculate infrastructure needs (Demand Forecast Modelling). Since the preparation of the Baseline Assessment, the method for calculating and forecasting infrastructure requirements has been further refined. This is summarised within this section and explained in more detail under the infrastructure specific chapters (sections 4 to 12).

3.3 Consultation

- 3.3.1 As set out in section 1.4 of the Baseline Assessment⁷, engagement was carried out during the spring/summer 2025, to understand existing infrastructure capacity within the district and to inform the amount and type of infrastructure that would be needed to support the proposed strategic growth and site allocation options.
- 3.3.2 Subsequently, the Preferred Options Local Plan Update to 2046 was published in November 2025. Shortly afterwards, a second round of engagement commenced to inform the preparation of this Infrastructure Assessment. The engagement process involved issuing questionnaires to infrastructure providers and arranging meetings to discuss the infrastructure requirements for the preferred housing and employment allocations. Responses to the questionnaires; meeting notes; and the formal Reg 18 responses were used to inform the Infrastructure Assessment.

3.4 Approach to Determining Infrastructure Interventions and Projects to Support Local Plan Growth

- 3.4.1 Paragraph 004 of the Planning Practice Guidance (PPG) states that 'Policies for planning obligations should be set out in plans and examined in public. Policy requirements should be clear so that they can be accurately accounted for in the price paid for land. Such policies should be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability. This

⁷ [Infrastructure Delivery Study Baseline Assessment](#)

evidence of need can be standardised or formulaic (for example regional cost multipliers for providing school places) ...'⁸

- 3.4.2 Through engagement with infrastructure providers, it is apparent that both formulaic (Demand Forecast Modelling) and standardised (Project Specific) methods are applicable to identifying policy requirements for infrastructure need in Huntingdonshire.

Demand Forecast Modelling

- 3.4.3 Demand Forecast Modelling is a method used to calculate infrastructure needs relating to planned growth. A formulaic approach uses infrastructure-specific standards (as verified through liaison with infrastructure providers) and multipliers in order to forecast the amount and cost of new infrastructure needed to mitigate the impacts of development.

- 3.4.4 This proportionate, evidence-based approach has been developed by infrastructure providers to accord with Regulation 122 of the CIL Regulations 2010 (as amended) which requires that planning obligations assist in mitigating the impact of unacceptable development, and must be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

- 3.4.5 In discussion with Huntingdonshire District Council and the relevant infrastructure providers, Demand Forecast Modelling has been used to calculate infrastructure needs for the following infrastructure types within this report:

- Education;
- Healthcare;
- Community and built facilities;
- Outdoor sport and recreation;
- Open space and green infrastructure;
- Emergency services; and
- Waste collection (wheeled bins).

- 3.4.6 Table 6 sets out the modelling assumptions used to undertake the Demand Forecast Modelling calculations. Tables 6 - 13 present the forecast modelling

⁸ [Planning obligations - GOV.UK](#) paragraph 004.

standards for each infrastructure type. Further details, and justification for the approach are described in the infrastructure chapters (sections 4-12).

Table 6: Demand Forecast Modelling Assumptions

Assumption	Reason
For the purposes of calculating population increase arising from the proposed housing allocations (including strategic sites and non-strategic sites), we have assumed that the average household size in England is 2.35. Where infrastructure providers have used an alternative household multiplier, this has been noted within the infrastructure chapters (sections 4 to 12).	This is based on the latest Office of National Statistics (ONS) estimates of families and household types in the UK in 2024 ⁹ .
Child yields calculated using: • Pre-school/nursery: 30 pupils per 100 dwellings • Primary school: 40 pupils per 100 dwellings • Secondary school: 25 pupils per 100 dwellings • SEND: 2.17% of children will be educated in a specialist school¹⁰.	To derive the education requirements of new housing developments in accordance with the most up to date data provided by the Education Authority (Cambridgeshire County Council).

Table 7: Education Demand Forecast Modelling Formula and Data Source

Infrastructure type	Infrastructure Sub-Type	Forecast Demand Model Calculation	Data Source
Education ¹¹	Early Years expansion and Primary provision	Child yield x £22,102 per place	Cambridgeshire Score Card Costs 4 th Quarter 2024
	New Early Years or Primary provision	Child yield x £26,388 per place	Cambridgeshire Score Card Costs 4 th Quarter 2024
	New Secondary provision	Child yield x £31,968	Cambridgeshire Score Card Costs 4 th Quarter 2024
	SEND	Child yield x £116,708	Cambridgeshire Score Card Costs 4 th Quarter 2024

⁹ [Families and households in the UK - Office for National Statistics](#) (data release date: 23 July 2025)

¹⁰ Cambridgeshire County Council Children and Young People's Committee 25 February 2025 reviews the child yield multipliers to developer contributions for the provision of Special Education Needs and Disability (SEND) to enable the Council to provide adequate provisions and places, which it has a statutory obligation to ensure.

¹¹ Costs provided assume design standards that may be negotiated and may therefore change at planning application stage.

Table 8: Primary Healthcare Demand Forecast Modelling Formula and Data Source

Infrastructure type	Infrastructure Sub-Type	Forecast Demand Model Calculation	Data source
Primary Healthcare ¹²	Primary Care-Led Floorspace	150 sqm (GIA) per 1,750 population. Square metre cost for new build: £6,506 Square metre cost for refurb: £5,033	Health Building Note (HBN) 11-01: facilities for Primary and Community Care Services. The 150 sqm (GIA) requirement is derived from the Schedules of Accommodation (SOA) set out in HBN. ICB QS costing 23/24 (exc. land).

Table 9: Community Facilities Demand Forecast Modelling Formula and Data Source

Infrastructure type	Infrastructure Sub-Type	Forecast Demand Model Calculation	Data source
Community Facilities	Libraries	Population increase x £98.42 (standard cost for enhanced static (internal modifications + fit out) per person).	MLA Standard Charge Approach (Q1 2019)
	Community Buildings (village and community halls)	91 sqm per 1,000 population. Approximately £2,000/sqm plus land.	Developer Contributions Guide SPD (2011) and cost estimate based on SPD 2011.

Table 10: Sports and Leisure Demand Forecast Model Formula and Data Source

Infrastructure type	Infrastructure Sub-Type	Forecast Demand Model Calculation	Data source
Sport and Leisure	Indoor built facilities including sports hall, swimming pools, indoor bowls, changing facilities.	Sport England Calculator ¹³ is used to determine quantum and costs for indoor sports facilities.	

¹² Formulaic approach agreed between NHS ICB and HDC through engagement process.

¹³ [Calculators | Active Places Power](#)

Infrastructure type	Infrastructure Sub-Type	Forecast Demand Model Calculation	Data source
	Playing pitch and outdoor sports facilities including natural grass pitches, sand based, 3G, artificial grass pitches, outdoor tennis courts.	Sport England Calculator ¹⁴ is used to determine quantum and costs for outdoor sports facilities and playing pitches.	

Table 11: Green Infrastructure and Open Space Demand Forecast Modelling Formula and Data Source

Infrastructure type	Infrastructure Sub-Type	Forecast Demand Model Calculation	Data source	Site size threshold for on-site provision
Green Infrastructure/Open Space	Parks and gardens	0.8ha per 1,000 population	Fields in Trust standards	200
		£36.096 per person	HDC Developer Contributions SPD (2011)	
	Amenity green space	0.6ha per 1,000 population	Fields in Trust standards	50
		£81.97 per person	HDC Developer Contributions SPD (2011)	
	Natural and semi natural open space	1.8ha per 1,000 population	Fields in Trust standards	50
		£17.296 per person	HDC Developer Contributions SPD (2011)	
	Equipped play areas ¹⁵	0.25ha per 1,000 population	Fields in Trust standards	
		LAP (100sqm) - £17,458 LEAP (400sqm) - £46,555	HDC Developer Contributions SPD (2011)	LAP from 10 LEAP from 50 NEAP from 100

¹⁴ [Calculators | Active Places Power](#)

¹⁵ Final costs and requirements would be considered alongside current provision in the locality and the design of the site.

Infrastructure type	Infrastructure Sub-Type	Forecast Demand Model Calculation	Data source	Site size threshold for on-site provision
		NEAP (1,000sqm) - £69,832		
	Informal play space	0.3ha per 1,000 population (no cost – land provided on-site for informal play-space provision).	Fields in Trust standards	10
	Allotments and community gardens	0.21 per 1,000 population	Fields in Trust standards	500
		£32 per person	HDC Developer Contributions SPD (2011)	

Table 12: Emergency Services Demand Forecast Modelling and Data Source

Infrastructure Type	Infrastructure Sub-Type	Forecast Demand Model Calculation	Data source
Emergency Services ¹⁶	Police	£195 per dwelling	Cambridgeshire Constabulary
	Fire	£200 per dwelling and £7.32 per sqm	Cambridgeshire Fire and Rescue

Table 13: Waste Collection Demand Forecast Modelling and Data Source

Infrastructure type	Infrastructure Sub-Type	Forecast Demand Model Calculation	Data source
Waste Collection	Wheeled bins	£131.00 per dwelling	HDC Developer Contributions SPD 2011 price update (2026).

¹⁶ Demand forecast modelling applies to site >250 dwelling and employment sites >1000 sqm floor space

Project Specific Approach

- 3.4.7 In some cases, infrastructure projects are strategic in nature, for example the need for Ambulance Hub provision. The delivery of these projects may be funded using various mechanisms such as CIL; funding by partners such as the NHS; or the use of planning obligations to contribute proportionately to the project, where the 'ask' meets the CIL Regulation 122 tests.
- 3.4.8 In other cases, the funding and responsibility for delivering some infrastructure interventions, such as a new Primary Sub-station or upgrades to a Water Recycling Centre, falls under the responsibility of separate organisations e.g. statutory undertakers. In these cases, no costs are applied to the site, but phasing may be impacted.
- 3.4.9 The project specific approach applies to the following infrastructure types which are discussed in more detail in sections 9 to 12:
- Transport
 - Utilities
 - Waste Disposal
 - Emergency Services: Ambulance only.
 - Flood Management

Report Structure

- 3.4.10 The remainder of this report is set out into sections as outlined below:
- Sections 4 – 12*
- 3.4.11 These sections are infrastructure specific and provide an update to the policy context and infrastructure provision, where there has been change since the publication of the IDS Baseline. These themed sections also:
- Confirm and justify the approach taken by the Council for calculating infrastructure needs.
 - Identifies whether the infrastructure needs are critical, essential or desirable, with reference to Table 1 (section 1).
 - Provides a district wide infrastructure assessment, setting out what is needed in the district, as a result of planned growth.
 - Identifies any specific matters that are being addressed to ensure planned growth and proposed delivery trajectories can be achieved.

- 3.4.12 It is vital to note in relation to these sections that the infrastructure needs and costs reported are based on the capacities and costs at this point in time. Existing capacities and therefore requirements for contributions to address needs arising from growth must be subject to regular review and detailed consideration at planning application stage.

Section 13

- 3.4.13 Section 13 provides an infrastructure assessment of the strategic sites. As above, it is vital to note in relation to these sections that the infrastructure needs and costs reported are based on the capacities and costs at this point in time. Existing capacities and therefore requirements for contributions to address needs arising from growth must be subject to regular review and detailed consideration at planning application stage.

Section 14

- 3.4.14 Section 14 provides an overview of the infrastructure needs arising upon each settlement in District (based on the impacts from the non-strategic sites proposed in the emerging Local Plan). This section is structured spatially, grouping settlements located in the north, centre or south of the district. The section reports aggregate infrastructure impacts within the settlements of Huntingdonshire. Settlements have been identified using the Council's Settlement Hierarchy, as set out in Policy LP5, covering Market Towns; Service Centres and Local Service Villages. The impact of sites on Villages is not described in Section 14 because the level of detail is considered disproportionate. Nevertheless, further details of infrastructure needs at a Village scale can be found in Appendix D.

Section 15

- 3.4.15 Provides conclusions, policy recommendations and presents the Infrastructure Schedules, which present the data resulting from this Infrastructure Assessment in three spreadsheets at three spatial scales (District-wide; settlement scale; strategic site scale).

4.0 Education

- 4.1.1 The pupil multipliers as previously reported at Baseline Assessment across all types of education provision remain the same for this Infrastructure Assessment. It must be noted that the use of the pupil multipliers only applies to pupil generating residential dwellings. For example, they would not be applied to sheltered accommodation or specialist housing. Furthermore, it must be stressed that the use of Demand Forecast Modelling is the starting point. Existing capacity of existing schools will be taken into account at planning application stage when calculating total need and contributions towards school spaces and education provision.

Pre-school & nursery

4.2 Context

- 4.2.1 There have been no national, regional or local policy or strategy updates since the preparation of the Baseline Assessment with regard to pre-school & nursery provision. Furthermore, no further updates to technical studies have been published.

4.3 Existing provision

- 4.3.1 There have been no new pre-school & nursery infrastructure scheme(s) delivered since the publication of the Baseline Assessment in October 2025.

4.4 Establishing Future Infrastructure Needs and Developer Contributions

- 4.4.1 As set out in section 3, calculating future infrastructure needs and developer contributions for early years & pre-schools, is carried out using Demand Forecast Modelling. For early years & pre-schools, the formula for calculating needs and calculations is set out in Tables 6 and 7.
- 4.4.2 The Baseline Assessment set out an alternative approach which used the CCC Planning Obligations Strategy 2016 indicating costs per place for early years provision as £19,957 per pupil. Through engagement with CCC, it has been confirmed that pupil place costs have been updated to use the DfE score card costs (4th Quarter, 2024).

- 4.4.3 For early years pupils at expanded schools / early years facilities this is £22,102. For new provision this cost is £26,388. Strategic sites are expected to co-locate early years and primary provision on site and therefore CCC Education are seeking a blended contribution for new provision of this requirement.
- 4.4.4 It is important to note that early years & nursery provision is essential to mitigate the impacts of new development, enabling development to come forward in a way that is both sustainable and acceptable in planning terms.

4.5 Infrastructure Assessment

- 4.5.1 The scale and distribution of planned growth across the District will generate additional demand for early years & nursery provision with an estimated total cost of £27,450,684. This provision is split between on-site and off-site provision, with all strategic sites delivering early years provision co-located alongside primary provision, and delivering a standalone nursery if the site generates this additional requirement.
- 4.5.2 For on-site provision the costs identified would cover the building shell and fit out. CCC design to Building Bulletin 103¹⁷ and the pre-school output specification provided by the DfE. For the standalone nursery, CCC require a land allocation / building to be tendered for early years use. There would be no requirement for this to be furnished.
- 4.5.3 Land for a pre-school would be provided in addition to the contributions sought and this is expected to be on site. For a standalone 100-place nursery, a land allocation of 0.3 hectares would be considered appropriate.
- 4.5.4 The infrastructure requirements are set out in detail within the Infrastructure Schedules. For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis and are set out in Appendix B. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development, this is set out in Appendix C. District-wide infrastructure requirements are provided in Appendix E. A detailed breakdown of estimated requirements is provided in sections 13 and 14 respectively.

¹⁷ [Building Bulletin 103](#)

Primary & secondary education

4.6 Context

- 4.6.1** There have been no national, regional or local policy or strategy updates since the preparation of the Baseline Assessment with regard to primary and secondary education. Furthermore, no further updates to technical studies have been published.

4.7 Existing provision

- 4.7.1** Through consultation with CCC, existing primary and secondary school data has been issued for Huntingdonshire and is presented in Tables 14 and 15 below. The data provides current school capacity, and total pupils forecasted to be registered at the school by 2029/30.

Table 14: Primary Schools of Huntingdonshire capacity – CCC Education, January 2026

School Name	PAN¹⁸	Capacity (SCAP¹⁹, 2025)	Number on roll (Census, Oct 2025)	Pupils forecast by 2029/30
Abbots Ripton CofE Primary School	17	119	103	44
Alconbury CofE Primary School	30	210	208	197
Barnabas Oley CofE Primary School, Great Gransden	21	150	139	127
Brampton Village Primary School	90	630	607	708
Brington CofE Primary School	17	120	94	94
Buckden CofE Primary School	50	350	332	349
Bury CofE Primary School	30	210	207	231
Bushmead Primary School, St Neots	60	419	376	355
Cromwell Academy, Huntingdon	30	210	202	226
Crosshall Infant / Junior School Academy Trust, St Neots	120	840	586	417
Earith Primary School	20	140	103	113
Eastfield Infant / Westfield Junior School, St Ives	60	560	397	241
Ermine Street Church Academy, Huntingdon	30	630	335	645
Eynesbury CofE C Primary School, St Neots	30	210	187	247
Farcet CofE (C) Primary School, Peterborough	20	140	82	94
Folksworth CofE Primary School	15	105	84	39

¹⁸ Published Admission Number

¹⁹ Annual School Capacity Survey

School Name	PAN ¹⁸	Capacity (SCAP ¹⁹ , 2025)	Number on roll (Census, Oct 2025)	Pupils forecast by 2029/30
Fourfields Community Primary School, Yaxley	60	510	444	354
Godmanchester Bridge Academy	30	420	273	283
Godmanchester Community Academy	60	420	405	365
Great Paxton CofE Primary School	17	119	74	69
Great Staughton Primary Academy	20	140	67	55
Hartford Infant / Junior School	60	420	353	363
Hemingford Grey Primary School	45	315	246	252
Holme CofE Primary School	17	119	111	66
Holywell CofE Primary School, St Ives	30	210	191	180
Houghton Primary School	30	210	176	109
Huntingdon Primary School	75	630	443	533
Kimbolton Primary Academy	20	140	47	39
Little Paxton Primary School	60	420	289	294
Middlefield Primary Academy, St Neots	30	210	202	153
Offord Primary School, Offord Cluny/Offord D'Arcy	17	119	95	81
Priory Infant / Priory Junior School, St Neots	60	630	451	346
Ramsey Junior School	68	355	271	392
Ramsey Spinning Infant School	90	270	226	295
Sawtry Infants' School / Sawtry Junior Academy	60	510	485	622
Somersham Primary School	50	350	312	332
Spaldwick Primary School	24	195	104	81
St Anne's CofE Primary School, Godmanchester	30	240	208	190
St Helen's Primary School, Bluntisham	30	240	188	205
St John's CofE Primary School, Huntingdon	60 (moving to 30)	420	299	196
St Mary's Church of England Primary School St Neots	15	210	63	151
Stilton Church of England Primary Academy	30	210	152	146
Stukeley Meadows Primary School	60	418	378	260
The Ashbeach Primary School, Ramsey	20	140	140	147

School Name	PAN ¹⁸	Capacity (SCAP ¹⁹ , 2025)	Number on roll (Census, Oct 2025)	Pupils forecast by 2029/30
The Elton CofE Primary School of the Foundation of Frances and Jane Proby, Peterborough	20	150	133	56
The Round House Primary Academy, St Neots	60	420	351	278
Thongsley Fields Primary and Nursery School, Huntingdon	60	420	189	316
Thorndown Primary School, St Ives	90	630	484	470
Upwood Primary Academy	30	210	199	107
Warboys Primary Academy, St Ives	60	390	305	351
Wheatfields Primary School, St Ives	60	420	285	361
William de Yaxley Church of England Academy	60	240	210	248
Winhills Primary Academy, St Neots	45	315	193	255
Wintringham Primary Academy, St Neots	90	630	283	585
Wyton on the Hill Community Primary School	45	315	131	168
Yaxley Infant School	60	180	139	149

4.7.2 Since the publication of the Baseline Assessment in October 2025 several schools are now in the process of consulting on reducing their published admission number (PAN) due to low pupil numbers. This means that, if approved, they will have less resource and intakes will be smaller, but physical capacity at these schools will remain the same. Schools currently consulting on a PAN reduction include:

- Abbots Ripton C of E Primary School - reducing their PAN from 17 to 15.
- St John's Primary School, Huntingdon - reducing their PAN from 60 to 30
- Thongsley Fields Primary and Nursery School, Huntingdon - reducing their PAN from 60 to 30
- Winhills Primary Academy, St Neots - reducing their PAN from 45 to 30
- Offord Primary School, Offord Cluny/Offord D'Arcy – reducing their PAN from 17 to 15

4.7.3 All changes are proposed to come into effect in the academic year 2027/28.

4.7.4 Table 15 identifies the existing secondary schools and their latest capacities across Huntingdonshire:

Table 15: Secondary Schools of Huntingdonshire capacity – CCC Education, January 2026

School Name	PAN ²⁰	Capacity (SCAP ²¹ , 2025)	Number on roll (Census, Oct 2025)	Pupils forecast by 2029/30
Abbey College, Ramsey	1,050	1,016	1,016	1,575
Enulf Academy, St Neots	1,274	739	750	665
Hinchingbrooke School, Huntingdon	1,600	1,749	1,701	1,781
Longsands Academy, St Neots	1,436	1,307	1,376	1,523
Sawtry Village Academy	900	943	906	858
St Ivo Academy, St Ives	1,480	1,260	1,343	1,031
St Peter's School, Huntingdon	1,385	1,301	1,319	1,428

4.7.5 The expansion of Abbey College, Ramsey to deliver an additional 150 secondary places is expected to be completed by 2027.

4.8 Establishing Future Infrastructure Needs and Developer Contributions

4.8.1 As set out in section 3, calculating future infrastructure needs and developer contributions for primary and secondary schools, is carried out using Demand Forecast Modelling. For primary and secondary schools, the formula for calculating needs and calculations is set out in Tables 6 and 7.

4.8.2 The Baseline Assessment set out an alternative approach which used the CCC Planning Obligations Strategy 2016 indicating the following costs:

- £23,833 per primary school place
- £26,255 per secondary school place.

4.8.3 Through engagement with CCC, it has been confirmed that pupil place costs have been updated to use the DfE score card costs (4th Quarter, 2024). The DfE score cost cards for primary pupils at expanded schools is £22,102. For new provision

²⁰ Published Admission Number

²¹ Annual School Capacity Survey

this cost is £26,388. For secondary pupils at expanded schools the cost is £30,400. For new provision this cost is £31,968.

- 4.8.4 It is important to note that primary and secondary school provision is essential to mitigate the impacts of new development, enabling development to come forward in a way that is both sustainable and acceptable in planning terms.

4.9 Infrastructure Assessment

- 4.9.1 The scale and distribution of planned growth across the District will generate additional demand for primary provision with an estimated total cost of £187,477,580. Additional demand for secondary provision generates an estimated total cost of £143,587,656. This provision is split between on-site provision and contributions towards expansion of existing provision. All strategic sites are expected to deliver primary provision on-site. All strategic sites are expected to deliver secondary provision apart from Needingworth 1 and St Neots 1 which will provide developer contributions.
- 4.9.2 For on-site primary and secondary provision, the costs identified would cover the building shell and fit out. CCC design to Building Bulletin 103 and the school output specification provided by the DfE.
- 4.9.3 Land for primary and secondary provision would be provided in addition to the contributions sought and this is expected to be on site. Where provision is to be made on site rather than through contributions for off-site provision, CCC has confirmed the following land requirements for on-site provision:

- **Primary**

- 2FE/420-place school with 52-place early years setting (472 places overall) – 2.3 ha
- 3FE/630-place school with 78-place early years setting (708 places overall) – 3 ha
- 4FE/840-place school with 104-place early years setting (944 places overall) – 4 ha

- **Secondary**

- 7FE/1,050-place school – 7.7ha
- 8FE/1,200-place school – 8.7ha
- 9FE/1,350-place school – 9.6ha
- 10FE/1,500-place school – 10.6ha

- 4.9.4 The infrastructure requirements are set out in detail within the Infrastructure Schedules. For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 13 and 14 respectively.

Further & higher education

4.10 Context

- 4.10.1 There have been no national, regional or local policy or strategy updates since the preparation of the Baseline Assessment with regard to further and higher education. Furthermore, no further updates to technical studies have been published.

4.11 Existing provision

- 4.11.1 There have been no new further and higher education infrastructure scheme(s) delivered since the publication of the Baseline Assessment in October 2025 (see Table 3 in the Baseline Assessment).

4.12 Establishing Future Infrastructure Needs and Developer Contributions

- 4.12.1 As set out in section 3, calculating future infrastructure needs and developer contributions for further and higher education, is carried out using Demand Forecast Modelling. For further and higher education, the formula for calculating needs and calculations is set out in Tables 6 and 7.
- 4.12.2 The Baseline Assessment did not identify an approach to calculating further and higher education needs. Recent engagement with CCC has confirmed that in recognition that there is already a pressure on further and higher provision within the district, it is likely that any new secondary school would be designed to cater for the 11-19 age range. As such the land allocation for a secondary school may increase in recognition of this requirement and it is likely that a contribution towards delivery of the provision would be requested to mitigate the impact of development. This is usual practice for CCC and education authorities nationwide.

- 4.12.3 It is important to note that further and higher education provision is essential to mitigate the impacts of new development, enabling development to come forward in a way that is both sustainable and acceptable in planning terms.

4.13 Infrastructure Assessment

- 4.13.1 The scale and distribution of planned growth across the District will generate additional demand for further and higher education provision. It is expected that Hemingford Abbots 1, North Huntingdon 3, and North Huntingdon 4 will provide further and higher education provision on site as part of delivering secondary provision. The costs identified for secondary provision at these sites within the Infrastructure Schedules reflects this requirement.
- 4.13.2 The infrastructure requirements are set out in detail within the Infrastructure Schedules. For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 13 and 14 respectively.

Special Educational Needs and Disability (SEND)

4.14 Context

- 4.14.1 There have been no national, regional or local policy or strategy updates since the preparation of the Baseline Assessment with regard to SEND. Furthermore, no further updates to technical studies have been published.

4.15 Existing provision

- 4.15.1 Through consultation with CCC, it has been identified that the following SEND provision is planned in addition to the provision set out in section 3.18 of the Baseline Assessment:
- A new Area Special school located in Fenland is planned to be delivered by the DfE and in line with the county's Inclusion for All agenda. It is expected to support current SEND requirements county-wide.
 - Smaller enhanced resource bases are being developed across county schools, and accessibility adaptations are being supported in our mainstream schools to ensure they are Inclusive Places able to support more SEN and SEND students within local mainstream settings.

4.16 Establishing Future Infrastructure Needs and Developer Contributions

- 4.16.1 As set out in section 3, calculating future infrastructure needs and developer contributions for SEND places, is carried out using Demand Forecast Modelling. For SEND places, the formula for calculating needs and calculations is set out in Tables 6 and 7.
- 4.16.2 The Baseline Assessment set out an alternative approach which used the CCC Planning Obligations Strategy 2016 indicating the cost of SEND as £105,300 per place.
- 4.16.3 Through engagement with CCC, it has been confirmed that SEND place costs have been updated to use the DfE score card costs (4th Quarter, 2024). The DfE score cost cards for SEND are £116,708 which will contribute towards the construction of extending and or improving existing schools, providing new schools, providing land for new schools, and enhancing existing facilities.
- 4.16.4 It is important to note that SEND place provision is essential to mitigate the impacts of new development, enabling development to come forward in a way that is both sustainable and acceptable in planning terms.

4.17 Infrastructure Assessment

- 4.17.1 The scale and distribution of planned growth across the District will generate additional demand for SEND provision with an estimated total cost of £34,428,860.
- 4.17.2 SEND provision does not operate on catchment areas and places are sorted by the type of facility across Cambridgeshire that best meet a child's needs, taking into consideration parental preference at all times. Therefore, effort is made to ensure that suitable provision is available across county. Contributions will be requested from developments towards countywide schemes.
- 4.17.3 The infrastructure requirements are set out in detail within the Infrastructure Schedules. For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 13 and 14 respectively.

5.0 Healthcare

Primary health

5.1 Context

- 5.1.1 Through engagement with Cambridgeshire and Peterborough Integrated Care Board (ICB) in January 2026, the following updates to the national and regional primary healthcare context can be provided, which builds on the information presented within the Baseline Assessment.
- 5.1.2 At a national scale, the NHS “10 Year Health Plan for England: fit for the future” was published in July 2025²². The Plan is part of the government’s health mission to build a health service fit for the future. It sets out how the government will reinvent the NHS through 3 changes:
- From hospital to community: the Neighbourhood Health Service
 - From analogue to digital
 - From sickness to prevention
- 5.1.3 A key part of the plan is delivering a ‘Neighbourhood Health Service’ that will bring care into local communities. The plan explains *At its core, the Neighbourhood Health Service will embody our new preventative principle that care should happen:*
- *As locally as it can*
 - *Digitally by default*
 - *In a patient’s home if possible*
 - *In a neighbourhood health centre (NHC) when needed*
 - *In a hospital if necessary*
- 5.1.4 With regard to NHC’s, the plan states that the aim is to establish an NHC in every community. They will be a ‘one stop shop’ for patient care and the place from which multidisciplinary teams operate. They will be open at least 12 hours a day and 6 days a week to offer better flexibility and convenience for local communities.
- 5.1.5 At a regional scale, it is important to note that as a result of ICBs going through a merging process, the Peterborough and Cambridgeshire ICB will no longer exist

²² [10 Year Health Plan for England: fit for the future - GOV.UK](#)

from 1 April 2026. It will be incorporated into the new Central East ICB, covering Bedfordshire, Luton, Milton Keynes, Cambridgeshire, Peterborough and Hertfordshire.

- 5.1.6 There are no updates from CCC Public Health with regard to national and local policy context except for continued emphasis on the need for the Council to incorporate health and wellbeing across all policies within the Local Plan.

5.2 Existing provision

- 5.2.1 There are no updates to the current list of GP surgeries in Huntingdonshire, as set out in Table 5 of the Baseline Assessment. Nevertheless, through the January 2026 engagement, the ICB did state that upon undertaking an existing capacity analysis of each GP practice across Huntingdonshire, the majority of GP practices are currently experiencing a capacity deficit, and in some instances, this is significant. It is important to note that the NHS 10 year health plan may have implications for the future format and provision of Neighbourhood Healthcare Services. Therefore, it will be the new Central East ICB that determines where new neighbourhood facilities are located, in relation to areas experiencing capacity deficits.

5.3 Establishing Future Infrastructure Needs and Developer Contributions

- 5.3.1 As set out in section 3, calculating future infrastructure needs and developer contributions for primary healthcare, is carried out using Demand Forecast Modelling. For primary healthcare, the formula for calculating needs and calculations is set out in Table 8.
- 5.3.2 The Baseline Assessment set out an alternative approach which used 120sqm per 1,750 population. Through engagement with the ICB, it was explained that the calculation used in the Baseline Assessment (120sqm per 1,750 patients) is used for calculating the Net Internal Area (NIA) for the purposes of determining existing capacity. Whereas the recommended approach of 150sqm per 1,750 patients is based upon the Gross Internal Area measurements, and is used for calculating 'new' provision.
- 5.3.3 In all cases, the costs provided by the ICB must be considered to represent a 'point in time' figure and may differ at the point of planning application.

- 5.3.4 It is important to note that primary healthcare provision is essential to mitigate the impacts of new development, enabling development to come forward in a way that is both sustainable and acceptable in planning terms.

5.4 Infrastructure Assessment

- 5.4.1 The ICB note that based on the initial high-level assessment, an approximate investment of between £19,627,076 - £23,661,443 (as present day costings) would be needed to provide the additional 3,857 sqm of primary care-led floorspace necessary to directly mitigate the impact of planned housing growth.
- 5.4.2 Delivery of this floorspace will be on-site for the strategic housing allocations where the need for approximately 3,100sqm GIA of new primary care-led floorspace is required. On sites where less floorspace needs are generated, provision will be made through off-site financial contributions towards the extension/refurbishment of existing premises (to be determined at applications stage).
- 5.4.3 In terms of phasing of primary healthcare facilities, the ICB note that, where new facilities are required, interim facilities during early phases of the development may be needed to ensure access to health services for new residents and where strategic sites trigger the need for on-site provision, this would need to be delivered during the mid-late phases, once the threshold for an operational health facility is reached.
- 5.4.4 The infrastructure requirements are set out in detail within the Infrastructure Schedules. For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 13 and 14 respectively. It should be noted that due to the changing context for the provision and delivery of primary healthcare, the consideration of infrastructure capacity, and funding arrangements will need to be considered in further detail at planning application stage.

6.0 Community and Built Facilities

Community facilities and halls

6.1 Context

6.1.1 There have been no national, regional or local policy or strategy updates since the preparation of the Baseline Assessment, but it is noted that the Great Staughton Neighbourhood Plan was 'made' in October 2025. This means that there are now 11 'made' Neighbourhood Plans in Huntingdonshire that provide guidance on the provision of local community facilities. It should also be noted that the following neighbourhood plan groups have made the following progress on their plans:

6.1.2 Neighbourhood Plans at consultation – due to close 23 June

- Alconbury
- Ramsey
- The Giddings, Winwick and Hamerton

6.1.3 Neighbourhood Plans at consultation – due to close 7 July

- Brington and Molesworth

6.1.4 For the purpose of this Infrastructure Assessment, the scope of this section has been limited to community halls (village and community buildings) as a subset of community facilities. Other types of community facilities such as cemeteries, are not included within this assessment due to limited available information.

6.2 Existing provision

6.2.1 There have been no new community facilities and halls delivered since the publication of the Baseline Assessment in October 2025, but it is to note that currently there are now 35 'Community Spaces' operating within the District. These primarily utilise existing community facilities, including community halls, to deliver a range of activities and services. HDC has published a list of these facilities, which provides details on the range of activities and services offered, as well as contact information²³.

²³ [Huntingdonshire community spaces locations](#)

6.3 Establishing Future Infrastructure Needs and Developer Contributions

- 6.3.1 As set out in section 3, calculating future infrastructure needs and developer contributions for community and built facilities is carried out using Demand Forecast Modelling. For community facilities and halls, the formula for calculating needs and calculations is set out in Table 9.
- 6.3.2 In the Baseline Assessment, it was not possible to determine how the scale and distribution of growth would impact the need for new or enhanced community and built facilities. Through engagement with HDC, the approach has been confirmed and agreed due to the absence of a more recent or detailed needs assessment specific to community facilities and halls. Therefore, the approach set out in the Huntingdonshire Developer Contributions Guide SPD (2011) remains proportionate and consistent.
- 6.3.3 It is important to note that community facilities and halls are essential to mitigate the impacts of new development, enabling development to come forward in a way that is both sustainable and acceptable in planning terms.

6.4 Infrastructure Assessment

- 6.4.1 The scale and distribution of planned growth across the District will generate additional demand for community facilities and halls, including village and community halls of approximately 4,241sqm with an estimated total cost of £8,534,026 (excluding land costs).
- 6.4.2 The need for community facilities and halls is expected to be met through a combination of both on-site and off-site provision. For larger sites (typically 500 dwellings or more), provision is expected to be delivered on-site in the form of a community hall or community space. For smaller sites (below 500 dwellings), the need for community facilities is expected to be addressed through off-site contributions.
- 6.4.3 The timing of delivery for community facilities and halls infrastructure will be determined through the planning application process, including phasing plans and S.106 agreements, to ensure that that facilities are available to meet the needs of new residents.
- 6.4.4 The infrastructure requirements are set out in detail within the Infrastructure Schedules. For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements

have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 13 and 14 respectively.

Libraries

6.5 Context

- 6.5.1 Through engagement with CCC in January 2026, the following updates to the local policy context can be provided, which builds on the information within the Baseline Assessment.
- 6.5.2 CCC has prepared a draft Library Service Levels Policy which is expected to be adopted in July 2026²⁴. The policy will define the type and standards of service provided by different types of libraries across the County, including those serving Huntingdonshire, and will support planning for library provision in areas experiencing population growth.
- 6.5.3 CCC has also noted that while the current costing approach remains valid, a more detailed update may be provided in line with updated Arts Council guidance²⁵ by early 2027.

6.6 Existing provision

- 6.6.1 There have been no new library infrastructure schemes delivered since the publication of the Baseline Assessment in October 2025.

6.7 Establishing Future Infrastructure Needs and Developer Contributions

- 6.7.1 As set out in section 3, calculating future infrastructure needs and developer contributions for libraries is carried out using Demand Forecast Modelling. For library provisions, the formula for calculating needs and calculations is set out in Table 9.

²⁴ Consultation Response: CCC Libraries Service, January 2026

²⁵ [Arts Council Guidance](#)

- 6.7.2 This approach was outlined in the Baseline Assessment, and through engagement with CCC, it has been confirmed that the approach remains relevant and should continue to inform this Infrastructure Assessment. This approach is consistent with that established in Baseline Assessment. It is noted that updated best practice guidance from Arts Council England is expected to be adopted by 2027, which may result in minor adjustments to cost assumptions, although the underlying methodology will remain unchanged.
- 6.7.3 Through engagement with CCC, it has also been confirmed that provision should focus on enhancing existing static and mobile library services and that new provision is not required. On this basis, the Museums, Libraries and Archives Council (MLA) standard charge approach has been used to determine the cost and level of developer contributions towards securing enhanced library services.
- 6.7.4 In addition to static provision, CCC has identified that growth may increase demand for the mobile library service, particularly in areas with care homes or similar provision and those further from static provision and limited public transport.
- 6.7.5 It is important to note that libraries are desirable for sustainable growth, as it would improve operational capacity and deliver wider benefits; however, its absence is unlikely to prevent development in the short to medium term.

6.8 Infrastructure Assessment

- 6.8.1 The scale and distribution of planned growth in Huntingdonshire will generate additional demand for library services across the District. This demand will be addressed through the enhancement and improvement of existing library provision including increased floorspace, internal reconfiguration, and enhanced resources. Significant improvements, such as extensions and the redesign of library provision, will be required at key locations including St Neots, Sawtry, Huntingdon and St Ives, while minor improvements are likely to be needed in locations such as Yaxley and Ramsey²⁶. The demand generates an estimated total cost of £4,545,020 and the detail is set out in the Infrastructure Schedules.
- 6.8.2 Library infrastructure provision is expected to be delivered off-site through financial contributions towards the enhancement and expansion of existing static and mobile library services. The delivery will typically be secured through developer contributions and base revenue funding from CCC.

²⁶ Consultation Response: CCC Libraries Service, January 2026

- 6.8.3 CCC has advised that enhancements to existing library provision can be delivered flexibly, with contributions typically required at around 50% occupation, when additional capacity pressures begin to arise. This would allow sufficient time to plan and procure the necessary improvements.
- 6.8.4 For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 13 and 14 respectively.

7.0 Sports & Leisure

7.1 Context

- 7.1.1 There have been no national, regional or local policy or strategy updates since the preparation of the Baseline Assessment with regard to sports and leisure. However, it is noted that the refurbishment of the swimming pool at Academy Leisure Sawtry has been completed and the pool has now reopened. No further updates to technical studies have been published.

7.2 Existing provision

- 7.2.1 Through consultation with HDC Active Lifestyles Team it has been identified that the following sports and leisure infrastructure provisions have been delivered since the publication of the Baseline Assessment in October 2025:

- One Leisure St Ives Outdoor Centre (OLSIO) - A planning application has now been submitted for the proposed 3G Artificial Turf Pitch (ATP). A determination is anticipated imminently.
- One Leisure Huntingdon – A planning application has been submitted for redevelopment and external sports provision which includes a new swimming pool, internal improvements, a two-storey extension, and refurbishment of the existing Leisure Centre. The scheme also includes the provision of a new full-size 3G Artificial Grass Pitch (including relocation of the existing provision) which, if delivered as proposed, would be expected to better align provision with current demand in the Huntingdon area. The proposals also include new pickleball and padel courts, with a consequential loss of one outdoor tennis court.
- Godmanchester Rovers – The Godmanchester Rovers 3G pitch has been delivered and is now complete, increasing secured Artificial Grass Pitch (AGP) provision locally compared to the position in October 2025.

7.3 Establishing Future Infrastructure Needs and Developer Contributions

- 7.3.1 As set out in section 3, calculating future infrastructure needs and developer contributions for sports and leisure, is carried out using Demand Forecast Modelling. For sports and leisure infrastructure, the formula for calculating needs and calculations is set out in Table 10.

7.3.2 This approach was outlined in the Baseline Assessment, and through engagement with HDC Active Lifestyles Team, it has been confirmed that the approach remains relevant and should continue to inform this Infrastructure Assessment.

7.3.3 It is important to note that indoor sports infrastructure are desirable for sustainable growth, as it would improve operational capacity and deliver wider benefits; however, its absence is unlikely to prevent development in the short to medium term. However, the outdoor sports infrastructure including smaller scale requirements such as additional changing facilities and upgrades to the existing are essential to mitigate the impacts of new development, enabling development to come forward in a way that is both sustainable and acceptable in planning terms.

7.4 Infrastructure Assessment

7.4.1 The scale and distribution of planned growth in Huntingdonshire will generate additional demand for indoor and outdoor sports facilities, including playing pitches, sports halls and swimming pools. The demand generates an estimated total cost of £ 47,446,246 and the detail is set out in the Infrastructure Schedules.

7.4.2 The consultation response from HDC Active Lifestyle Team in January 2026²⁷ indicates that, where strategic sites do not deliver appropriate on-site leisure and sport provision and/or mitigation, the proposed growth is likely to increase pressure on existing One Leisure assets, particularly at peak times. Strategic sites are expected to provide outdoor formal sports on site within the developments. Where on-site provision is not deliverable or where strategic off-site solutions are more appropriate, mitigation will need to be secured through developer contributions alongside other funding sources where available.

7.4.3 Where mitigation is to be delivered off-site (e.g. expansions, enhancements or strategic projects), contributions should be secured at an appropriate early stage (e.g. on commencement or at early stages of occupation triggers) to allow sufficient lead-in time for feasibility, design, procurement and delivery, and to ensure that infrastructure provision keeps pace with housing delivery. Where infrastructure is delivered on-site, provision should be phased to ensure facilities are available to serve the emerging community at appropriate stages of development. This should be considered and agreed as planning application

²⁷ Consultation Response: HDC Active Lifestyle Response, January 2026

stage based on the type of facility, its intended users, management arrangements and any operational requirements.

- 7.4.4 For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 14 and 15 respectively.

8.0 Green & Blue Infrastructure

8.1 Context

8.1.1 The following relevant technical study has been published since the publication of the Baseline Assessment, which is relevant to green and blue infrastructure:

- Cambridgeshire & Peterborough Local Nature Recovery Strategy (LNRS) (December 2025)²⁸

8.1.2 Derived from the Environment Act (2021), the LNRS identifies priorities and actions to support nature recovery and provide wider environmental benefits across Cambridgeshire and Peterborough that will, alongside other LNRS across England, provide a national nature recovery network.

8.2 Existing provision

8.2.1 Table 18 of the IDS Baseline Assessment outlines Huntingdonshire's strategic green infrastructure network projects, including the Paxton Pits Nature Reserve extension. On 16 September 2025 HDC's Cabinet approved the signing of the lease to secure the extension of the Paxton Pits Nature Reserve, which will, once the restoration works are complete, extend the Nature Reserve from 78ha to approximately 280ha, making it one of the largest in Cambridgeshire. The project will also provide 27km of footpaths, 8.4km of cycleways, alongside new bird hides and viewpoints.

8.3 Establishing Future Infrastructure Needs and Developer Contributions

8.3.1 As set out in section 3, calculating future infrastructure needs and developer contributions for green and blue infrastructure, is carried out using Demand Forecast Modelling. For green and blue infrastructure, the formula for calculating needs and requirements is set out in Table 11.

8.3.2 The Baseline Assessment set out an alternative approach which was informed by HDC's Developer Contributions SPD (2011). Through engagement with HDC and the Local Plan viability consultant, and having regard to stakeholder responses, it has been confirmed that the approach has changed, to instead apply the Fields in

²⁸ [Cambridgeshire & Peterborough Local Nature Recovery Strategy \(December 2025\)](#)

Trust standards²⁹ and the National Allotment and Leisure Gardeners Society. These standards alongside costs and site size thresholds, provided by HDC and through the HDC Developer Contributions SPD (2011), have informed the identification of infrastructure requirements. This decision to apply these standards reflects the need to ensure development is accompanied by high quality green infrastructure of sufficient scale alongside the need to ensure development remains viable.

- 8.3.3 The Fields in Trust standards also include 'outdoor sports' standards. However, these standards have not been applied due to the duplication with Sport England's Playing Pitch Calculator outputs, which are detailed in the Sports & Leisure section. Sport England's outputs are considered more relevant and robust given the calculator outputs provide quantum and cost estimates and are based on the Huntingdonshire sports team data profile provided through the latest evidence.
- 8.3.4 The number of equipped play areas (Local Area of Play (LAP), Local Equipped Area of Play (LEAP), Neighbourhood Equipped Area of Play (NEAP)) required for each site has been identified by first prioritising space for the largest and most comprehensive play areas (NEAP), which cater to the widest range of children. The remaining space requirements are fulfilled by LEAP, and then LAP. In addition to providing the most comprehensive play facilities, this approach is also the most cost effective as NEAP have the lowest cost per sqm. A different approach to identifying the mix of NEAP/LEAP/LAP, one that ensures a more balanced mix of different equipped play areas, could reasonably be applied at the planning application stage.
- 8.3.5 The equipped play area requirements and associated costs are identified as high level estimates to inform the delivery opportunities of planned growth. Final requirements and costs will be considered alongside the provision of equipped play areas in the locality and the makeup and design of individual development proposals at the planning application stage.
- 8.3.6 It is important to note that green and blue infrastructure, derived from the standards detailed in Table 11, is essential because it is required to ensure compliance with key policies and mitigate the impact of development. However,

²⁹ [Fields in Trust standards](#)

development could reasonably be commenced and partially occupied before some of the green infrastructure is delivered.

8.4 Infrastructure Assessment

8.4.1 The scale of planned population growth in Huntingdonshire will generate additional demand for green and blue infrastructure. Meeting this need will require a combination of on-site provision within development areas and strategic off-site provision.

8.4.2 The green infrastructure standards have been applied to planned growth by calculating the population increase arising from each proposed Local Plan site allocation using a household size of 2.35. The resulting green infrastructure requirements and associated costs for each Strategic Site and at a settlement scale are discussed in chapters 13 and 14 and outlined in the Infrastructure Schedules. At a high level, it is useful to note the green infrastructure requirements at a District level, as follows:

- 36.94ha of parks and gardens (£1,666,908)
- 27.71ha of amenity greenspace (£3,785,270)
- 83.12ha of natural and semi-natural open space (£798,727)
- 11.54ha of equipped play areas (£9,049,071)
- 13.85ha of informal play space (land contribution)
- 9.7ha of allotments and community gardens (£1,477,755)

8.4.3 Reflecting the site size thresholds for on-site provision detailed in Table 11, there is a need for off-site green infrastructure, in particular relating to parks and gardens, and allotments and community gardens. Engagement with the Wildlife Trust and HDC's Parks & Countryside Team in January 2026 highlighted the need for new and improved strategic green infrastructure to address the impacts of historic development and planned growth. The Wildlife Trust identified off site projects which have been incorporated into the Infrastructure Schedules, alongside the Paxton Pits Nature Reserve extension, which could potentially be part funded by developer contributions.

8.4.4 For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 14 and 15 respectively.

9.0 Flood Management

9.1 Context

9.1.1 Through engagement with HDC, CCC, the Environment Agency and Middle Level Commissioners in January 2026, it is noted that the following relevant programmes and technical studies have been established, updated and/or published since the Baseline Assessment was published.

The Fens 2100+ Programme

9.1.2 The Fens 2100+ Programme³⁰ is a partnership of organisations formed to develop a long-term approach to managing flood risk across the fens. The partnership is formed of the following organisations:

- Anglian Water Services Ltd
- Association of Drainage Authorities
- Cambridgeshire County Council
- Environment Agency
- Lincolnshire County Council
- National Farmers' Union
- Natural England
- Norfolk County Council
- Regional Flood and Coastal Committees

9.1.3 Through catchment baseline reports, a Case for Change document, and time bound priorities, the Fens 2100+ programme aims to transform the approach to investment in flood and coastal resilience across the fens³¹.

River Great Ouse Strategic Interventions Study (GO-SIS)

9.1.4 As part of engagement with the Environment Agency, it is noted that the River Great Ouse Strategic Interventions Study (GO-SIS) should be monitored by the Council to help ensure all proposed mitigation measures are understood and appropriately planned for. It looks at flood storage and conveyance intervention efficacy in different reaches of the catchment.

³⁰ <https://engageenvironmentagency.uk.engagementhq.com/fens2100>

³¹ <https://www.gov.uk/government/publications/fens-2100>

Huntingdonshire Level 2 Strategic Flood Risk Assessment³²

- 9.1.5 The Level 2 SFRA provides an evidence-based understanding of the level of flood risk affecting sites proposed for allocation within the emerging Local Plan.
- 9.1.6 Through engagement with CCC as the Lead Local Flood Authority (LLFA) in January 2026, it should be noted that Section 19 Flood Investigation Reports have been published³³. These reports, which investigate flood incidents, provide a good indicator of the most at-risk locations in respect of surface water flooding.

Middle Level Commissioners Engagement

- 9.1.7 Through engagement in January 2026, the Middle Level Commissioners³⁴ note that planned growth could lead to increased flood risk from Bury Brook and other arterial systems; increased surface and foul water flooding; poor water quality; and deterioration of the aquatic environment, ecological and conservation sites, and habitats and species. Informed by partnership working, evidence preparation and hydraulic modelling, the Middle Level Commissioners note that improvements to existing water level management infrastructure may therefore be required. Huntingdonshire District Council will need to continue to engage with the Middle Level Commissioners, EA and LLFA to understand the impacts of growth and wider climate change impacts on the Middle Level Commissioners operations and keep the water cycle study and SFRA evidence up to date.
- 9.1.8 No other changes to the policy context have been identified in the Infrastructure Assessment since the IDS Baseline Assessment and it remains the same (see section 8.1 of the Huntingdonshire Infrastructure Delivery Study (IDS) Baseline Assessment, October 2025)

9.2 Existing provision

- 9.2.1 Based on the available evidence and stakeholder engagement, there have been no new flood risk management infrastructure scheme(s) delivered since the publication of the Baseline Assessment in October 2025.

³² [Level 1 and 2 Strategic Flood Risk Assessments - Huntingdonshire.gov.uk](https://www.huntingdonshire.gov.uk/level-1-and-2-strategic-flood-risk-assessments)

³³ <https://www.cambridgeshire.gov.uk/business/planning-and-development/flood-and-water/flood-risk-management/flooding-and-flood-investigations>

³⁴ The Middle Level Commissioners 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.

9.3 Establishing Future Infrastructure Needs and Developer Contributions

- 9.3.1 The scale and distribution of planned growth in Huntingdonshire will require mitigation measures to address flood risk across the District. Mitigation is expected to be delivered through a combination of developer contributions, either through on-site provision or S.106 agreements, and Flood Risk Grant in Aid³⁵ where appropriate.
- 9.3.2 The Level 2 Strategic Flood Risk Assessment (SFRA) identifies site specific recommendations and requirements for further work, including in relation to site specific flood risk assessments. These recommendations highlight the key areas of each site where development should be avoided and further assessment is required. The recommendations also note the importance of aligning potential flood mitigation measures with green and blue infrastructure and landscaping opportunities to realise the potential for natural flood management features.
- 9.3.3 The EA advise that designating 'Critical Drainage Areas' (CDA) would be an effective means to mitigate and reduce flood risk in the most flood-sensitive catchments such as the Parsons Drove Drain (containing Wyton and Giffords Park) and other locations identified in the Cambridgeshire Local Flood Risk Management Strategy, produced by Cambridgeshire County Council. HDC and the EA are working collaboratively on this matter.

9.4 Infrastructure Assessment

- 9.4.1 The Level 2 SFRA provides valuable evidence to inform site specific flood risk assessments, design parameters, as well as approaches to landscaping and green and blue infrastructure. Accordingly, flood mitigation will need to be identified at the application stage, informed by site specific flood risk assessment, with the intention that opportunities for natural flood management features and SuDS are identified and implemented where appropriate.

³⁵ [Environment Agency grant in aid statutory guidance](#)
& [Environment Agency flood and coastal erosion risk management projects and funding guidance](#)

10.0 Emergency Services

- 10.1.1 All contributions outlined in section 10 have been identified by Cambridgeshire Constabulary, Cambridgeshire Fire & Rescue Service (CFRS), and the East of England Ambulance Service NHS Trust. The infrastructure requirements, and the associated contributions, are in accordance with Schedule 12, Section 204N (3) of the Levelling up and Regeneration Act (2023) which states that infrastructure includes “facilities and equipment for emergency and rescue services”.

Police

10.2 Context

- 10.2.1 There have been no national, regional or local policy or strategy updates since the preparation of the Baseline Assessment with regard to police infrastructure. Furthermore, no further updates to technical studies have been published.

10.3 Existing provision

- 10.3.1 There have been no new police infrastructure schemes delivered since the publication of the Baseline Assessment in October 2025 and the existing police stations and estates remains the same.

10.4 Establishing Future Infrastructure Needs and Developer Contributions

- 10.4.1 As set out in section 3, calculating future infrastructure needs and developer contributions for police is carried out using Demand Forecast Modelling. For police infrastructure, the formula for calculating needs and calculations is set out in Table 12.
- 10.4.2 The Baseline Assessment set out an alternative approach which applied the formula for developer contributions to proposals of 200 dwellings or more (see section 9.4.4 of the Baseline Assessment). Cambridgeshire Constabulary now apply the threshold of 250 or more dwellings.
- 10.4.3 Applicants are advised to engage with Constabulary at an early stage to determine the requirement for developer funded police infrastructure and facilities, particularly for residential led developments of 250 dwellings and above, and commercial developments of 1,000 sqm floor space and above.

- 10.4.4 It is important to note that police infrastructure is desirable for sustainable growth, as it would improve operational capacity and deliver wider benefits; however, its absence is unlikely to prevent development in the short to medium term.

10.5 Infrastructure Assessment

- 10.5.1 The scale and distribution of planned growth across the District will generate additional demand on operating capacity. The total estimated costs of the infrastructure and equipment required to mitigate the impact of planned growth is £3,467,100 and this will be provided as an off-site provision, subject to negotiation at the planning application stage.
- 10.5.2 For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 14 and 15 respectively.

Fire and Rescue

10.6 Context

- 10.6.1 There have been no national, regional or local policy or strategy updates since the preparation of the Baseline Assessment with regard to fire and rescue infrastructure. Furthermore, no further updates to technical studies have been published.

10.7 Existing provision

- 10.7.1 There have been no new fire and rescue infrastructure schemes delivered since the publication of the Baseline Assessment in October 2025.

10.8 Establishing Future Infrastructure Needs and Developer Contributions

- 10.8.1 As set out in section 3, calculating future infrastructure needs and developer contributions for fire and rescue, is carried out using Demand Forecast Modelling. For fire and rescue infrastructure, the formula for calculating needs and calculations is set out in Table 12.

- 10.8.2 The Baseline Assessment set out an alternative approach which applied the formula for developer contributions to proposals of 200 dwellings or more (see section 9.9.5 of the Baseline Assessment). CFRS now apply the threshold of 250 or more dwellings.
- 10.8.3 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 250 dwellings and above, and commercial developments of 1,000 sqm floor space and above.
- 10.8.4 It is important to note that fire and rescue infrastructure is desirable for sustainable growth, as it would improve operational capacity and deliver wider benefits; however, its absence is unlikely to prevent development in the short to medium term.

10.9 Infrastructure Assessment

- 10.9.1 The scale and distribution of planned growth across the District will generate additional demand on operating capacity. CFRS have confirmed that the total estimated costs of the infrastructure and equipment to mitigate the impact of planned growth is £8,901,136 and this will be provided as an off-site provision, subject to negotiation at the planning application stage.
- 10.9.2 For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 14 and 15 respectively.

Ambulance Service

10.10 Context

- 10.10.1 There have been no national, regional or local policy or strategy updates since the preparation of the Baseline Assessment with regard to ambulance services infrastructure. Furthermore, no further updates to technical studies have been published.

10.11 Existing provision

- 10.11.1 There have been no new ambulance infrastructure schemes delivered since the publication of the Baseline Assessment in October 2025 and the existing police stations and estates remains the same.

10.12 Establishing Future Infrastructure Needs and Developer Contributions

- 10.12.1 Section 9.14 of the Baseline Assessment explains that the housing growth will impact on East of England Ambulance Service NHS Trust (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 requires developer contributions to mitigate the impacts arising from proposed growth.
- 10.12.2 As part of the Infrastructure Assessment consultation in January 2026 EEAST noted that the planned housing growth proposed through the emerging local plan will put pressure on the existing ambulance hubs as they are not large enough to meet the needs of the future population growth. EEAST also notes that Huntingdon is a priority location compared to Peterborough. The current site is constrained at Hinchingsbrooke Hospital. Finally, they note that discussions have taken place with Cambridgeshire Fire & Rescue to repurpose their Fire HQ at Hinchingsbrooke.
- 10.12.3 It is important to note that ambulance infrastructure is desirable for sustainable growth, as it would improve operational capacity and deliver wider benefits; however, its absence is unlikely to prevent development in the short to medium term.

10.13 Infrastructure Assessment

- 10.13.1 EEAST have confirmed that a new emergency ambulance hub is required for Huntingdon with a total cost of £22,000,000. It is expected that this will be funded by developer contributions and other funding mechanisms.
- 10.13.2 It is noted that HDC has requested provision of an ambulance hub within the Hinchingsbrooke Hospital site, to facilitate the comprehensive redevelopment of the hospital allocation. It is also recommended that EEAST should engage further with HDC to confirm the location and suitable land for locating a new emergency ambulance hub. Furthermore, phasing and delivery mechanisms, also require further consideration through discussion with HDC and neighbouring authorities that contribute towards the demand for Ambulance emergency services.

11.0 Transport

11.1 Overview

- 11.1.1 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 main Strategic Road Network (SRN) roads (A14, A1(M), A428).
- 11.1.2 The adopted Huntingdonshire Local Plan³⁶ was supported through the plan making process by transport evidence in the form of the Huntingdonshire Strategic Transport Strategy, which comprised the Baseline Report³⁷, Development Scenario Comparative Assessment³⁸, and Development Scenario Addendum³⁹ produced by Mott MacDonald. Atkins Realis then produced a series of Strategic Transport Strategy documents starting with the Baseline Conditions Technical Note in June 2025.
- 11.1.3 In September 2025, Atkins produced the Strategic Transport Strategy Phase 2⁴⁰ which included details on the mitigation required to support growth outlined in the emerging Local Plan. The Strategic Transport Strategy Phase 2 has been used as the primary basis for the transport items in this report. A Phase 3 is being prepared and is expected to provide transport modelling and mitigation requirements for the pre-submission Local Plan. Between the production of the Phase 2 and Phase 3 strategy, some minor modifications to local plan sites have been made. These will be captured in the Phase 3 version.
- 11.1.4 Figures 1 and 2 show the strategic and non-strategic sites as outlined in the Strategic Transport Strategy Phase 2.

³⁶ [HDC Huntingdonshire Local Plan \(May 2019\)](#)

³⁷ [HDC Huntingdonshire Strategic Transport Study - Baseline Report \(May 2017\)](#)

³⁸ [HDC Huntingdonshire Strategic Transport Study - Development Scenario Comparative Assessment \(May 2017\)](#)

³⁹ [HDC Huntingdonshire Strategic Transport Study - Development Scenario Addendum \(December 2017\)](#)

⁴⁰ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](#)

Figure 1: Strategic Sites (Strategic Transport Strategy Phase 2)

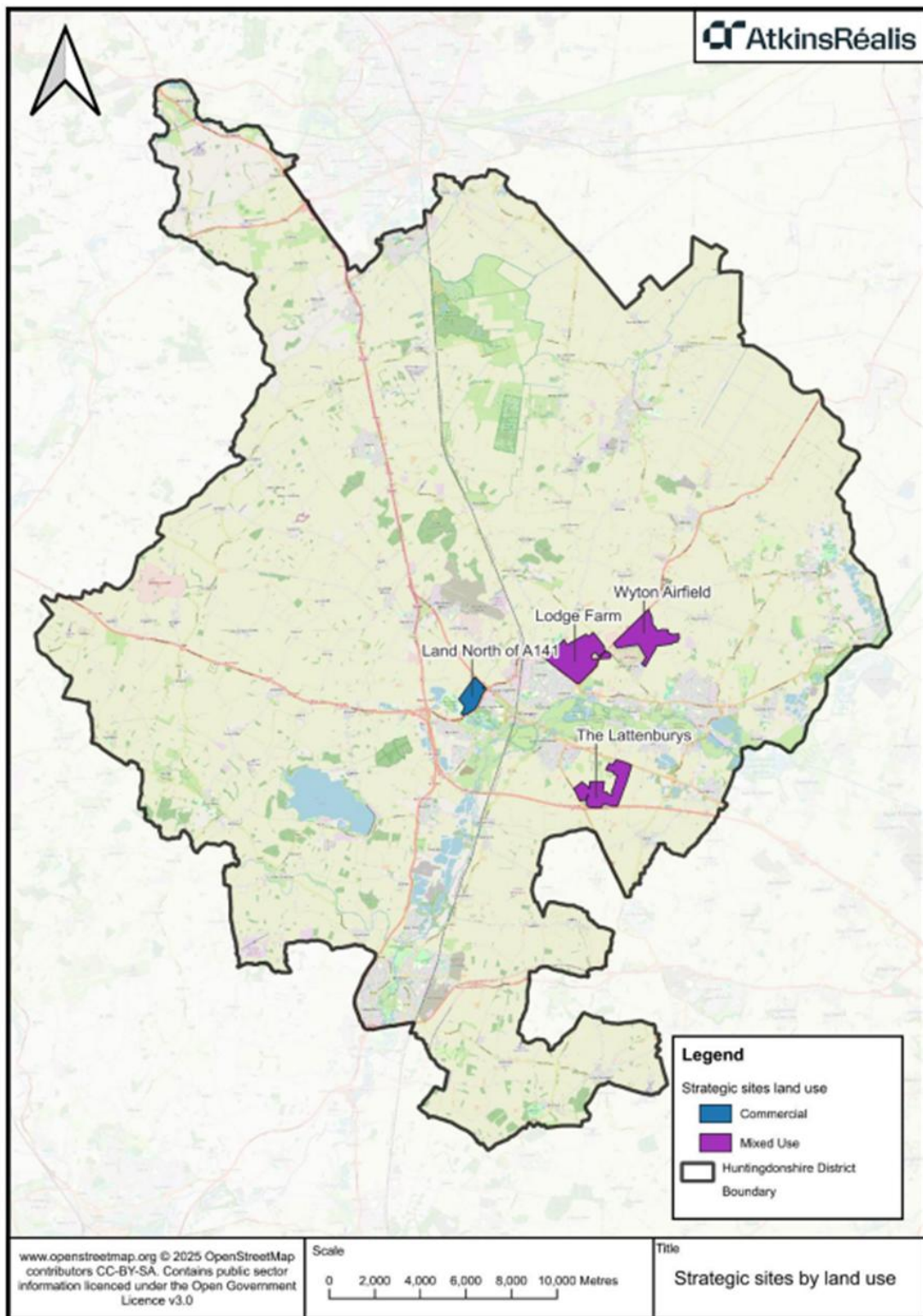
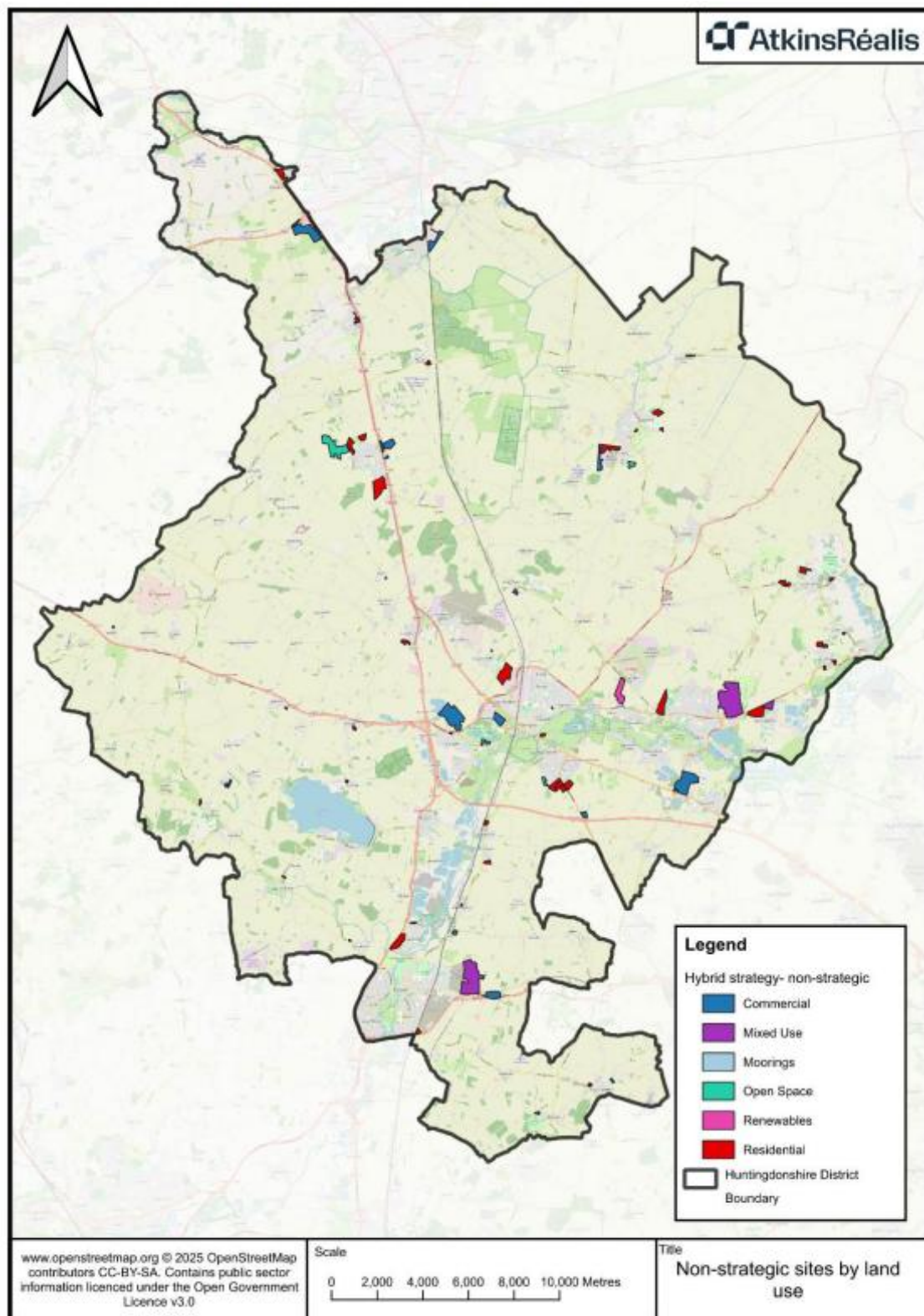


Figure 2: Non-Strategic (Sites Strategic Transport Strategy Phase 2)



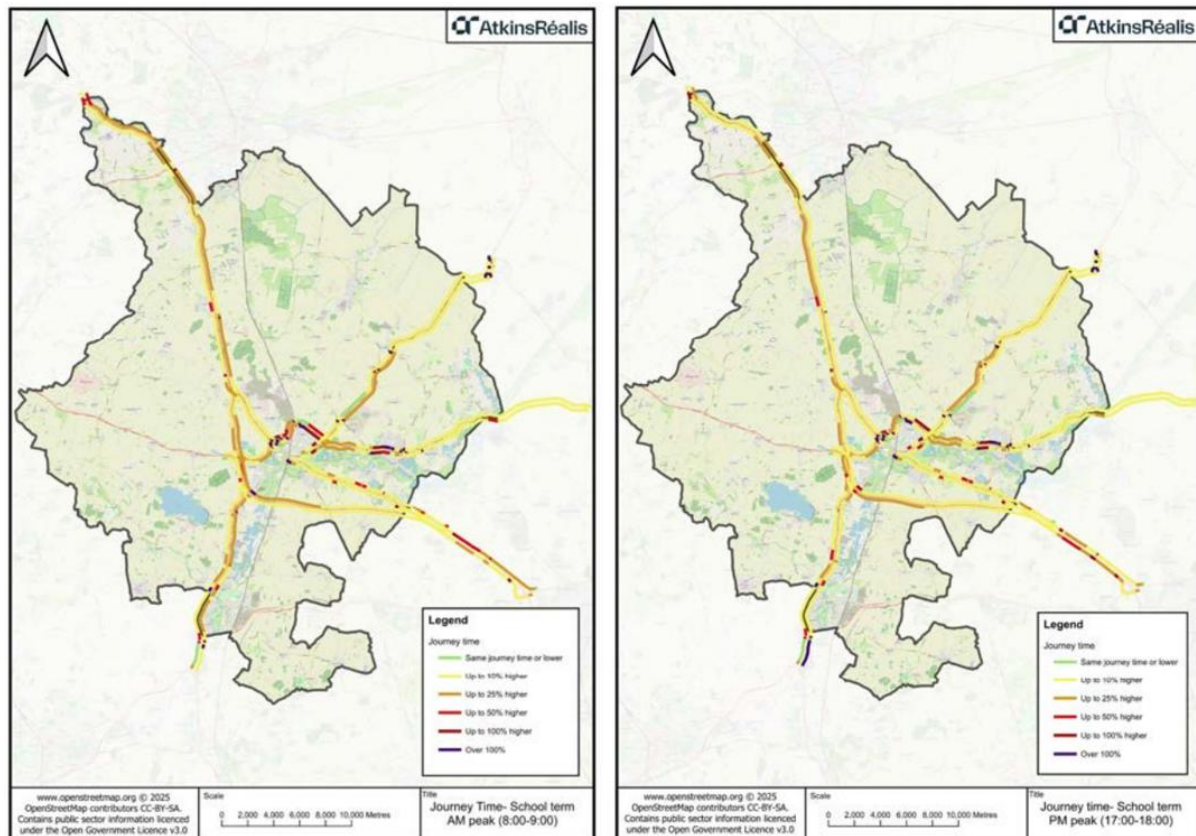
Highways

11.2 Context

- 11.2.1 Highways infrastructure includes both the SRN and local roads within the district. National Highways is responsible for operating, managing and improving the SRN, whilst the local road network is managed and maintained by CCC.
- 11.2.2 Small sections of the A141 and A1307 were part of the SRN between Spittals Interchange (Huntingdon) and the A1 though these sections have been de-trunked as a result of the A14 upgrade meaning responsibility for overseeing and managing these stretches of highway has been transferred from National Highways to CCC. Where the A428 between the Black Cat roundabout on the A1 and Caxton Gibbet roundabout with the A1198 is being upgraded it will be renumbered as the A421 for continuity with the road to the west and will form part of the SRN. The current section of the A428 in Huntingdonshire is also undergoing the de-trunking process and responsibility for managing this section of highway will be transferred from National Highways to CCC over the coming years.
- 11.2.3 Huntingdonshire's Strategic Transport Study Baseline Conditions Technical Note (2025) illustrates average journey time delays at morning and afternoon peak travel times (Figure 3). The A141 around the north of Huntingdon has stretches of road where journey time is increased by over 100% and by between 50-100% higher than free-flow journey times in both the morning and afternoon peak times. Traffic flows on the A1123 through St Ives also experience significant delays up to and in excess of 100%. In the morning peak delays are particularly long westbound towards the A1307/ A1 and in both directions on the A1123 to the west of St Ives with sections again experiencing delays in excess of 100% of the free-flow journey time. Much of the A1 southbound experiences delays of up to 25% higher than the free-flow journey times as does the A14 eastbound west of Huntingdon and south of Godmanchester. Other than on the A141 and A1123, in the afternoon peak the greatest delays are experienced in the south of Huntingdonshire to the west of St Neots approaching the Black Cat roundabout although this is subject to change following completion of the roadworks scheduled for spring 2027.
- 11.2.4 Strategic transport improvements including the proposed A141 and St Ives Transport Improvement Scheme are currently identified within the CPCA's Local Growth Plan. The CPCA, CCC and Huntingdonshire District Council all acknowledge that there is a need for the A141 and St Ives Transport Improvement Scheme. This has been recognised since the Third Cambridgeshire Local

Transport Plan 2011-2031: Long Term Transport Strategy published in 2015 which identified the need for A141 capacity enhancements around Huntingdon including safeguarding of a future A141 bypass alignment and capacity upgrades between Huntingdon and Wyton Airfield.

Figure 3: AM and PM Average Journey Time Delays (Atkins Realis)



11.3 Existing provision

- 11.3.1 There have been no new transport infrastructure schemes delivered since the publication of the Baseline Assessment in October 2025. Upgrades to the A428 are underway which will result in the dualling of the A421 from Caxton Gibbet roundabout bypassing St Neots and joining the black cat roundabout. This upgrade will become the A421, with the original A428 becoming detrunked.

11.4 Establishing Future Infrastructure Needs and Developer Contributions

- 11.4.1 At planning applications stage, local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis in determining whether a Transport

Assessment or Statement will be needed for a proposed development⁴¹. Cambridgeshire County Council stipulates that a Transport Assessment will be needed for any development that generates 30 or more two-way vehicle movements in any peak hour. This is indicated as likely equivalent to 80 dwellings in the Cambridgeshire County Council Transport Assessment Guidance⁴².

- 11.4.2 Development sites that propose over 80 dwellings, or other types of development that generates equivalent or higher traffic flows, will 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 Requirements⁴³ and any subsequent updates.
- 11.4.3 The Strategic Transport Strategy Phase 2 produced by Atkins identifies required highways, public transport, and active travel infrastructure required to mitigate the impacts arising from the emerging Local Plan's proposed growth (preferred options). The findings demonstrate that the key infrastructure items necessary to mitigate the effects of growth include a new A141 bypass located to the north of Huntingdon.
- 11.4.4 It is noted that the need for this bypass is not purely driven by planned growth but has been recognised since 2015. The traffic modelling presented in the Strategic Transport Strategy Phase 2 indicates that without the bypass, significant traffic congestion will arise at a number of key junctions and stretches of road throughout central areas of the district. The completion of the bypass is also key in allowing other forms of mitigation such as public transport improvements to have their desired effect in terms of reducing highway congestion and encouraging modal shift. Further details of the infrastructure requirements are outlined against each strategic site and growth option in the following sections.
- 11.4.5 Engagement with National Highways as part of the Baseline Assessment in October 2025 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. Through further engagement in March 2026 and after reviewing the Strategic Transport Strategy Phase 2, National

⁴¹ [Travel Plans, Transport Assessments and Statements - GOV.UK](#)

⁴² [Transport Assessment Requirements - January 2024](#)

⁴³ [CCC Transport Assessment Requirements \(January 2024\)](#)

Highways has confirmed that signal optimisations have recently been completed at Brampton Hut interchange to improve traffic flows. It is noted that further signal optimisation measures may be needed in the future as Brampton Hut remains the primary traffic concern on the SRN in this region. National Highways has also expressed some concern that the site West of the Great North Road in Little Paxton is located directly adjacent to the SRN. The southern facing slip roads to access the A1 are short in distance, and these may require improvements when the site is developed.

- 11.4.6 It is important to note that highways infrastructure is, in general, critical for sustainable growth as it enables development whilst mitigating the effects of unacceptable levels of increased traffic congestion as demonstrated in the Strategic Transport Strategy Phase 2. For a detailed list of infrastructure items, please refer to the Infrastructure Schedules in Appendices C - E of this report.

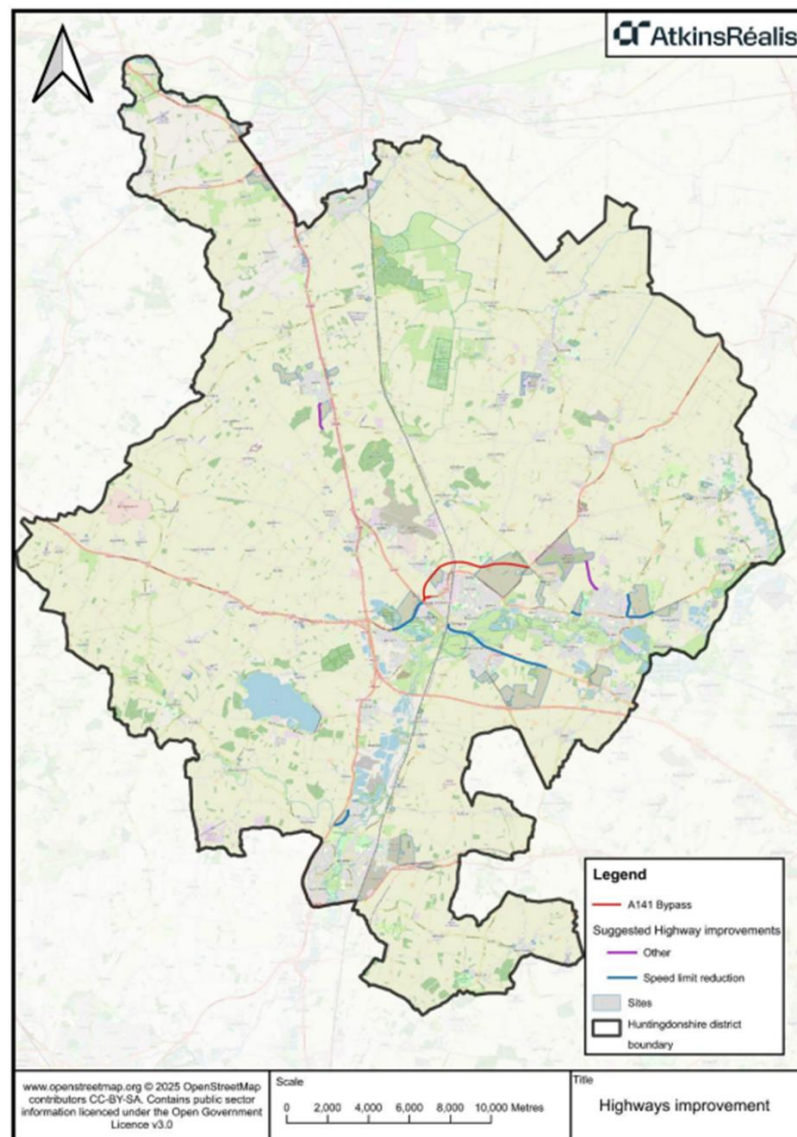
11.5 Infrastructure Assessment

- 11.5.1 The Strategic Transport Strategy Phase 2 developed by Atkins identified a number of key highways schemes that would enable the growth levels set out in the emerging Local Plan to take place. These items identified by Atkins are set out in Table 16. Of these projects, the A141 and St Ives Transport Improvements Scheme is the most significant and is therefore discussed in more detail below.
- 11.5.2 It is important to note that some of these highway infrastructure projects are site specific, and others mitigate traffic at a district-wide level. This will impact on the nature of funding and delivery mechanisms. For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 14 and 15 respectively. District-wide infrastructure is presented in the District-Wide Infrastructure Schedules in Appendix E.
- 11.5.3 Figure 4 details the highways mitigation as identified by Atkins. Development sites are shaded in grey.

A141 and St Ives Transport Improvements Scheme

11.5.4 The A141 and St Ives Transport Improvements Scheme represents a major piece of road infrastructure that is planned to be delivered over the coming years. The delivery of the scheme is being led by CPCA in partnership with CCC and HDC. Traffic modelling undertaken by Atkins in the Strategic Transport Strategy Phase 2 (2025) included the bypass scheme in both the Do-Minimum scenario (DM) and the Do-Something scenario (DS) due to the likelihood of the infrastructure being brought forward during the plan period. As part of the sensitivity testing, a traffic model was tested that excluded the A141 and St Ives Transport Improvements Scheme, this resulted in traffic delays occurring across the district highlighting the importance of the scheme for delivery of the emerging Local Plan.

Figure 4: Highways Mitigation (Atkins Strategic Transport Strategy Phase 2)



- 11.5.5 The bypass would run from near Spittals Interchange in the west to the B1090 Sawtry Way in the east. Spittals Interchange offers access to the SRN via the A1307 to the north and A141 to the west leading to the A1, A1(M) and A14.
- 11.5.6 The bypass represents a large piece of infrastructure, serving a wider regional need. Currently, Huntingdon experiences traffic related congestion due to large numbers of vehicles travelling between wider Cambridgeshire in the east to the A1 corridor in the west. The bypass is not a mitigation item that is purely needed as a result of the planned growth. Consequently, the bypass is a larger scheme than can be expected to be delivered just through the local plan.
- 11.5.7 The A141 and St Ives Transport Improvements Scheme will be particularly critical in the delivery of strategic sites Lodge Farm and Wyton Airfield as it connects to Wyton Airfield in the east and passes through the Lodge Farm development. It will also mitigate the effects of increased traffic arising from other sites including Giffords Park, Hinchingsbrooke Newlands and Huntingdon Racecourse. Whilst the bypass would not be used exclusively by residents of the development sites, the additional traffic capacity that it generates will be crucial to mitigating traffic effects in the wider area.
- 11.5.8 All key stakeholders, including developers, National Highways, HDC, CCC and CPCA are continuing to proactively work together to ensure that the A141 and St Ives Transport Improvements Scheme will be delivered in a timely manner to enable the delivery of growth planned through the emerging Local Plan.
- 11.5.9 Whilst Spittals Interchange was detrunked from the SRN in 2024, a significant amount of traffic from the bypass is expected to join the SRN just to the west at Brampton Hut Interchange which provides access to both the A1 and A14. This may result in additional signal optimisation works being required in the future. Through engagement, both National Highways and CCC are aware of this and will monitor the traffic flows over the coming years.
- 11.5.10 Figure 5 shows the A141 and St Ives Travel Network Improvements Package as detailed in the Atkins Strategic Transport Strategy Phase 2.

Figure 5: A141 and St Ives Travel Network Improvements Scheme (Aktins Strategic Transport Strategy Phase 2)

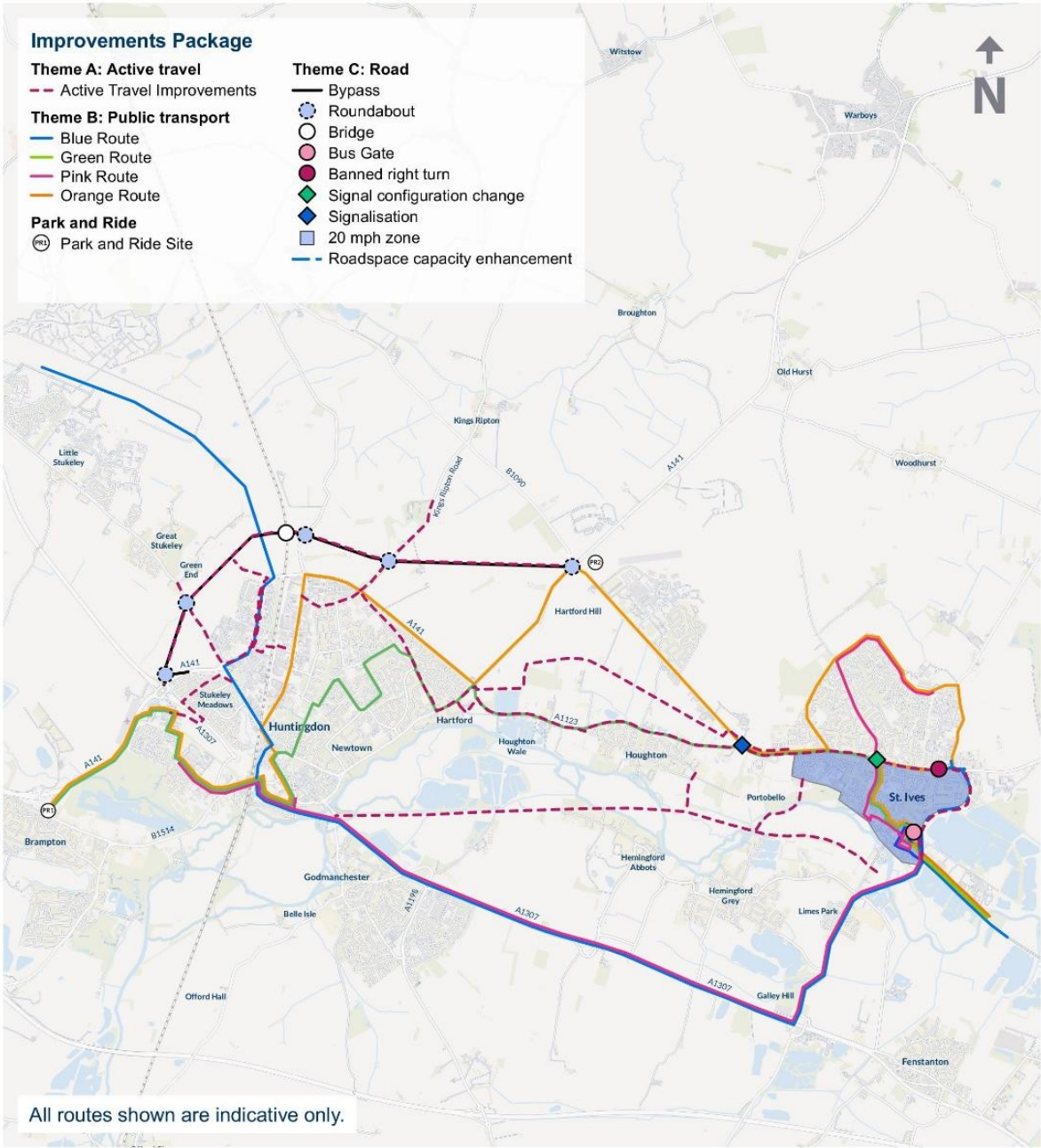


Table 16: Key Highways Infrastructure Schemes

Project	Location	Reason For Improvement	Proposed Improvements	Delivery / Funding
A141 and St Ives Transport Improvements Scheme	Huntingdon	The A141 experiences significant delays resulting in heavy traffic congestion in the AM and PM peaks.	A new bypass running from Spittals Interchange to B1090 Sawtry Way junction. The improvements would require restructuring 2 existing roundabouts and the provision of 3 new roundabouts.	CPCA are currently driving the project forward and are in the process of reviewing the Outline Business Case for the proposals. A programme for the Full Business Case is being developed by Atkins and CCC. It is likely that this will be completed in late 2027/2028. Completion is currently forecast in 2033 with construction forecast to begin in 2030. CPCA has indicated that potential funding mechanisms include local and central government sources as well as developer contributions and other sources such as the National Wealth Fund.
Signalisation of A1123 / B1090 Sawtry Way Junction	St Ives	The A141 experiences major congestion related issues during peak hours and it is common for major delays to occur.	The signalisation of the junction will allow traffic to manoeuvre the junction in a controlled manner and enable additional bus services to operate in the area.	Delivery mechanism currently unknown. The signalisation of the junction could be undertaken as part of the A141 and St Ives Transport Improvements Scheme or beforehand as a standalone improvement.
Site Access Roundabouts	CfS:256 Lodge Farm, North of A141	Site access is critical to enable the development of the site.	Two roundabouts will serve as the primary access points for the site. These will be located on the existing A141 to the south and east of the development site.	Developer contributions through S106 (directly relates to site access).
Site Access Roundabout	CfS:95 Wyton Airfield	Site access is critical to enable the development of the site.	Roundabout access on the A141 to the west of the site. The new junction will provide access	Developer contributions through S106 (directly relates to site access).

Project	Location	Reason For Improvement	Proposed Improvements	Delivery / Funding
			to the development site by connecting it to the A141.	
Site Access Roundabouts	CfS:247 The Lattenburys (land to the South of the A1307 and North of A14, and East of A1198)	Site access is critical to enable the development of the site.	Two roundabouts (one to the north of Great Lattenbury connecting the development site to the A1307 and one to the west of South Lattenbury connecting the development site to the A1198) will allow access to the site.	Developer contributions through S106 (directly relates to site access).
Roundabout on A141	CfS:221 North of A141, between Huntingdon Racecourse and A1307	Site access is critical to enable the development of the site.	Roundabout on A141 and underpass connecting Newlands, Hinchingsbrooke housing area, and Hinchingsbrooke business park.	Developer contributions through S106 (directly relates to site access).
Signal Optimisation	Brampton Hut Interchange	This junction contributes to significant delays.	Optimising the signals will reduce delays on the Brampton Hut Interchange.	Exact funding details currently unknown. Engagement with National Highways required as mitigation measures link to the SRN.
Signal Optimisation	A307 / Pathfinder Way	This junction contributes to significant delays.	Optimising the signals at the A1307 / Pathfinder Way junction will reduce delays.	Developer Contributions (CIL). CCC lead as Local Highway Authority.
Speed Limit Reductions	A141 (between Brampton and Spittals Interchange), B1040 Somersham Road (between	Speed limit reductions are required to reflect the increased residential development and improve pedestrian safety.	Speed limit reductions to improve safety and air quality and reduce noise generated by traffic.	Developer Contributions (CIL). CCC lead as Local Highway Authority.

Project	Location	Reason For Improvement	Proposed Improvements	Delivery / Funding
	A1123 and Marley Road), A1123 Needingworth Road (between Morrisons and High Street Needingworth), Great North Road (near Little Paxton), A1307 (between access to Great Lattenbury and Huntingdon)			
Roundabout Improvement Upgrades along Harrison Way	A1123 / Stocks Bridge Way / Harrison Way roundabout (St Ives) and Harrison Way / Meadow Lane roundabout (St Ives)	Current roundabout junctions have limited highway network capacity.	Improved wayfinding and appropriate navigation of roundabout, reducing potentially dangerous manoeuvres and improving traffic flows to accommodate heightened traffic demand.	Developer Contributions (CIL). CCC lead as Local Highway Authority.

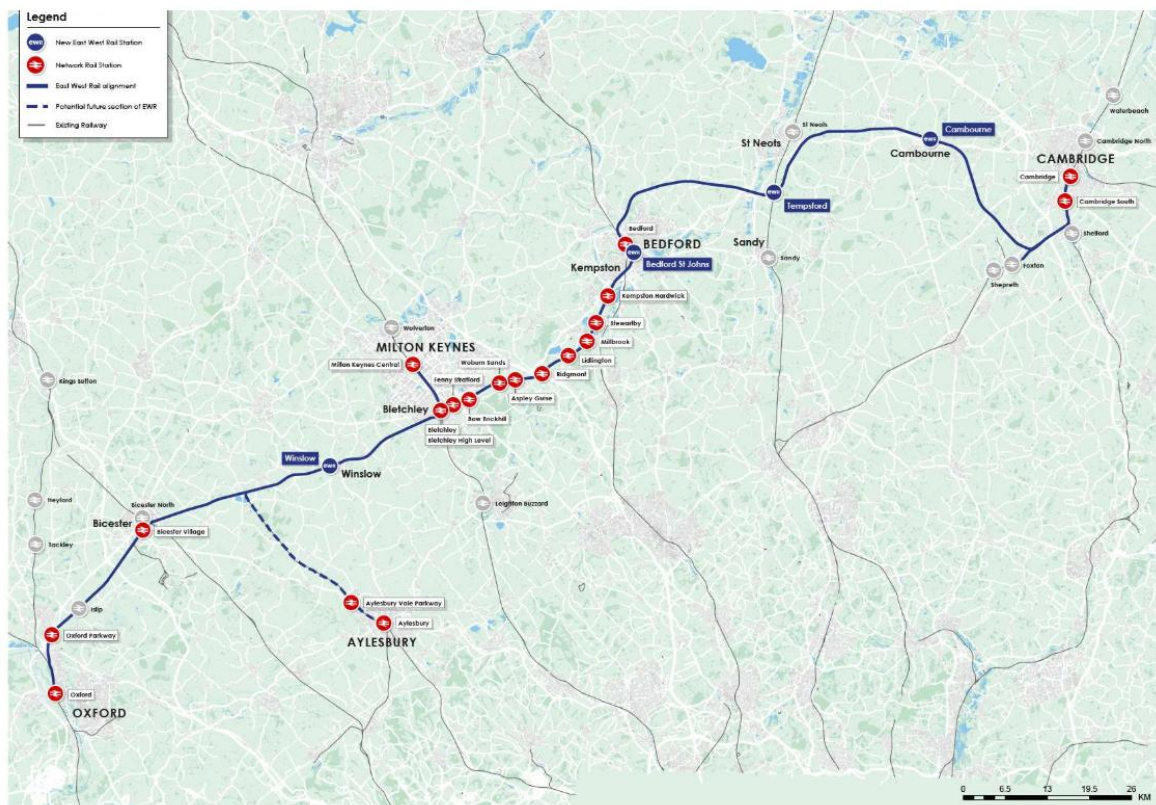
Public Transport - Rail

11.6 Context

11.6.1 There have been no updates to technical studies published since the publication of the Baseline Assessment in October 2025. However, it is notable that in November 2025 the Secretary of State issued a Safeguarding Direction for East West Rail (EWR), preventing development taking place on land required for the project. Further public engagement on East West Rail ran from April to June 2026⁴⁴.

11.6.2 For reference, the EWR project overview route is displayed in Figure 6.

Figure 6: EWR Route Overview



11.6.3 Furthermore, as part of the engagement undertaken to inform the Infrastructure Assessment, Network Rail explained that the Route Study for the East Coast Mainline, which will develop a medium-long term strategy for the route, is currently ongoing. It will evaluate the trade-offs and dependencies to deliver a new station at Tempsford, plus a scenario which delivers Tempsford and Alconbury Weald

⁴⁴<https://eastwestrail.co.uk/about-us/project-overview>

alongside the introduction of additional Long Distance High Speed or commuter trains using the new capacity. Network Rail explained that the Route Study is expected to be published by late 2026. However, modelling and evaluation work to assess the difference in benefits, costs and impacts of the options is expected to be finalised imminently.

11.7 Existing provision

- 11.7.1 There have been no new rail infrastructure schemes delivered since the publication of the Baseline Assessment in October 2025.

11.8 Establishing Future Infrastructure Needs and Developer Contributions

- 11.8.1 As part of the engagement with Network Rail in January 2026, it has been noted that there is general agreement that the location of some housing developments north of Huntingdon could enable a new station at Alconbury Weald to be considered alongside Tempsford. A station serving the Alconbury area could encourage greater use of sustainable transport modes if the distance to the new railway station was shorter. However, a combination of capacity constraints resulting from the 2-track section north of Welwyn Garden City, coupled with the 2-3 track section north of Huntingdon imposes operational constraints. For this reason, a new station at Alconbury Weald has not been included in the mitigation measures to support this plan's growth.
- 11.8.2 At this time, rail infrastructure is currently considered desirable for sustainable growth. Although it could improve operational capacity and deliver wider benefits; its absence is unlikely to prevent development in the short to medium term.

11.9 Infrastructure Assessment

- 11.9.1 Emerging Local Plan growth can be accommodated using other transport mitigation measures such as new active travel and bus infrastructure. If, at a later date, the station is deemed feasible and deliverable by Network Rail, it would be a welcome addition to the rail infrastructure in the district.
- 11.9.2 As noted above, stretches of land in the south of the district have been safeguarded for the EWR project though to provide greater certainty for route planning with the nearest planned stations being at Cambourne to the east and Tempsford to the south. It should be noted that EWR are updating their safeguarding area and that the promoters of development site Tithe Farm are working with EWR to demonstrate delivery of the site.

Public Transport - Bus

11.10 Context

- 11.10.1 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 Borough. The Strategic Transport Strategy Phase 2 produced by Atkins has identified a number of bus improvement measures to increase capacity and connectivity.

11.11 Existing provision

- 11.11.1 There have been no new bus infrastructure schemes delivered since the publication of the Baseline Assessment in October 2025.

11.12 Establishing Future Infrastructure Needs and Developer Contributions

- 11.12.1 The emerging Local Plan's Strategic Transport Strategy Phase 2 identifies required highways, public transport, and active travel infrastructure required to mitigate the impacts arising from the proposed growth strategy and strategic sites.

11.13 Infrastructure Assessment

- 11.13.1 The Strategic Transport Strategy Phase 2 produced by Atkins identified a number of bus improvements to mitigate the effects of growth from the emerging Local Plan. These bus improvements can be broken down into four main categories:
- Bus improvement schemes that can be brought forward as part of the A141 and St Ives Transport Improvements Scheme.
 - Park and Ride bus schemes serving the largest strategic sites in the district.
 - Minor extensions to existing bus routes to serve larger development sites
 - General bus improvements that would improve bus capacity across the district and wider region
- 11.13.2 It is important to note that some of these items mitigate the impact of growth at a district wide level (non-site-specific) and therefore would require district funding (e.g. CIL). For a detailed list of infrastructure items, please refer to the Infrastructure Schedules in Appendices C - E of this report.
- 11.13.3 The A141 and St Ives Transport Improvements Scheme represents a major investment in infrastructure and would fundamental change traffic levels in and around Huntingdon. Consequently, a number of schemes are largely dependent

on this scheme being brought forward and would likely only be able to be developed at scale once the bypass is in place.

- 11.13.4 Table 19 displays the bus improvement schemes identified as part of the mitigation package for the emerging Local Plan. Figure 7 details the public transport mitigation items as identified by the Strategic Transport Strategy Phase 2.

Figure 7: Public Transport Mitigation (Strategic Transport Strategy Phase 2)

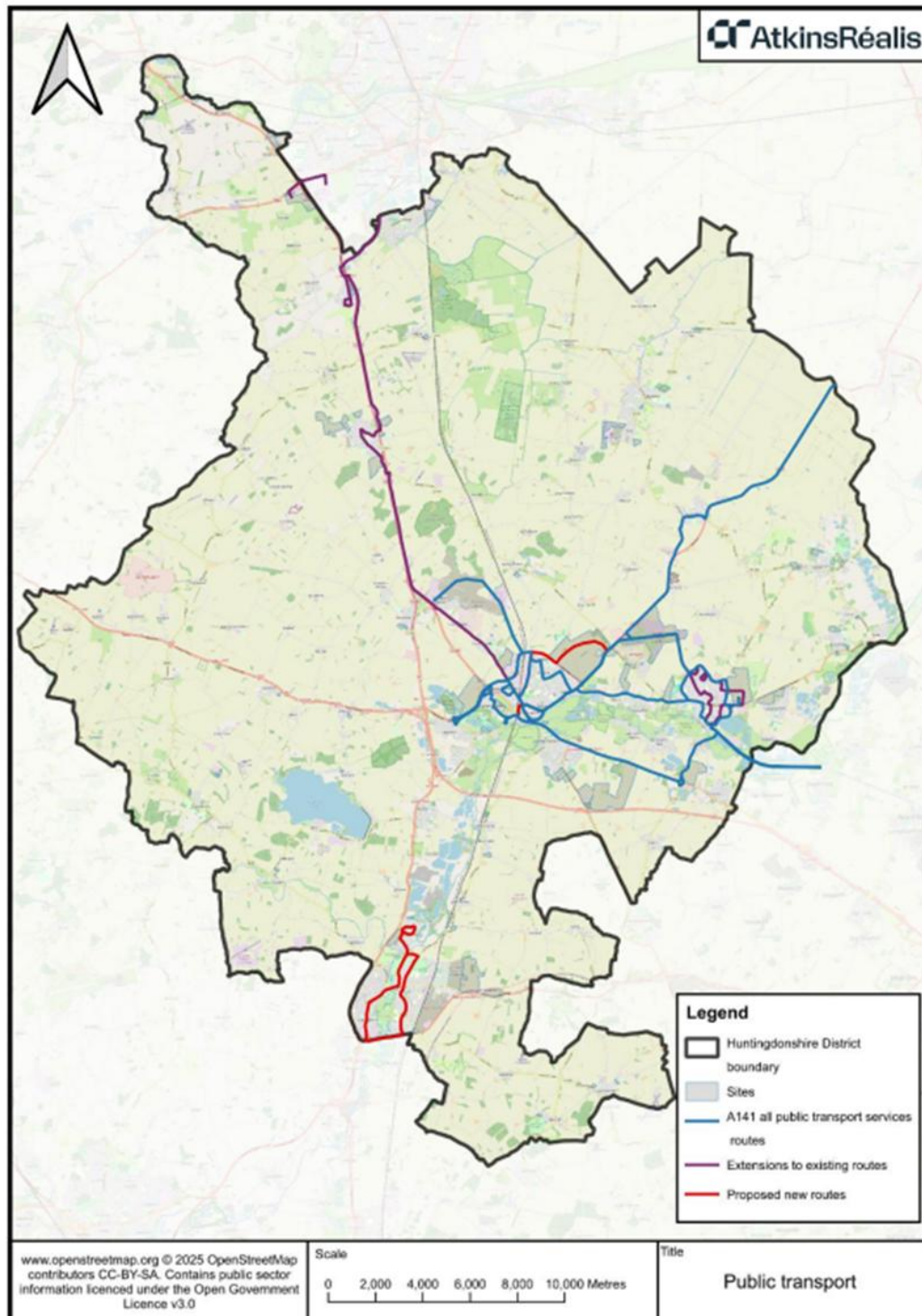


Table 17: Bus Improvement Schemes

Project	Location	Reason for Improvement	Proposed Improvements	Delivery / Funding
Wyton Airfield, Park and Ride	CfS:95 Wyton Airfield	Encourage people to use public transport for the final stretches of their journey.	A Park and Ride scheme serving the Wyton Airfield site for an estimated capacity of 500 cars	Developer contributions (S106), CPCA. It is likely this scheme would only be possible after completion of the A141 and St Ives Transport Improvements Scheme .
Huntingdon Racecourse, Park and Ride	CfS:221 North of A141, between Huntingdon Racecourse and A1307	Encourage people to use public transport for the final stretches of their journey.	A Park and Ride scheme serving the Giffords Park site for an estimated capacity of 500 cars	Developer contributions (S106/CIL), CPCA. It is likely this scheme would only be possible after completion of the A141 and St Ives Transport Improvements Scheme. Note that this scheme has been approved in outline (Planning Reference Number: 25/01922/OUT) subject to S106.

Project	Location	Reason for Improvement	Proposed Improvements	Delivery / Funding
Rerouting of Busway B to serve Giffords Park P&R, Wyton Airfield P&R and Hinchingsbrooke	Huntingdon (wider area)	To facilitate better public transport capacity and encourage modal shift.	Rerouting of the busway to serve the Park and Ride areas and connect Huntingdon to the development sites (estimated 4 buses per hour)	Developer contributions (S106), (CIL) and potential CPCA funding. It is likely this scheme would only be possible after completion of the A141 and St Ives Transport Improvements Scheme.
Cambridgeshire Guided Busway Improvements	Routes: (Cambridge-St Ives P&R-Huntingdon-Grange Farm-Alconbury Weald), (Cambridge-St Ives P&R-Watboys-Chatteris), (Cambridge-St Ives P&R-Huntingdon-Hinchingsbrooke-Huntingdon Racecourse P&R)	To facilitate better public transport capacity and encourage modal shift.	Cambridgeshire Guided Busway improvements will serve new developments and integrate into proposed Park and Ride areas.	Developer contributions (CIL) and other sources of funding from CCC and CPCA. It is likely this scheme would only be possible after completion of the A141 and St Ives Transport Improvements Scheme.
New Bus Service	Route: (Wyton Airfield P&R-Hartford-Huntingdon-St Peter's Road-Spittals Way-Huntingdon Racecourse P&R)	To facilitate better public transport capacity and encourage modal shift.	New bus service will encourage people to use public transport, reducing dependence on car journeys.	Developer contributions (CIL) and potential CPCA funding. It is likely this scheme would only

Project	Location	Reason for Improvement	Proposed Improvements	Delivery / Funding
				be possible after completion of the A141 and St Ives Transport Improvements Scheme.
New Bus Lanes	Bus only lanes along Houghton Road, St Ives (approx. 600m) and along Main Street, Hartford Road and Riverside Road, Huntingdon (approx. 2km)	To facilitate better public transport capacity and encourage modal shift.	Increases bus priority allowing buses to travel without the confines of general traffic on certain stretches of road and makes timetabling more accurate. This makes public transport a more attractive option.	Developer contributions (CIL). It is likely this scheme would only be possible after completion of the A141 and St Ives Transport Improvements Scheme. Engagement with CCC required as Local Highway Authority input needed.
Additional Bus Route	CfS:256 Lodge Farm, North of A141	Lodge Farm is located further from Huntingdon town centre, and bus connectivity will be key to ensure the site is not overly car dependant.	A new circular bus route which serves multiple locations in Huntingdon and connects the development site to the town centre (approx. 12.75km / 35mins / 2 buses per hour)	Developer contributions (CIL, though S106 could be applied to some aspects of the new bus route).

Project	Location	Reason for Improvement	Proposed Improvements	Delivery / Funding
Additional Bus Stops on Existing Routes	Wyton Airfield, The Lattenburys, Huntingdon Racecourse, Giffords Park, Tithe Farm, Sawtry, Huntingdon, Fenstanton, A141 (303, 305 bus routes)	To facilitate better public transport connectivity and encourage modal shift.	Bus stops will be incorporated into existing routes and services.	Developer contributions (CIL), (some S106 may be applicable in locations where the new bus stop is wholly serving a new development site).
Bus Only Roads	Old Ramsey Road between St Ives and Wyton Airfield (approx. 1.6km) and between Wyton P&R and A141 / B1090 roundabout.	To facilitate better public transport capacity and encourage modal shift.	Bus only roads improve bus reliability and timetabling accuracy, enabling faster journeys and making public transport a more attractive option.	Developer contributions (CIL).
Junction improvements	A141 / B1090 roundabout junction (Wyton Airfield)	Significant delays on A141 adjacent to Wyton Airfield increasing bus journey times and reducing reliability	Signalisation of the junction and/or junction improvements to provide bus priority and/or dedicated bus flare	Developer contributions (CIL).
Bus Route Extensions	St Ives (extensions to Giffords Park) and Land West of the A1, (south of Peterborough Motorway Services)	To facilitate better public transport connectivity and encourage modal shift.	A number of bus routes in St Ives currently terminate at Morrisons. There is the potential to extend these routes to Giffords Park. Bus route 25 (Peterborough-Alwalton) could be extended to development site south of Peterborough Motorway Services.	Developer contributions (through CIL and S106). Cross council engagement with Peterborough City Council would be needed to facilitate route extension from Peterborough city centre to development site.

Project	Location	Reason for Improvement	Proposed Improvements	Delivery / Funding
Improve Frequency of 904 Bus Route	Route: Huntingdon-Peterborough	To facilitate better public transport capacity and encourage modal shift.	Improve the bus service from hourly service to half hourly	External bus operator funding. Note that Stagecoach currently operates this bus service.
New Shuttle Bus	Little Paxton – St Neots	Bus provision to nearby St Neots fundamentally lacking.	New shuttle bus service (assumed approx. 2 buses per hour) to connect Little Paxton village and development site to St Neots.	Developer contributions (CIL).

- 11.13.5 It should be noted that the public transport mitigation outlined above is included in the DS modelling detailed in the Strategic Transport Strategy Phase 2 produced by Atkins. The mitigation is required to reduce traffic by increasing modal shift away from private cars.
- 11.13.6 A number of bus related mitigation measures are only effective after the completion of the A141 and St Ives Transport Improvements Scheme. This is because without the A141 and St Ives Transport Improvements Scheme, the effects of mitigation are reversed: car trips and mode share increase beyond DS levels, and public transport usage drops significantly across all sites. Further details of this are outlined in the Strategic Transport Strategy Phase 2 in the sensitivity testing models.
- 11.13.7 Overall, the absence of the A141 and St Ives Transport Improvements Scheme results in a more car-oriented travel pattern as removing the A141 and St Ives Transport Improvements Scheme from the model promotes a substantial shift away from public transport and park & ride usage across all sites. Not only would this result in a significant increase in total vehicle delay, but it would also result in increased levels of congestion across Huntingdonshire and difficulties in undertaking key journeys across the district.
- 11.13.8 For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 14 and 15 respectively. District-wide infrastructure is presented in the District-Wide Infrastructure Schedules in Appendix E.

Mobility Hubs

11.14 Context

- 11.14.1 Mobility 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.

11.15 Existing provision

- 11.15.1 There have been no new mobility hub infrastructure schemes delivered since the publication of the Baseline Assessment in October 2025.

11.16 Establishing Future Infrastructure Needs and Developer Contributions

- 11.16.1 The emerging Local Plan's Strategic Transport Strategy Phase 2 identifies required highways, public transport, and active travel infrastructure required to mitigate the impacts arising from the proposed growth options and strategic sites. These infrastructure requirements are outlined against each strategic site. Of particular relevance to this section is the identified requirement for a number of strategic sites in the Huntingdon and St Ives area to provide park and ride sites. An indicative £23,100,000 construction cost has been forecast at each of the two proposed park and ride sites.
- 11.16.2 It is important to note that mobility hub infrastructure is desirable for sustainable growth as it will mitigate the effects of traffic congestion and increase modal shift; however, its absence is unlikely to prevent development in the short to medium term.

11.17 Infrastructure Assessment

- 11.17.1 Three proposed park and ride routes were included in the mitigation measures outlined in the Strategic Transport Strategy Phase 2 produced by Atkins. Two of these were located at development sites around Huntingdon at Huntingdon Racecourse and Wyton Airfield with a further proposed park and ride at Giffords Park. Since this work was completed further consultation on the A141 and St Ives Improvements Scheme has removed the proposed Park & Ride site at Giffords Park due to low forecast demand. Further details on the park and ride areas have been included in the bus infrastructure section. For a full list of infrastructure items, please refer to the Infrastructure Schedules in Appendices C - E of this report.
- 11.17.2 It should be noted that the park and ride areas have been included in a list of transport mitigation measures that would only be developed after the completion of the A141 and St Ives Transport Improvements Scheme. This is because the bypass is required to alleviate congestion and facilitate greater public transport use. As such, developments should be brought forward in line with the additional capacity supplied by the future bypass.

- 11.17.3 Giffords Park includes an allocation of about 5 ha of land for a local centre including retail, service and health uses as well as a mobility hub. Lodge Farm also requires a mobility hub as noted in policy reference allocation North Huntingdon 3 (Lodge Farm), paragraph 5 of the Pre Submission Local Plan.
- 11.17.4 The mobility hubs should be provided with easy access to the transport network to facilitate access to sustainable and active travel modes.
- 11.17.5 It is assumed that the delivery of these mobility hubs would be funded through developer contributions in conjunction with input from public transport operators, active travel stakeholders, HDC, CCC and the CPCA if required.
- 11.17.6 For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 14 and 15 respectively. District-wide infrastructure is presented in the District-Wide Infrastructure Schedules in Appendix E.

Active Travel (Cycling, Walking, Riding)

11.18 Context

- 11.18.1 The Strategic Transport Strategy Phase 2 identifies a number of active travel schemes to reduce car reliance and encourage modal shift. The Infrastructure Delivery Study Baseline Assessment includes background information on the active travel context of Huntingdonshire.
- 11.18.2 Four active travel schemes from the Cambridgeshire Active Travel Strategy and Local Cycling and Walking Infrastructure Plan (LCWIP) are located in Huntingdonshire. These are the Huntingdon and St Ives cycle and walking routes and the St Neots cycle and walking routes.
- 11.18.3 In November 2025, CPCA approved 14 active travel schemes, unlocking £4.9 million in government funding from Active Travel England to deliver safer, more inclusive walking wheeling and cycling routes across the region. In Huntingdonshire these include £2 million for further cycling and walking infrastructure at Alconbury Weald, along with funding for path improvements outside St Peter's School in Huntingdon, development of an active travel route

between St Ives and Huntingdon. In addition, funding has been allocated for a variety of pedestrian crossings and active travel village links throughout Cambridgeshire and Peterborough.

11.19 Existing provision

- 11.19.1 There have been no new active travel infrastructure schemes delivered since the publication of the Baseline Assessment in October 2025 other than the St Peter's School footpath improvements which were completed in June 2026.

11.20 Establishing Future Infrastructure Needs and Developer Contributions

- 11.20.1 The emerging Local Plan's Strategic Transport Strategy Phase 2 identifies active travel infrastructure required to mitigate the impacts arising from the proposed growth and strategic sites. A Strategic Transport Strategy Phase 3 is currently being developed and it is assumed some minor updates to active travel infrastructure will be incorporated in the Phase 3 updates.
- 11.20.2 It is important to note that active travel infrastructure is, in general, essential for sustainable growth, as it would encourage modal shift away from private vehicles. For a detailed list of infrastructure items, please refer to the Infrastructure Schedules in Appendices C - E of this report.

11.21 Infrastructure assessment

- 11.21.1 The active travel mitigation identified in the Strategic Transport Strategy Phase 2 report can be broken down into four main categories:
- LCWIP schemes
 - Local cycleways that form part of the A141 and St Ives Transport Improvements Scheme
 - Internal active travel infrastructure within development sites and active travel infrastructure site connections
 - Other active travel infrastructure improvements
- 11.21.2 It is important to note that some of these items mitigate traffic at a district wide level (non-site-specific) and therefore would require other forms of funding (e.g. CIL, CPCA, Active Travel England). For a detailed list of infrastructure items, please refer to the Infrastructure Schedules in Appendices C - E of this report.
- 11.21.3 Table 18 below displays the active travel improvement schemes identified as part of the mitigation package for the emerging Local Plan.

11.21.4 Figure 7 below details the active travel mitigation measures as outlined in the Strategic Transport Strategy Phase 2.

Figure 8: Active Travel Measures (Strategic Transport Strategy Phase 2)

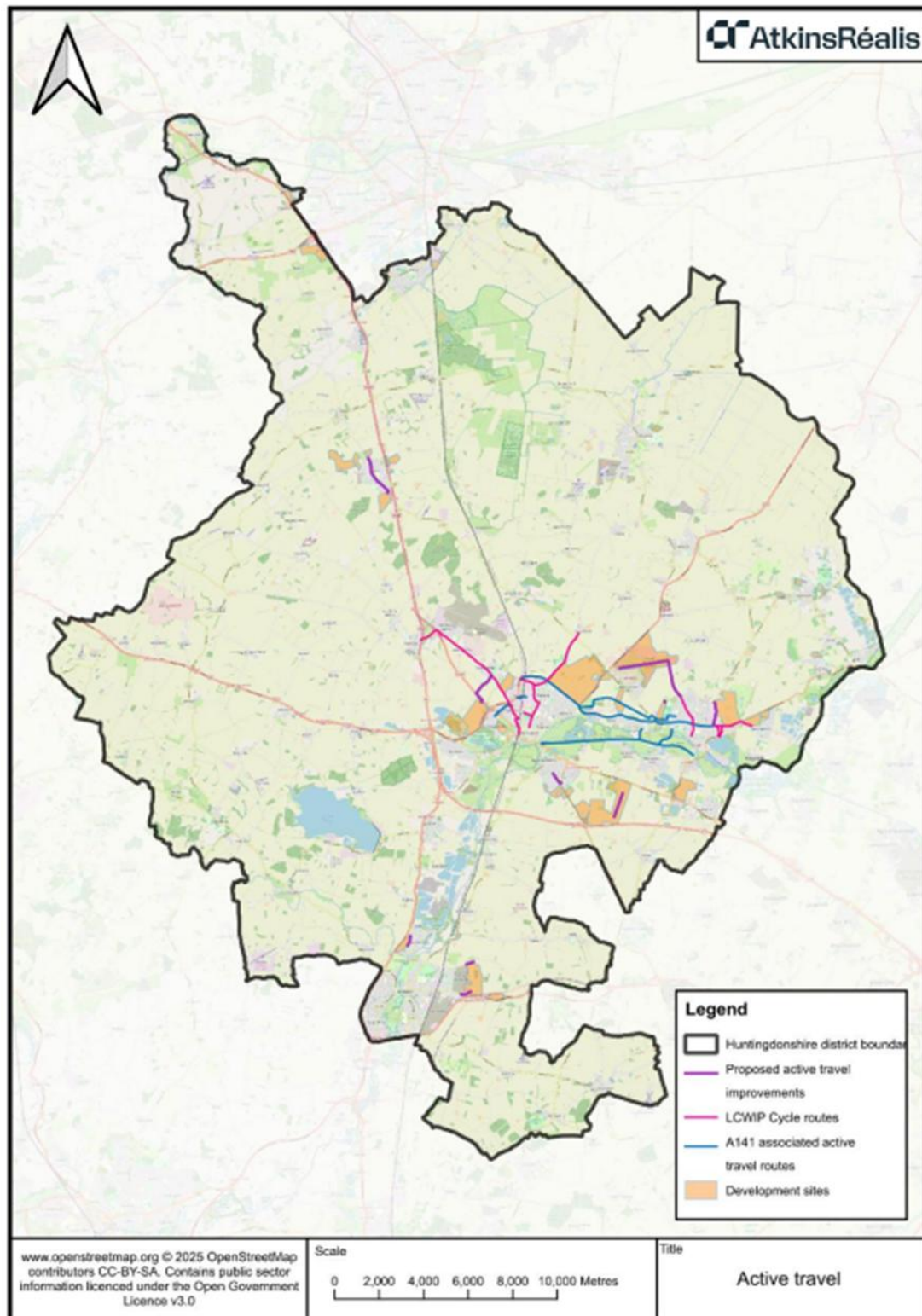


Table 18: Active Travel Improvement Schemes

Project	Location	Reason for Improvement	Proposed Improvements	Delivery / Funding
LCWIP Schemes	LCWIP Scheme 3 (Alconbury - Huntingdon 5 (Sapley – Huntingdon Cycleway), LCWIP Scheme 10 (St Ives North to Centre Cycleway), LCWIP Scheme 12 (Hartford – Kings Ripton Cycleway)	Inadequate active travel provision. Existing provision is not well connected and requires improvements to junctions and quality of infrastructure as well as extension of infrastructure.	Proposed improvements include widening shared use paths, improving crossing points, providing raised cycle lanes and generally increasing the attractiveness of cycling between key locations in Huntingdonshire	CCC are responsible for delivering LCWIP schemes. Funding will include developer contributions (CIL) as well as other forms of active travel funding including active travel grants.
A141 Cycleway Improvements	Huntingdon, St Ives, Godmanchester	The A141 experiences major congestion related issues during peak hours and it is possible for major delays to occur. This causes a range of safety issues on the A141.	A total of 22.9km of cycleways split across 7 areas will increase the attractiveness of cycling as a viable form of travel around the wider Huntingdon area.	A range of funding options would be sought for these schemes including developer contributions (CIL) as well as other sources of active travel funding. These schemes form part of the A141 and St Ives Transport Improvements Scheme and would only be brought forward as part of or after the completion of the bypass itself.
Internal active travel infrastructure within development sites and	CfS:95 Wyton Airfield	To increase the attractiveness of active travel within development sites and	A series of interventions including improved crossings, green corridors, walking	Developer contributions (S106).

Project	Location	Reason for Improvement	Proposed Improvements	Delivery / Funding
active travel infrastructure site connections	• CfS:256 Lodge Farm, North of A141 • CfS:240 Giffords Park • CfS:247 The Lattenburys • CfS:16 East of Loves Farm (Tithe Farm), St Neots • CfS:203 West of Great North Road	to promote modal shift across the district	routes, cycle paths and other forms of active travel infrastructure to link development sites to the active travel network.	
Other Active Travel Infrastructure Improvements	Sawtry, St Ives, Godmanchester	Improvements are needed to enhance active travel infrastructure and encourage modal shift.	Four improvements are identified: A combination of shared use paths and other traffic calming measures through the village spine between Green End Road and High Street (Sawtry). Conversion of St Judith's Lane to a restricted byway, restricting motorised vehicle access for approximately 1.3km (Sawtry) Widening and other improvements to shared use path on southern end of London Street (Godmanchester)	Developer contributions (CIL). Delivery would be led by CCC as Local Highway Authority.

Project	Location	Reason for Improvement	Proposed Improvements	Delivery / Funding
			A small walk / cycle connection to Hill Rise Park (St Ives)	

- 11.21.5 The Strategic Transport Strategy Phase 2 notes that, due to the rural nature of Huntingdonshire, active travel trips in the DM and DS scenario remain broadly unchanged.
- 11.21.6 The mitigation measures therefore allow development sites to retain a similar percentage of active travel trips to the observed baseline.
- 11.21.7 The modelling indicates that improved public transport provision is a bigger driver of modal change. This is likely due to the rural nature of the district and the longer distances involved in travelling between settlements.
- 11.21.8 For strategic sites, infrastructure requirements and associated costs have been assessed on a site-specific basis. For non-strategic sites, requirements have been aggregated at a settlement level to reflect the cumulative impact of smaller-scale development. A detailed breakdown of these requirements is provided in sections 14 and 15 respectively. District-wide infrastructure is presented in the District-Wide Infrastructure Schedules in Appendix E.

12.0 Utilities

Water Supply⁴⁵

12.1 Context and existing provision update

- 12.1.1 Since the Baseline Assessment was published in October 2025, The Huntingdon Integrated Water Management Strategy (IWMS): Stage 2 Water Recycling Study was published in February 2026⁴⁶. From this point on in the report, it is referred to as the Water Cycle Study (WCS). Figure 4-10 of the WCS provides a map of the Water Resource Zones (WRZ) covering Huntingdonshire District.
- 12.1.2 The WCS highlights that AWs current Water Resource Management Plan 2025 - 2050 (WRMP24) has accounted for the following forecasted increase in the number of properties at the following WRZ:
- 69,013 during the period 2025 to 2050 in Ruthamford South
 - 109,106 in Ruthamford North.
 - 45,020 during the period 2025 – 2050 in the Cambridge Water Company-Wide zone.
- 12.1.3 It explains that the update to the NPPF in December 2024 introduced a new standard method for calculating Local Housing Need (LHN) figures for each local authority. It states that, taking into account the uplift of housing numbers, implemented by the new standard method, there is likely to be the following number of properties built in the WRZ over the WRMP24 period:
- 92,906 new properties in the Ruthamford South WRZ
 - 146,791 new housing in the Ruthamford North WRZ
 - 64,449 new houses in the Cambridgeshire Company-Wide WRZ
- 12.1.4 This exceeds the current growth forecast within both Anglian Water and CW's WRMP24. As a result, the WCS suggests that “planned combined demand from growth is likely to be ahead of current planned supply”.
- 12.1.5 AW's response to the Infrastructure Assessment engagement in January 2026 notes that the Water Resource Management Plan 2029 (WRMP29) is currently in

⁴⁵ This section reports on Anglian Water's response to water supply matters, only. No response was received from Cambridge Water.

⁴⁶ [Huntingdonshire Integrated Water Management Strategy: Stage 2 Water Cycle Study - Final Report](#)

preparation and will take account of the growth proposed across the AW region; and will suggest the most appropriate strategies for addressing increased population growth.

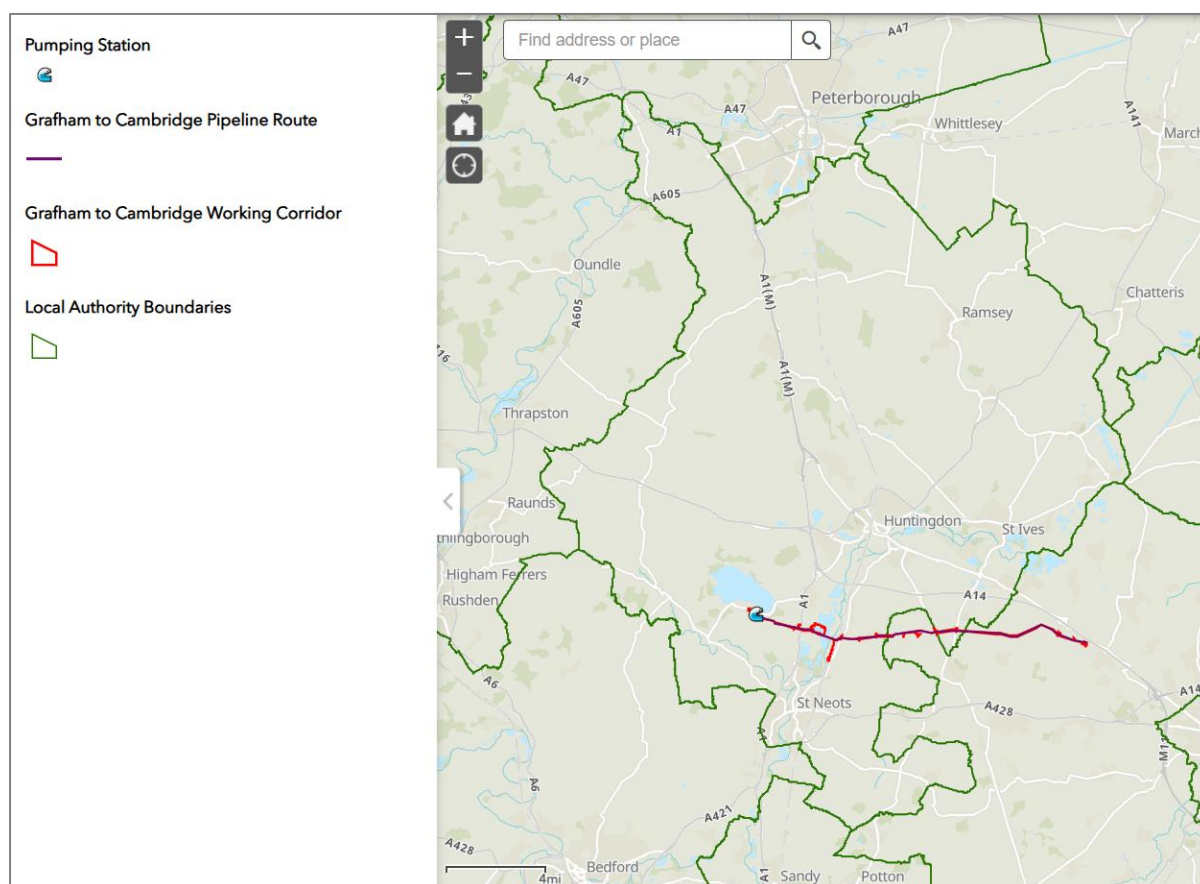
12.1.6 AW has also noted that since the IDS Baseline Assessment was published, the statutory deadline for the draft Drought Plan (dDP) was changed, due to the drought the UK experienced in 2025. As a result, the timetable for preparing the dDP27 is now as follows:

- Public consultation: May – August 2026
- Submit Statement of Response and Revised draft DP27: 25 October 2026
- Final DP27 published spring 2027

12.1.7 In terms of progressing the AW WMP24 water supply package (as set out in paragraph 11.18.2 of the IDS Baseline Assessment), AW has provided the following updates:

- Work to deliver the 28km Grafham to Cambridge Pipeline, in partnership with Cambridge Water, is progressing with the submission of an Environmental Impact Assessment (EIA) Scoping Report to Huntingdonshire District Council and South Cambridgeshire District Council. A planning application is due to be submitted this year, and route is due to be completed by 2032.

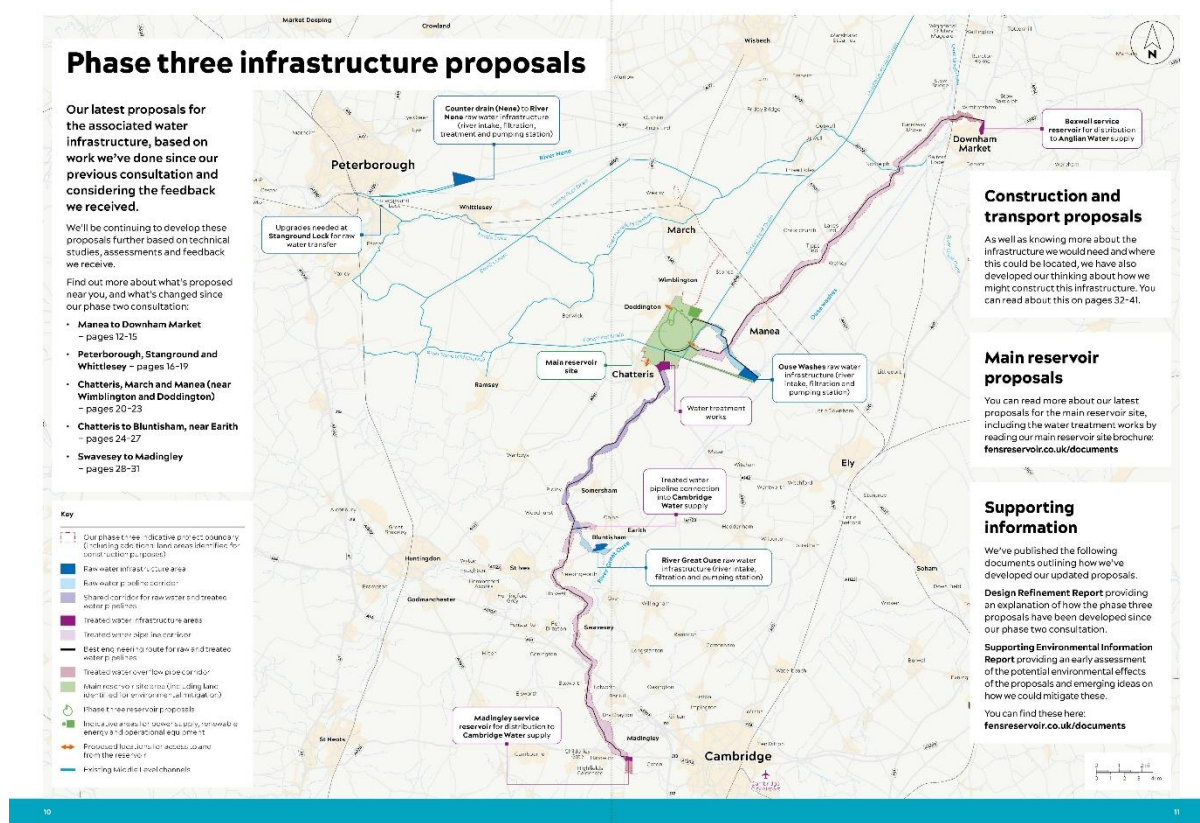
Figure 9: Route for Grafham to Cambridge Pipeline



Source: Anglian Water [stakeholder map](#)

- 12.1.8 A third consultation on the Fens Reservoir was held between October and December 2025. This included consulting on changes to the associated infrastructure proposed within Huntingdonshire District. A map is provided in Figure 9.

Figure 10: Map of proposed reservoir in the Fens



Source: [Phase three associated water infrastructure proposals brochure – Fens Reservoir – Autumn 2025](#)

12.2 Establishing Future Infrastructure Needs

12.2.1 The WCS notes that “Eleven sites within the Preferred Options Draft Local Plan growth forecast (updated in January 2026) were not included in the initial list of sites for AW to assess. These further sites were assessed by AW in February 2026. CW did not respond to request for comments...AW's assessment of the Preferred Options of sites gave 13 sites an amber rating when considering water supply [see Table 5-1 of the WCS] ...Comments regarding water supply provided by AW...mainly relate to employment sites where there may be constraints regarding availability of non-domestic water for manufacturing and processing uses. AW are obligated to supply existing and planned domestic water supplies, and their WRMP will indicate how this will be met through demand management and strategic supply options. Depending on the type of development proposed, employment sites may be constrained by AW's non-domestic water supply position where any request for more than 20m³/day will be declined.”.

12.2.2 The delivery of physical water supply infrastructure projects is not funded by developer contributions, and therefore a Demand Forecast Model cannot be used

to calculate the amount of infrastructure required to support planned growth. However, it is important to note that although AW and CW have a statutory duty to supply water for domestic purposes, they do not have to supply water for non-domestic purposes. Therefore, it is recommended that early engagement between applicants for commercial development proposals, and the water supplier takes place.

12.2.3 Furthermore, it is critical to ensure that new developments are as water efficient as possible, to mitigate the impacts of water scarcity. This may be achieved by taking into account the recommendations from Table 4-4 of the WCS:

- Use planning policy to require, where viable, a water efficiency standard of 85l/p/d to be achieved using the fittings-based approach.
- Non-household development to achieve three credits in the assessment category WAT01 of the BREEAM (Building Research Establishment Environmental Assessment Method) UK New Construction Standard.
- Larger residential developments (200 residential units and above) and commercial developments should consider incorporating greywater recycling and/or rainwater harvesting into development at masterplanning stage in order to reduce water demand.

12.2.4 In discussion with the Council, it is understood that a Statement of Common Ground is being produced with Anglian Water which supports Policy LP 16 of the Pre Submission Local Plan which requires proposals for new residential development to demonstrate that they are designed to utilise no more than 90 litres per person per day or mains supplied/potable water.

Infrastructure Assessment

12.2.5 AW has noted in the Infrastructure Assessment consultation response that the company is working to secure policy and regulatory change that allows water companies to better support growth, for example by allowing water companies to invest strategically to create new capacity ahead of growth materialising, and by changing charging rules to allow for developer contributions to be used for new infrastructure.

12.2.6 Until that time, there are currently no district wide residential or commercial developer funded requirements to fund water supply infrastructure except for the costs associated with water efficiency policies which have been tested through the Viability Assessment.

Waste Water Treatment

12.3 Context and existing provision update

- 12.3.1 As set out in section 12.1, since the publication of the Baseline Assessment in October 2025, the WCS⁴⁷ was published in February 2026. The report identifies the Water Recycling Centres (WRC) in Huntingdonshire that have constraints.
- 12.3.2 In particular, Table 5-3 of the WCS identifies the following WRCs as 'likely to require network improvements' in relation to flow capacity:
- Huntingdon/Somersham/Brampton WRC catchment does not have sufficient capacity and no planned investment for AMP8.
 - Alconbury WRC has no capacity for growth.
- 12.3.3 Furthermore, Table 5-4 of the WCS identifies the following WRCs as 'likely to require network improvements' in relation to foul sewerage network capacity:
- Huntingdon/St Neots WRC has no current network capacity. A network reinforcement scheme will need to be delivered before new connections to the network can be agreed.
 - Peterborough (Flag Fen) WRC – AW issued a holding objection until December 2025 for all growth in this catchment due to network capacity issues. A network reinforcement scheme is currently being investigated.
 - Ramsey/Sawtry WRC has no current network capacity. There is an AMP8 scheme to address capacity within the catchment, but no allowance has been made for future growth.
- 12.3.4 At the time of writing, the Council are working with the WCS consultants and Anglian Water to undertake further updates to the evidence base, due to changes to the way AW are assessing the capacity of its WRCs. Work is ongoing to prepare a Statement of Common Ground between HDC and AW and ensure that business plans and investment in wastewater treatment aligns with growth in the Pres Submission Local Plan.

12.4 Establishing Future Infrastructure Needs and Developer Contributions

- 12.4.1 As with water supply infrastructure, the need for waste water treatment capacity cannot be calculated using Demand Forecast Modelling formulas. Instead,

⁴⁷ [Huntingdonshire Integrated Water Management Strategy: Stage 2 Water Cycle Study - Final Report](#)

infrastructure needs are determined through an assessment of capacity of WRCs and their ability to accommodate growth. Given the capacity constraints that currently exist, the WRC notes that “Funding for growth schemes at...WRCs will need to be included in the next Price Review Process (PR29) covering the period 2030 – 2035.

12.4.2 Table 5-5 of the WRC provides recommended actions for HDC, AW and developers to take in terms of ensuring development aligns with the provision of critical waste water infrastructure. These actions include:

- Continuous engagement between HDC and AW to ensure strategic infrastructure can be planned by AW
- HDC to take wastewater infrastructure into account in phasing development in partnership with AW
- Ensure developers work closely with AW from the earliest stage in the planning application process

12.4.3 HDC are working positively and actively with developers and AW to align planned growth with price review processes.

12.5 Infrastructure Assessment

12.5.1 The Utilities section of the Infrastructure Schedules identifies which WRCs in the district require upgrades to accommodate planned growth, and which proposed housing and employment allocations this will affect.

12.5.2 A summary by strategic site, and settlement is also provided in sections 13 and 14 below.

12.6 Energy and Power Networks

- 12.6.1 Sections 11.1, 11.5 and 11.9 of the Baseline Assessment covered electricity, renewable energy and gas under the Utilities section of the report. As part of the preparation of the Infrastructure Assessment, no further updates have been provided by utilities companies in relation to the provision of gas or renewable energy in Huntingdonshire. Therefore, these sections have not been updated. However, UKPN did engage and respond to the Infrastructure Assessment consultation. Therefore, updates are provided below with regard to capacity and constraints in relation to the transmission of electricity to the proposed site allocations.
- 12.6.2 Notwithstanding the above, it is important to note that the National Energy System Operator (NESO) came into operation on 1 October 2024. It serves as Great Britain's independent, publicly owned system operator with responsibility for planning Britain's energy system, operating the electricity network and offering expert advice to the sector's decision-makers.
- 12.6.3 NESO launched the transitional Regional Energy Strategic Plan (tRESP) on 30 January 2026. The tRESP is the first output from NESO's Regional Energy Strategic Plan (RESP) team and acts as a bridge between the current approach to energy distribution network planning, and the full RESP approach which will be in place from 2028. The electricity distribution network operators (DNOs) will use the tRESP alongside Ofgem's business planning guidance, to develop their plans for the third electricity distribution price control period, known as ED3, which covers 2028-33.⁴⁸ The Council has collaborated with CPCA to feed into this business planning process.
- 12.6.4 The remaining section provides an update to the electricity supply capacity in Huntingdonshire. However, it is acknowledged that the wider energy sector is undergoing significant change with a transition away from the use of fossil fuels to renewable energy and bio-fuels and the phased introduction of Future Homes Standards.
- 12.6.5 Therefore, it is recommended that this section is reviewed and kept up to date in line with changes to the legal frameworks and building regulations underpinning the UK's decarbonisation targets.

⁴⁸ [transitional Regional Energy Strategic Plan \(tRESP\) | National Energy System Operator](#)

Electricity

12.7 Context and existing provision update

- 12.7.1 The context and existing provision update set out in paragraphs 11.1.1 – 11.1.7 of the Baseline Assessment remain current and up to date. As part of the Infrastructure Assessment consultation, UKPN noted that Brington Primary-Substation and the 33kV network that interconnects the Primary Sub-Station with Kimbolton Primary Substation. This will have a positive impact on the new capacity in these areas.

12.8 Establishing Future Infrastructure Needs and Developer Contributions

- 12.8.1 UKPN does not apply a Demand Forecast Model formula to calculate electricity capacity or supply needs. Therefore, the following summarises UKPN's response to the Infrastructure Assessment consultation. It sets out the identified infrastructure needs to support the spatial strategy, as set out in the Pre-Submission Local Plan.
- 12.8.2 UKPN explain that they see a need to provide new infrastructure in the central section of Huntingdonshire in the medium term (post ED3 (2028 – 2033)) by means of a primary substation. There are some localised needs for reinforcement in areas such as Godmanchester and Brington/Kimbolton, which are planned (in the case of Godmanchester where reinforcement is part of the ED3 proposals subject to OFGEM approval) or already underway (Brington/Kimbolton). There are also plans to increase capacity to the east of St Neots during ED3.
- 12.8.3 The potential for large non-residential development at Sawtry may trigger the need for significant cabling/connection work, considering the distance to the nearest primary sub-stations and the presence of the East Coast Main Line and A1(M) along possible cable routes. A similar situation applies to Kimbolton 2: South East of Bicton Industrial Estate, Stow Road in relation to Kimbolton Primary, although in this case, the scope for reinforcement is likely to be less challenging. However, for both sites, it is unclear at this stage if reinforcement will be necessary.
- 12.8.4 To the north of the District, UKPN identify significant capacity constraints at Orton Primary Sub-Station which is close to capacity and may require an upgrade, or more significantly, some sites may have to await the delivery of a new Grid Supply Point, which is currently being planned with the neighbouring Distribution Supply

Operator (National Grid Electricity Distribution). The sites most affected by this are:

- Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services
- Yaxley 1: 18 Eagle Business Park, Phase 3.

12.8.5 UKPN state that these sites may need to be phased to allow for the additional capacity at Orton Primary Sub-station to be delivered (circa. 3-5 years). Beyond that time, if the extended capacity is not sufficient, the sites may need to await the delivery of the new GSP within North Northamptonshire, which is estimated to be delivered in 10 years time.

12.8.6 Connection to electricity is 'critical' because it must be in place for development to happen.

12.9 Infrastructure Assessment

12.9.1 UKPN have explained that there are a number of critical infrastructure projects required to support the delivery of the emerging Local Plan. This includes:

- A new Primary Substation for the central section of the district
- possible significant cabling/connection work around Sawtry
- an upgrade to Orton Primary Substation
- a new Grid Supply Point within North Northamptonshire to serve developments with high energy demands (such as Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services), in the north of the district, to replace electricity supplies from Orton Primary Substation.

12.9.2 The Infrastructure Schedules and sections 13 and 14 below provide further details. However, the cost of infrastructure and delivery timescales will need to be monitored and considered at planning application stage. UKPN state that "generally speaking, upstream network reinforcement is DNO funded, per agreed mechanisms with OFGEM (Office of Gas and Electricity Markets). For major reinforcement outside the ongoing regulatory settlement, DNOs seek funding approval by engineering justification papers to OFGEM as part of price control submissions (ED3 will be the next period) ... Network extensions for a single

customer are normally funded by customers, unless the extension meets criteria for shared or socialised costs as stipulated by OFGEM⁴⁹.

⁴⁹ UKPN Infrastructure Assessment Consultation response, January 2026.

Mobile and Broadband Connectivity

12.10 Context and existing provision update

- 12.10.1 Connecting Cambridgeshire is a programme, hosted by CCC and led by the CPCA with additional funding from Greater Cambridge Partnership. It works with local councils, government bodies and external organisations.
- 12.10.2 The Cambridgeshire and Peterborough Digital Connectivity Strategy 2025 – 2029⁵⁰ highlights that digital connectivity has never been more important for businesses, communities and public services and the key objectives for the future strategy are:
- Enable future-proof digital infrastructure to support sustainable economic growth and innovation
 - Drive innovation to enable data-driven decision-making
 - Ensure accessible and inclusive connectivity, reducing the digital divide and unlocking the potential of the rural economy
 - Support net zero and climate change mitigations.
- 12.10.3 The strategy covers different forms of mobile and broadband connectivity and identifies targets for achieving the strategies objectives. Relevant targets include the following:

Broadband

“The Government’s target is for gigabit broadband to be available to 85% of the UK by 2025 and nationwide (c. 99%) by 2030. The programme has already met the 2025 target a year early and is now aiming to meet 99% gigabit capable connectivity ahead of 2030.

This strategy will aim to meet the Government’s 2023 Wireless Infrastructure Strategy to bring standalone 5G coverage to all populated areas by 2030. We will work with Mobile Network Operators (MNOs) to drive improvements in mobile coverage for not spots/partial not spots, exploring a variety of interventions.”.

⁵⁰ [PowerPoint Presentation](#)

Digital Inclusion

“Enable all residents and businesses to be digitally included by providing access to relevant connectivity, devices, and skills and confidence.

Achieve minimum digital living standard (MD++LS) for all residents ensuring they have the ability to communicate, connect, and engage with opportunities online safely and with confidence. We will work alongside MDLS partners to broaden the remit of this standard to include all residents.

Extend free public access Wifi (CambWifi) to more Cambridgeshire and Peterborough locations.

Improve standards of connectivity and digital inclusion for residents living in social housing and temporary accommodation.”.

12.11 Establishing Future Infrastructure Needs and Developer Contributions

Broadband

- 12.11.1 In response to the Infrastructure Assessment consultation in January 2026, Connecting Cambridgeshire noted that 92% of premises in Huntingdonshire receive Gigabit Capable speeds of which 81% are full fibre.
- 12.11.2 Openreach/Virgin will often provide digital infrastructure to developers for free for approximately 10+ dwellings. Internet Service Providers (ISP) then provide the internet connection/online services to customers on the site. More remote sites may be more challenging to connect to fibre optic cabling, but this depends on proximity to existing digital infrastructure. Furthermore, larger developments may be constrained in terms of capacity at the exchange points. Connecting Cambridgeshire note however that Openreach is currently restructuring exchanges (reducing from 5,600 to 1,000 as the requirement is significantly reduced by the switch from copper to fibre). They recommend that developers engage in advance with full fibre providers to ensure that there will be capacity available at exchanges as the site is built-out.

Mobile Coverage

- 12.11.3 Connecting Cambridgeshire explained, through the Infrastructure Assessment consultation in January 2026, that 95% of Huntingdonshire receives good indoor mobile coverage for at least one Mobile Network Operator (MNO); 60% of Huntingdonshire receives good indoor coverage from all 4 MNO (BT/EE; VMO2 and VodafoneThree)⁵¹. Mapping data highlights a number of towns/villages suffering from poor mobile coverage from all MNO, this includes:
- Ramsey
 - Broughton
 - Kings Ripton
 - The Hemingfords
 - Great Paxton
 - Pidley
- 12.11.4 Any further development could worsen the situation as there isn't sufficient coverage or capacity currently i.e. there is already likely a requirement for new infrastructure. Connecting Cambridgeshire explain that there is ongoing discussion regarding whether MNOs should be investing in improving mobile coverage, or whether it is something that developers should be funding, in order to guarantee good coverage for their site.
- 12.11.5 A new 20-25m mast may cost in the region of £80k-£100k (plus ongoing operational costs), a small cell may be in the region £10k-£20k (plus ongoing operational costs). An alternative approach is to use Neutral Host mast providers who will fund and install the physical infrastructure on behalf of the MNOs. Developers may engage with these organisations, but this still requires an MNO to be onboard before the infrastructure is built.
- 12.11.6 Given the range of options for funding and delivering improved mobile coverage, Connecting Cambridgeshire explain that it is not possible to set a value on investment to deliver mobile coverage, due to the multiple variables that will be dependent on the location including size of the demand, Neutral Host interest, MNO interest and what is the tipping point to drive investment (if not already of commercial interest).

⁵¹ Note that at the time of the survey, there were four mobile operators. There are now three.

12.12 Infrastructure Assessment

- 12.12.1 In terms of broadband coverage and connectivity, it is recommended that all site developers engage with digital infrastructure providers to ensure that exchange capacity and connections are possible to meet the needs of the proposed site.
- 12.12.2 Furthermore, in relation to mobile coverage, there is an emphasis on early engagement with MNOs by developers of sites in the settlements, to ensure that residents of the site allocations are able to achieve connection to 4G and 5G mobile networks. This is also noted in sections 13 and 14 below and in the Infrastructure Schedules.

Waste Management

12.13 Context and existing provision update

- 12.13.1 The details within this section remain largely the same as set out under section 11.25 of the Baseline Assessment. However, it is useful to note that the RECAP Resources and Waste Strategy (2025 – 2031) was published in September 2025⁵² and was consulted on between 1 December 2025 – 26 January 2026.
- 12.13.2 The Strategy explains that “Cambridgeshire and Peterborough Waste Partnership (RECAP) is a voluntary partnership founded in 2008 between county, district and unitary authorities within Cambridgeshire and Peterborough with the vision of delivering cost effective waste services for the benefit of local communities in the Cambridgeshire and Peterborough area.”. In terms of population growth, the strategy recognises that “...it is an important factor in planning for future waste management arrangements. The Cambridgeshire and Peterborough areas have experienced significant residential, commercial and industrial growth in recent years and are amongst the fastest growing local authorities in England...To facilitate this growth and maximise opportunities for collaborative partnership working, effectively planned infrastructure, including waste and resource management infrastructure, shall be essential. The latter point emphasises a current lack of waste management infrastructure in the Anglia region.”.

⁵² [RECAP Strategy 10.10.2025](#)

12.13.3 In terms of planned waste management infrastructure in the RECAP area, the Strategy explains that the following waste management sites are planned in Huntingdonshire:

- Waboy's Energy Recovery Facility: aims to process 87,500 tonnes of residual waste per year.
- Dry anaerobic digestion facility at St Ives is currently being developed with an expected capacity of 70,000 tonnes per annum, accepting co-mingled food and garden waste.

12.13.4 Finally, the Strategy explains the need for new waste management facilities including a greater need for waste transfer capacity. Alongside the RECAP Resources and Waste Strategy, CCC also consulted on an update to the Waste Management Design Guide⁵³. The consultation version of the Design Guide outlines the partnership's expectations regarding developer contributions to fund and deliver adequate space for internal and external storage of waste; maintaining an operational network of Household Recycling Centres (HRC); the provision of Bring Sites; and waste reduction education schemes.

12.14 Establishing Future Infrastructure Needs and Developer Contributions

12.14.1 In consideration of the proposed allocations, CCC note that "the impacts of the housing growth on the [HDC] arrangements for collecting and transferring and processing mixed dry recycling from residents needs to be taken into account...".

12.14.2 Reference was made in CCC's response to the new RECAP Design Guide which sets out the implications for new dwellings design and construction with regards to waste and recycling containers for households and access for the waste collection vehicles.

12.14.3 In terms of waste capacity, CCC note that the projected housing growth will place pressure on the three existing Household Waste Recycling Centres (HWRC), the waste transfer station, collection depot and treatment infrastructure in the district. Furthermore, once the Alconbury waste transfer station reverts to the contractor's ownership in 2036 (once the PFI contract expires), a new waste transfer station will be required to receive and transfer collected waste and recyclables. As a result, additional HRC capacity/site(s) are likely to be required to manage the

⁵³ [RECAP Waste Design Guide](#)

additional housebuilder's bulky waste. The County Council estimate that a new HRC could cost in the region of £6 million, plus land costs.

12.15 Infrastructure Assessment

- 12.15.1 At this time CCC has not confirmed the exact quantum, cost, phasing or geographical location of HRC sites required. It is anticipated that this would be largely funded by CCC but CIL receipts may be requested to contribute towards the provision, at a proportionate scale to the level of growth in the district. It is also recommended that CCC engage with HDC to determine the location of the new HRC or incorporate the identification of new or expanded HRC provision through the preparation of the new Cambridgeshire and Peterborough Minerals and Waste LP.
- 12.15.2 In terms of funding the provision of wheeled bins, it is assumed that each site will contribute towards one wheeled bin per new dwelling (plus a food waste bin), as per Section H of HDC's Developer Contributions SPD 2011⁵⁴.

⁵⁴ Note that the cost of wheeled bins has been updated and provided by HDC. Also note that it has not been possible to accurately calculate the number of flats to be delivered through the Local Plan, therefore the assumption has been made that a flat rate for wheeled bins will be applied to the residential sites. In reality, the communal bin charge will be applied to flatted developments.

13.0 Infrastructure Assessment of Strategic Sites

- 13.1.1 This section provides a high level overview of the infrastructure projects that may be required to support the delivery of the strategic site allocations in the Local Plan. The projects identified have been informed by the findings of sections 4 – 12 alongside engagement with infrastructure providers and desk based review of technical studies.
- 13.1.2 It should be noted that where infrastructure projects have been identified as ‘desirable’, it is most likely that these projects will be funded through mechanisms such as CIL, CPCA, CCC, NHS, DfT, DfE, Homes England, government funding and grants.
- 13.1.3 Furthermore, it is also important to note that where a project is not specifically related to one site, but is required as a result of the cumulative impacts of planned growth from the emerging Local Plan, these schemes are not listed under each site individually. For example, the provision of an Ambulance hub and a new Waste Recycling Centre is not noted under each site individually. These projects are however identified in the ‘District-wide’ section of the Infrastructure Schedules, discussed in more detail in section 15.

13.2 Peterborough Services 1: West of the A1 and South of Peterborough Motorway Services (employment)

- 13.2.1 This site is employment focused and does not contain an allocation for residential use. As such, the following types of infrastructure are not required to be provided by this development site:
- Education
 - Health
 - Community Facilities
 - Sport and Leisure
- 13.2.2 In terms of the Huntingdonshire CIL Charging Schedule, B2 and B8 uses are £0 rated for CIL. Therefore, the site is not expected to pay CIL.

Blue and Green Infrastructure

- 13.2.3 Site specific requirements will need to be considered at application stage.

Flood Management

- 13.2.4 Site specific requirements will need to be considered at application stage.

Emergency Services

- 13.2.5 The only contribution required from an employment site, in relation to Emergency Services, is Fire and Rescue. Given that the site will not pay CIL, this may be funded by planning obligations. Cambridgeshire Constabulary do not prescribe a demand forecast model formula for employment uses; and the Ambulance infrastructure needs are strategic. Overall, site specific requirements will need to be considered at application stage.

Table 19: Emergency Services in Peterborough Services 1

Emergency Services Sub Type	Total Provision Required
Fire & Rescue Service	Engage with CFRS at an early stage to determine the requirement for developer funded fire and rescue infrastructure and facilities, particularly for commercial developments of 1,000 sqm floor space and above.

Transport

- 13.2.6 Transport infrastructure requirements associated with the growth arising from Peterborough Services 1 are set out as follows:

Table 20: Transport in Peterborough Services 1

Transport Sub Type	Total Provision Required
Public Transport	Extension of bus service 25 from Peterborough city centre to Alwalton Hill to now terminate / originate at development site. Contribution to be determined.

Utilities

- 13.2.7 Utilities infrastructure requirements associated with the growth arising from Peterborough Services 1 are set out as follows:

Table 21: Utilities in Peterborough Services 1

Utilities Sub-Type	Total Provision Required
Electricity	Demand intensity indicates that a new GSP may be required to support connections and power to this site. Ongoing engagement between HDC, the site promoter and UKPN to achieve required connections.

Utilities Sub-Type	Total Provision Required
Waste Water	Capacity Issues at Peterborough (Flag Fen) catchment. Engage with AW to determine how a sustainable point of connection can be achieved.

13.3 North Huntingdon 2: Land North of A141 between the Racecourse and A1307

13.3.1 This site is employment focused and does not contain an allocation for residential use. As such, the following types of infrastructure are not required to be provided by this development site:

- Education
- Health
- Community Facilities
- Sport and Leisure

13.3.2 It should be noted that this site has outline planning permission (reference 25/01922/OUT). The permission was granted subject to S.106. The following outlines the high level infrastructure requirements of the site, as determined using the methodology to prepare this Infrastructure Assessment. It has not been prepared to mirror the planning obligations agreed in relation to the specific planning permission granted on this site.

Blue and Green Infrastructure

13.3.3 Site specific requirements will need to be considered at application stage.

Flood Management

13.3.4 Site specific requirements will need to be considered at application stage.

Emergency Services

13.3.5 The only contribution required from an employment site, in relation to Emergency Services, is Fire and Rescue. Given that the site will not pay CIL, this may be funded by planning obligations. Cambridgeshire Constabulary do not prescribe a demand forecast model formula for employment uses; and the Ambulance

infrastructure needs are strategic and therefore is not included within Table 25 below.

Table 22: Emergency Services in North Huntingdon 2

Emergency Services Sub Type	Total Provision Required
Fire & Rescue Service	Engage with CFRS at an early stage to determine the requirement for developer funded fire and rescue infrastructure and facilities, particularly for commercial developments of 1,000 sqm floor space and above.

Transport

13.3.6 Transport infrastructure requirements associated with the growth arising from North Huntingdon 2 are set out as follows:

Table 23: Transport in North Huntingdon 2

Transport Sub Type	Total Provision Required
Highways (A141 Bypass)	Park and ride scheme. Built as part of or after the completion of the A141 bypass scheme (forecast completion in 2033).
Highways	Roundabout on A141 connecting Newlands, Hinchingsbrooke housing area and Hinchingsbrooke business park.
Highways	Speed Limit reduced on A141 to 50mph between Brampton and Spittals Interchange (2.3km).
Public Transport	Bus stop added to roundabout for Newlands Site.

Utilities

13.3.7 Utilities infrastructure requirements associated with the growth arising from North Huntingdon 2 are set out as follows:

Table 24: Utilities in North Huntingdon 2

Utilities Sub-Type	Total Provision Required
Electricity	Huntingdon Grid reinforcement
Waste Water	Huntingdon WRC does not have sufficient capacity to accommodate growth and no planned investment in AMP8 (2025 - 2030). Capacity requires increasing. Investment to be identified within AMP9 onwards. Development would need to be phased to align with AMP9 onwards.

13.4 North Huntingdon 3: Lodge Farm, North of A141

Education

- 13.4.1 Education infrastructure requirements associated with the growth arising from North Huntingdon 3 are set out as follows:

Table 25: Education in North Huntingdon 3

Education Sub-Type	Total Provision Required
Early Years	Standalone nursery and early years provision built alongside new primary schools to accommodate 1,257 children aged 0-3
Primary	Two 4FE / 840-place primary school each with a land allocation of 4ha.
Secondary	One 7FE / 1,050 place school with a land allocation of 7.7ha.
Post 16	Land contribution towards creating Post 16 places at secondary school, if required. Any new secondary school would be designed to cater for the 11-19 age range.
SEND	Financial contribution towards 63 SEND places

Health

- 13.4.2 Health infrastructure requirements associated with the growth arising from North Huntingdon 3 are set out as follows:

Table 26: Health in North Huntingdon 3

Health Sub Type	Total Provision Required
Primary Healthcare	Primary Care-Led Building (Neighbourhood Health Centre) of at least 788.57sqm GIA facility. Interim facility during early phases to ensure access to health services for new residents. Permanent facility to be delivered during mid-late phases once threshold for operational health facility is reached.

Community Facilities

- 13.4.3 Community facilities infrastructure requirements associated with the growth arising from North Huntingdon 3 are set out as follows:

Table 27: Community Facilities in North Huntingdon 3

Community Facilities Sub-Type	Total Provision Required
Community Halls	1047.87 sqm community hall
Libraries	Enhance existing static library provision at Huntingdon (Hub library) and potentially allocate Mobile Library service provision (see para 6.7.4). This would include redesign to accommodate anticipated

	growth (enhance accessibility of collection and create flexible space for additional activity, large children's space and additional study space). The delivery will be subject to negotiation at the planning application stage.
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Sport and Leisure

- 13.4.4 Sport and Leisure infrastructure requirements associated with the growth arising from North Huntingdon 3 are set out as follows, subject to further consideration at the planning application stage, particularly in relation to indoor sports requirements (swimming pools, sports halls and indoor bowls centres). The costs identified should be treated as high-level estimates for IDS purposes only.

Table 28: Sport and Leisure in North Huntingdon 3

Sports and Leisure Sub Type	Total Provision Required
Additional Swimming Pools	124.78 sqm of additional swimming pool floorspace required (2.35 lanes)
Additional Sports Halls	2.78 Courts
Additional Outdoor Tennis Courts	1.47 Courts
Additional Indoor Bowls Centres	0.21 Rinks
Additional Adult Football Natural Grass Pitches	2.79 Pitches
Additional Youth Football Natural Grass Pitches	5.45 Pitches
Additional Mini Soccer Natural Grass Pitches	3.79 Pitches
Additional Rugby Union Natural Grass Pitches	0.94 Pitches
Additional Cricket Natural Grass Pitches	1.32 Pitches
Additional Changing Rooms for all the Natural Grass Pitches at Lodge Farm	17.45 Changing Rooms
Additional Sand Based Artificial Grass Pitches	0.18 Pitches
Additional 3G Artificial Grass Pitches	0.63 Pitches
Additional Changing Rooms for all the Artificial Grass Pitches at Lodge Farm	1.63 Changing Rooms

Green and Blue Infrastructure

- 13.4.5 Green and blue infrastructure requirements associated with the growth arising from North Huntingdon 3 are set out as follows:

Table 29: Green and Blue Infrastructure in North Huntingdon 3

Green and Blue Infrastructure Sub-Type	Total Provision Required
Parks and Gardens	9.21ha

Green and Blue Infrastructure Sub-Type	Total Provision Required
Amenity Green Space	6.91ha
Natural and Semi-natural open space	20.73ha
Equipped Play areas (NEAP, LEAP etc).	2.88ha
Informal Play Space	3.45ha
Allotments and community gardens	2.42ha

Flood Management

13.4.6 Site specific requirements will need to be considered at application stage.

Emergency Services

13.4.7 Emergency Services infrastructure requirements associated with the growth arising from North Huntingdon 3 are set out as follows:

Table 30: Emergency Services in North Huntingdon 3

Emergency Services Sub-Type	Total Provision Required
Fire & Rescue Infrastructure/ Facilities Provision	To be determined at planning application stage.
Police Infrastructure/ Facilities Provision	To be determined at planning application stage.

Transport

13.4.8 Transport infrastructure requirements associated with the growth arising from North Huntingdon 3 are set out as follows:

Table 31: Transport in North Huntingdon 3

Transport Sub Type	Total Provision Required
Highways (A141 Bypass)	Contribution to be determined.
Highways	Two roundabouts to be built as access points on the existing A141 to the south and east of the development site.
Public Transport	Additional or extended bus route serving the development and looping circuitously around Huntingdon with a start / end at Huntingdon Bus Station (2 bph). Approx. length 12.75km
Active Travel	Internal active travel network connections to existing active travel infrastructure surrounding site.
Active Travel	Walk / cycle bridge over realigned A141.

Utilities

- 13.4.9 Utilities infrastructure requirements associated with the growth arising from North Huntingdon 3 are set out as follows:

Table 32: Utilities in North Huntingdon 3

Utilities Sub-Type	Total Provision Required
Electricity	New Primary Sub-station north of Huntingdon
Waste Collection	Provision of wheeled bins for all dwellings on site.
Waste Water	Huntingdon WRC does not have sufficient capacity to accommodate growth and no planned investment in AMP8 (2025 - 2030). Investment to be identified within AMP9 onwards. Development would need to be phased to align with AMP9 onwards.

13.5 North Huntingdon 4: Wyton Airfield

Education

- 13.5.1 Education infrastructure requirements associated with the growth arising from North Huntingdon 4 are set out as follows:

Table 33: Education in North Huntingdon 4

Education Sub-Type	Total Provision Required
Early Years	Standalone nursery and early years provision built alongside new primary schools to accommodate 1,200 children aged 0-3
Primary	One 4FE / 840-place school with a land allocation of 4ha and one 3FE / 630-place school with a land allocation of 3ha.
Secondary	One 7FE / 1,050 place school with a land allocation of 7.7ha.
Post 16	Land contribution towards creating Post 16 places at secondary school. Any new secondary school would be designed to cater for the 11-19 age range.
SEND	Financial contribution towards 57 SEND places

Health

- 13.5.2 Health facilities infrastructure requirements associated with the growth arising from North Huntingdon 4 are set out as follows:

Table 34: Health in North Huntingdon 4

Health Sub Type	Total Provision Required
Primary Healthcare	Primary Care-Led Building (Neighbourhood Health Centre) of at least 788.57sqm GIA facility. Interim facility during early phases to ensure access to health services for new residents. Permanent facility to be delivered

Health Sub Type	Total Provision Required
	during mid-late phases once threshold for operational health facility is reached.

Community Facilities

- 13.5.3 Community facilities infrastructure requirements associated with the growth arising from North Huntingdon 4 are set out as follows:

Table 35: Community Facilities in North Huntingdon 4

Community Facilities Sub Type	Total Provision Required
Community Halls	855.40 sqm community hall on CfS:95 site
Libraries	Enhance existing static library provision at Huntingdon (Hub library) and potentially allocate Mobile Library service provision (see para 6.7.4). This would include redesign to accommodate anticipated growth (enhance accessibility of collection and create flexible space for additional activity, large children's space and additional study space). The delivery will be subject to negotiation at the planning application stage.

Sport and Leisure

- 13.5.4 Sports and Leisure facilities infrastructure requirements associated with the growth arising from North Huntingdon 4 are set out as follows, subject to further consideration at the planning application stage, particularly in relation to indoor sports requirements (swimming pools, sports halls and indoor bowls centres). The costs identified should be treated as high-level estimates for IDS purposes only.

Table 36: Sport and Leisure in North Huntingdon 4

Sports and Leisure Sub Type	Total Provision Required
Additional Swimming Pools	101.86 sqm of additional swimming pool floorspace required (1.92 lanes)
Additional Sports Halls	2.27 Courts
Additional Outdoor Tennis Courts	1.2 Courts
Additional Indoor Bowls Centres	0.17 Rinks
Additional Adult Football Natural Grass Pitches	2.28 Pitches
Additional Youth Football Natural Grass Pitches	4.45 Pitches
Additional Mini Soccer Natural Grass Pitches	3.1 Pitches
Additional Rugby Union Natural Grass Pitches	0.77 Pitches
Additional Cricket Natural Grass Pitches	1.07 Pitches

Sports and Leisure Sub Type	Total Provision Required
Additional Changing Rooms for all the Natural Grass Pitches at Wyton Airfield	14.24 Changing Rooms
Additional Sand Based Artificial Grass Pitches	0.15 Pitches
Additional 3G Artificial Grass Pitches	0.52 Pitches
Additional Changing Rooms for all the Artificial Grass Pitches at Wyton Airfield	1.33 Changing Rooms

Green and Blue Infrastructure

- 13.5.5 Green infrastructure requirements and associated costs arising from this strategic site are:

Table 37: Green and Blue Infrastructure in North Huntingdon 4

Green and Blue Infrastructure Sub Type	Total Provision Required
Parks and gardens	9.21ha of parks and gardens
Amenity greenspace	6.91ha of amenity greenspace
Natural and semi natural open space	20.73ha of natural and semi natural open space
Equipped designated play areas	2.88ha of equipped designated play, comprised of 28 NEAP and 2 LEAP
Informal play space	3.45ha of informal play space
Allotments and community gardens	2.42ha of allotments and community gardens

Flood Management

- 13.5.1 Site specific requirements will need to be considered at application stage.

Emergency Services

- 13.5.2 Emergency Services infrastructure requirements associated with the growth arising from North Huntingdon 4 are set out as follows:

Table 38: Emergency Services in North Huntingdon 4

Emergency Services Sub Type	Total Provision Required
Fire & Rescue Infrastructure/ Facilities Provision	To be determined at planning application stage.
Police Infrastructure/ Facilities Provision	To be determined at planning application stage.

Transport

13.5.3 Transport infrastructure requirements associated with the growth arising from North Huntingdon 4 are set out as follows:

Table 39: Transport in North Huntingdon 4

Transport Sub Type	Total Provision Required
Highways (A141 Bypass)	Park and ride scheme. Park and ride scheme would only be built as part of or after the completion of the A141 and St Ives Transport Improvements Scheme(forecast completion in 2033).
Highways	Roundabout access on the A141 to the west of the site in two locations (northern and southern).
Public Transport	Construction of bus segregated road on Old Ramsey Road between St Ives and Wyton Airfield (1.6km).
Public Transport	Bus only road between Wyton park and ride and A141 / B1090 roundabout.
Public Transport	Signalisation of A141 / B1090 junction to provide bus priority and/or bus flare.
Public Transport	Add bus stop on the A141 to serve existing bus routes (303, 305, CGB).
Active Travel	Active travel provision parallel to the new bus segregated road on Old Ramsey Road to St Ives (2km).
Active Travel	Active travel routes internally are to connect to existing public rights of way between Woodhurst and Houghton (1km) Also linked to proposed active travel route from Hill Rise St Ives to Huntingdon as this connects the southern end of the Old Ramsey Road.

Utilities

13.5.4 Utilities infrastructure requirements associated with the growth arising from North Huntingdon 4 are set out as follows:

Table 40: Utilities in North Huntingdon 4

Utilities Sub-Type	Total Provision Required
Electricity	New Primary Sub-station north of Huntingdon
Waste Collection	Provision of wheeled bins for all dwellings on site.
Waste Water	Wyton WRC has limited capacity and careful phasing of the site is required.

13.6 Hemingford Abbots 1: The Lattenburys

Education

- 13.6.1 Education infrastructure requirements associated with the growth arising from Hemingford Abbots 1 are set out as follows:

Table 41: Education in Hemingford Abbots 1

Education Sub-Type	Total Provision Required
Early Years	Standalone nursery and early years provision built alongside new primary schools to accommodate 983 children aged 0-3
Primary	One 4FE/840-place school requiring a land allocation of 4ha and one 3FE/630-place school requiring a land allocation of 3ha.
Secondary	One 6FE/900-place secondary school with a land allocation of 6ha.
Post 16	Land contribution towards creating Post 16 places at secondary school. Any new secondary school would be designed to cater for the 11-19 age range.
SEND	Financial contributions towards 49 SEND places

Health

- 13.6.2 Health facilities infrastructure requirements associated with the growth arising from Hemingford Abbots 1 are set out as follows:

Table 42: Health in Hemingford Abbots 1

Health Sub Type	Total Provision Required
Primary Healthcare	Primary Care-Led Building (Neighbourhood Health Centre) of at least 749.14 sqm GIA facility

Community Facilities

- 13.6.3 Community facilities infrastructure requirements associated with the growth arising from Hemingford Abbots 1 are set out as follows:

Table 43: Community Facilities in Hemingford Abbots 1

Community Facilities Sub Type	Total Provision Required
Community Halls	812.63 sqm community hall on CfS:247 site
Libraries	Enhance existing static library provision at Huntingdon (Hub library) and potentially allocate Mobile Library service provision (see para 6.7.4). This would include redesign to accommodate anticipated growth (enhance accessibility of collection and create flexible space for additional activity, large children's space and additional study space). The delivery will be subject to negotiation at the planning application stage.

Sport and Leisure

- 13.6.4 Sports and Leisure infrastructure requirements associated with the growth arising from Hemingford Abbots 1 are set out as follows, subject to further consideration at the planning application stage, particularly in relation to indoor sports requirements (swimming pools, sports halls and indoor bowls centres). The costs identified should be treated as high-level estimates for IDS purposes only.

Table 44: Sport and Leisure in Hemingford Abbots 1

Sports and Leisure Sub Type	Total Provision Required
Additional Swimming Pools	96.77 sqm of additional swimming pool floorspace required (1.82 lanes)
Additional Sports Halls	2.15 Courts
Additional Outdoor Tennis Courts	1.14 Courts
Additional Indoor Bowls Centres	0.16 Rinks
Additional Adult Football Natural Grass Pitches	2.17 Pitches
Additional Youth Football Natural Grass Pitches	4.23 Pitches
Additional Mini Soccer Natural Grass Pitches	2.94 Pitches
Additional Rugby Union Natural Grass Pitches	0.73 Pitches
Additional Cricket Natural Grass Pitches	1.02 Pitches
Additional Changing Rooms for all the Natural Grass Pitches at Lattenburys	13.53 Changing Rooms
Additional Sand Based Artificial Grass Pitches	0.14 Pitches
Additional 3G Artificial Grass Pitches	0.49 Pitches
Additional Changing Rooms for all the Artificial Grass Pitches at Lattenburys	1.27 Changing Rooms

Green and Blue Infrastructure

- 13.6.5 Green and Blue Infrastructure requirements associated with the growth arising from Hemingford Abbots 1 are set out as follows:

Table 45: Green and Blue Infrastructure in Hemingford Abbots 1

Green and Blue Infrastructure Sub Type	Total Provision Required
Parks and gardens	7.14ha of parks and gardens
Amenity greenspace	5.36ha of amenity greenspace
Natural and semi natural open space	16.07ha of natural and semi natural open space
Equipped designated play areas	2.23ha of equipped designated play, comprised of 22 NEAP and 1 LEAP

Green and Blue Infrastructure Sub Type	Total Provision Required
Informal play space	2.68ha of informal play space
Allotments and community gardens	1.88ha of allotments and community gardens

Flood Management

13.6.6 Site specific requirements will need to be considered at application stage.

Emergency Services

13.6.7 Emergency services infrastructure requirements associated with the growth arising from Hemingford Abbots 1 are set out as follows:

Table 46: Emergency Services in Hemingford Abbots 1

Emergency Services Sub Type	Total Provision Required
Fire & Rescue Infrastructure/ Facilities Provision	To be determined at planning application stage.
Police Infrastructure/ Facilities Provision	To be determined at planning application stage.

Transport

13.6.8 Transport infrastructure requirements associated with the growth arising from Hemingford Abbots 1 are set out as follows:

Table 47: Transport in Hemingford Abbots 1

Transport Sub Type	Total Provision Required
Highways	Roundabout junction to the north of Great Lattenbury connecting the development site to the A1307
Highways	Roundabout junction to the west of South Lattenbury connecting the development site to the A1198.
Public Transport	Additional bus stop on the A1198 outside South Lattenbury to serve the existing X2 and X3 bus services.
Public Transport	Additional bus stop within Great Lattenbury to serve the Cambridge to Huntingdon Racecourse service (implemented as part of the A141 and St Ives Transport Improvements Scheme) and other buses using the A1307.
Active Travel	Green corridor walk / cycle path connection between Great Lattenbury and South Lattenbury.

Utilities

- 13.6.9 Utilities infrastructure requirements associated with the growth arising from Hemingford Abbots 1 are set out as follows:

Table 48: Utilities in Hemingford Abbots 1

Utilities Sub-Type	Total Provision Required
Electricity	Godmanchester Primary Substation Reinforcement
Waste Collection	Provision of wheeled bins for all dwellings on site.
Waste Water	Huntingdon WRC does not have sufficient capacity to accommodate growth and no planned investment in AMP8 (2025 - 2030). Investment to be identified within AMP9 onwards.

13.7 Needingworth 1: Giffords Park, East of B1040

Education

- 13.7.1 Education infrastructure requirements associated with the growth arising from Needingworth 1 are set out as follows:

Table 49: Education in Needingworth 1

Education Sub-Type	Total Provision Required
Early Years	Early years provision built alongside new primary school to accommodate 525 children aged 0-3
Primary	One 8FE / 840 place primary school with a land allocation of 4ha.
Secondary	Financial contribution towards secondary school provision
SEND	Financial contribution towards 25 SEND places

Health

- 13.7.2 Health infrastructure requirements associated with the growth arising from Needingworth 1 are set out as follows:

Table 50: Health in Needingworth 1

Health Sub Type	Total Provision Required
Primary Healthcare	Primary Care-Led floorspace required of at least 345sqm GIA. On or off-site to be determined at application stage

Community Facilities

- 13.7.3 Community facilities infrastructure requirements associated with the growth arising from Needingworth 1 are set out as follows:

Table 51: Community Facilities in Needingworth 1

Community Facilities Sub Type	Total Provision Required
Community Halls	374.24 sqm community hall on CfS:240 site
Libraries	Enhance existing static library provision at St Ives/Wyton (Hub library) and potentially allocate Mobile Library service provision (see para 6.7.4). This would include expanding the library offer. The delivery will be subject to negotiation at the planning application stage.

Sport and Leisure

- 13.7.4 Sport and Leisure infrastructure requirements associated with the growth arising from Needingworth 1 are set out as follows, subject to further consideration at the planning application stage, particularly in relation to indoor sports requirements (swimming pools, sports halls and indoor bowls centres). The costs identified should be treated as high-level estimates for IDS purposes only.

Table 52: Sports and Leisure in Needingworth 1

Sports and Leisure Sub Type	Total Provision Required
Additional Swimming Pools	44.56 sqm of additional swimming pool floorspace required (0.84 lanes)
Additional Sports Halls	0.99 Courts
Additional Outdoor Tennis Courts	0.53 Courts
Additional Indoor Bowls Centres	0.08 Rinks
Additional Adult Football Natural Grass Pitches	1 Pitch
Additional Youth Football Natural Grass Pitches	1.95 Pitches
Additional Mini Soccer Natural Grass Pitches	1.35 Pitches
Additional Rugby Union Natural Grass Pitches	0.34 Pitches
Additional Cricket Natural Grass Pitches	0.47 Pitches
Additional Changing Rooms for all the Natural Grass Pitches at Giffords Park	6.23 Changing Rooms
Additional Sand Based Artificial Grass Pitches	0.07 Pitches
Additional 3G Artificial Grass Pitches	0.23 Pitches
Additional Changing Rooms for all the Artificial Grass Pitches at Giffords Park	0.58 Changing Rooms

Green and Blue Infrastructure

- 13.7.5 Green infrastructure requirements and associated costs arising from this strategic site are:

Table 53: Green and Blue Infrastructure in Needingworth 1

Green and Blue Infrastructure Sub Type	Total Provision Required
Parks and gardens	3.29ha of parks and gardens
Amenity greenspace	2.47ha of amenity greenspace
Natural and semi natural open space	7.4ha of natural and semi natural open space
Equipped designated play areas	1.03ha of equipped designated play, comprised of 10 NEAP and 3 LAP
Informal play space	1.23ha of informal play space
Allotments and community gardens	0.86ha of allotments and community gardens

Flood Management

- 13.7.6 Site specific requirements will need to be considered at application stage.

Emergency Services

- 13.7.7 Emergency Services infrastructure requirements associated with the growth arising from Needingworth 1 are set out as follows:

Table 54: Emergency Services in Needingworth 1

Emergency Services Sub Type	Total Provision Required
Fire & Rescue Infrastructure/ Facilities Provision	To be determined at planning application stage.
Police Infrastructure/ Facilities Provision	To be determined at planning application stage.

Transport

- 13.7.8 Transport infrastructure requirements associated with the growth arising from Needingworth 1 are set out as follows:

Table 55: Transport in Needingworth 1

Transport Sub Type	Total Provision Required
Highways (A141 Bypass)	Contribution to be determined.
Highways	Reduce speed limit on A1123 Needingworth Road (to 30mph – 1.15km)
Highways	Reduce speed limit on B1040 Somersham Road (to 30mph – 1.05km)
Public Transport	Additional bus stop to serve the site on A1123 Needingworth Road for existing bus routes.
Public Transport	Potential to extend existing bus routes that currently terminate at Morrisons to loop around development site.

Transport Sub Type	Total Provision Required
Active Travel	Footway / shared use path on Somersham Road B1040
Active Travel	Crossing on Somersham Road B1040 to connect to Caxton Road
Active Travel	Crossing on Needingworth Road A1123
Active Travel	Ensure walk and cycle access to the rest of the town on A1123 Needingworth Road and B1040 Somersham Road

Utilities

- 13.7.9 Utilities infrastructure requirements associated with the growth arising from Needingworth 1 are set out as follows:

Table 56: Utilities in Needingworth 1

Utilities Sub-Type	Total Provision Required
Waste Collection	Provision of wheeled bins for all dwellings on site.
Waste Water	AW note that additional WRC may be required in subsequent AMPs as existing commitments and proposed allocations in St Ives are delivered. Capacity to be monitored and reviewed at planning application stage.

13.8 St Neots 1: East of Loves Farm (Tithe Farm)

Education

- 13.8.1 Education infrastructure requirements associated with the growth arising from St Neots 1 are set out as follows:

Table 57: Education in St Neots 1

Education Sub-Type	Total Provision Required
Early Years	Standalone nursery and early years provision built alongside new primary school to accommodate 330 children aged 0-3
Primary	One 2FE / 420 place primary school with a land allocation of 2.3ha
Secondary	Financial contribution towards 275 secondary school places
SEND	Financial contributions towards 16 SEND places

Health

- 13.8.2 Health facilities infrastructure requirements associated with the growth arising from St Neots 1 are set out as follows:

Table 58: Health in St Neots 1

Health Sub Type	Total Provision Required
Primary Healthcare	Extension/refurb of existing primary healthcare provision. Dependent on phasing of development.

Community Facilities

- 13.8.3 Community facilities infrastructure requirements associated with the growth arising from St Neots 1 are set out as follows:

Table 59: Community Facilities in St Neots 1

Community Facilities Sub Type	Total Provision Required
Community Halls	235.24 sqm community hall
Libraries	Enhance existing static library provision at St Neots (Hub library) and potentially allocate Mobile Library service provision (see para 6.7.4). This would include expanding the operational floorspace and adapt existing layout/equipment to meet demand (including enhance provision to host larger events through flexible furniture). The delivery will be subject to negotiation at the planning application stage.

Sport and Leisure

- 13.8.4 Sport and leisure facilities infrastructure requirements associated with the growth arising from St Neots 1 are set out as follows, subject to further consideration at the planning application stage, particularly in relation to indoor sports requirements (swimming pools, sports halls and indoor bowls centres). The costs identified should be treated as high-level estimates for IDS purposes only.

Table 60: Sport and Leisure in St Neots 1

Sports and Leisure Sub Type	Total Provision Required
Additional Swimming Pools	28.01 sqm of additional swimming pool floorspace required (0.53 lanes)
Additional Sports Halls	0.62 Courts
Additional Outdoor Tennis Courts	0.33 Courts
Additional Indoor Bowls Centres	0.05 Rinks
Additional Adult Football Natural Grass Pitches	0.63 Pitch
Additional Youth Football Natural Grass Pitches	1.22 Pitches
Additional Mini Soccer Natural Grass Pitches	0.85 Pitches
Additional Rugby Union Natural Grass Pitches	0.21 Pitches
Additional Cricket Natural Grass Pitches	0.3 Pitches

Sports and Leisure Sub Type	Total Provision Required
Additional Changing Rooms for all the Natural Grass Pitches at Giffords Park	3.92 Changing Rooms
Additional Sand Based Artificial Grass Pitches	0.04 Pitches
Additional 3G Artificial Grass Pitches	0.14 Pitches
Additional Changing Rooms for all the Artificial Grass Pitches at Giffords Park	0.37 Changing Rooms

Green and Blue Infrastructure

- 13.8.5 Green and blue infrastructure requirements and associated costs arising from this strategic site are:

Table 61: Green and Blue Infrastructure in St Neots 1

Green and Blue Infrastructure Sub Type	Total Provision Required
Parks and gardens	2.07ha of parks and gardens
Amenity greenspace	1.55ha of amenity greenspace
Natural and semi natural open space	4.65ha of natural and semi natural open space
Equipped designated play areas	0.65ha of equipped designated play, comprised of 6 NEAP, 1 LEAP, and 1 LAP
Informal play space	0.78ha of informal play space
Allotments and community gardens	0.54ha of allotments and community gardens

Flood Management

- 13.8.6 Site specific requirements will need to be considered at application stage.

Emergency Services

- 13.8.7 Emergency services infrastructure requirements associated with the growth arising from St Neots 1 are set out as follows:

Table 62: Emergency Services in St Neots 1

Emergency Services Sub Type	Total Provision Required
Fire & Rescue Infrastructure/ Facilities Provision	To be determined at planning application stage.
Police Infrastructure/ Facilities Provision	To be determined at planning application stage.

Transport

- 13.8.8 Transport infrastructure requirements associated with the growth arising from St Neots 1 are set out as follows:

Table 63: Transport in St Neots 1

Transport Sub Type	Total Provision Required
Public Transport	Additional bus stop on Cambridge Road to the south of the site.
Active Travel	Tie into existing shared use path on Cambridge Road (note junction realignment due to EWR construction).
Active Travel	Active travel connection onto Priory Hill footpath.

Utilities

- 13.8.9 Utilities infrastructure requirements associated with the growth arising from St Neots 1 are set out as follows:

Table 64: Utilities in St Neots 1

Utilities Sub-Type	Total Provision Required
Electricity	New Primary Sub-station East of St Neots
Waste Collection	Provision of wheeled bins for all dwellings on site.
Waste Water	A growth scheme is identified in AW's PR24 Business Plan to increase dry weather flow capacity at St Neots WRC, for delivery in AMP8 (2025-2030) and the WRC will also be upgraded to achieve TAL for phosphorus. Align development with growth scheme.

14.0 Cumulative Impacts by Settlement (non-strategic sites)

- 14.1.1 The following section draws together the cumulative impacts from the non-strategic sites upon infrastructure in the settlements within the district. The non-strategic sites are smaller sites (less than 550 dwellings) which may not individually trigger the need for on-site infrastructure provision, such as education, emergency services and library provision. However, such sites cumulatively may trigger the need for new or expanded infrastructure provision. As a result, it is important to consider the combined infrastructure requirements from the non-strategic sites which are discussed in section 13.
- 14.1.2 It should be noted that given the number of settlements in the district, it is not considered proportionate to report on all settlements. However, this section does summarise infrastructure needs arising from non-strategic sites for all settlements that fall under the following Settlement Hierarchy categories:
- Market Towns
 - Service Centres
 - Local Service Villages
- 14.1.3 Furthermore, the section takes a spatial approach to assessing the settlements by considering sites in the north, centre and south of the district.
- 14.1.4 Each section below outlines the total number of non-strategic residential and employment sites, and the total number of additional dwellings and employment floorspace proposed in the settlements. The summary then goes on to provide a high level overview of the cumulative infrastructure needs resulting from proposed growth in the settlement.
- 14.1.5 It is important to note that infrastructure providers and statutory consultees will undertake local needs assessments at planning application stage to determine the exact form and cost of infrastructure provision required to make development acceptable (based on capacity assessments and the most up to date costs).
- 14.1.6 Therefore, at this time, the quantum of infrastructure set out below is indicative and theoretical. Nevertheless, this is a useful exercise to indicate to infrastructure providers that off-site schemes and projects need to be planned and identified, to

support the non-strategic allocations within the Local Plan. It is also useful to flag up infrastructure constraints which may impact the phasing of growth.

- 14.1.7 Finally, it is useful to note that estimated cumulative infrastructure needs for the settlements are set out in Appendix D. This outlines infrastructure needs and identifies a range of funding sources to support the delivery of projects. The schedule provided in Appendix D is intended to assist the Council in prioritising and managing the delivery of infrastructure projects.

14.2 North of the District

Ramsey and Bury

- 14.2.1 There are three non-strategic sites (Bury 1; Bury 3 and Ramsey 2), totalling 220 dwellings proposed in Ramsey and Bury. There is also one non-strategic employment site (Ramsey 1).
- 14.2.2 CCC has identified that cumulatively, the residential sites will generate the need for off-site contributions towards the expansion of Ramsey Pre-School, Ramsey Infant/Junior Schools and Abbey College.
- 14.2.3 The sites will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.
- 14.2.4 Anglian Water note capacity constraints at Ramsey WRC (which would serve the site). Investment would be required within AMP9 (from 2030) onwards. As a result, phasing of development schemes in Ramsey and Bury may need to be considered, to reflect this potential constraint.
- 14.2.5 Finally, it is noted that Connecting Cambridgeshire have identified limited mobile network coverage in the area. Possible intervention could be considered at planning application stage to make provision for improved coverage for prospective occupants.

Sawtry

- 14.2.6 There are three non-strategic sites (Sawtry 1, Sawtry 2, Sawtry 3), totalling 830 dwellings proposed in Sawtry and three non-strategic employment sites (Sawtry 4, Sawtry 5 and Sawtry 6) totalling 39,500 sqm floorspace. CCC note that this growth will require expansion of Early Years and possibly Primary School

expansion at Saltbrook Primary Academy (this primary school is currently planned and expected to be open in 2030. It will be able to accommodate 272 dwellings before contributions would be sought for expansion). Expansion to secondary school provision at Sawtry Village Academy may also be required (Saltbrook Village Academy can currently accommodate 904 dwellings, so expansion would be dependent on the capacity at the time of planning application).

- 14.2.7 HDC Active Lifestyles note that all three non-strategic residential sites are likely to have a cumulative impact on existing sports facilities within Sawtry. They will be required to make off-site contributions towards sport and leisure, to enhance existing facilities such as One Leisure, Sawtry; Greenfields; Sawtry Village Academy and Sawtry Junior Academy.
- 14.2.8 Anglian Water note that neither of the sites in Sawtry are in close proximity to a WRC, therefore early engagement will be required to identify a sustainable point of connection to the waste water treatment network.
- 14.2.9 UKPN note that the non-strategic employment sites may require network reinforcement at Woodwalton Primary Sub-station, depending on the type of employment use proposed.
- 14.2.10 Planned growth will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; libraries and community facilities etc.

Yaxley

- 14.2.11 There is one non-strategic employment site proposed in Yaxley (Yaxley 1) totalling 32,000 sqm floorspace. The site was granted outline planning permission in August 2024. A reserved matters planning application was submitted in September 2025 and a decision is pending. Anglian Water note that there are capacity issues at Peterborough (Flag Fen) WRC which means that early engagement would be required to determine whether a sustainable point of connection can be achieved.
- 14.2.12 UKPN note that the site may need to be phased to align with an upgrade to Orton Primary Sub-Station (around 3-5 years); or a new Grid Supply Point (approximately 10 years), depending on the employment use and energy needs on the site.

Somersham

- 14.2.13 There are three non-strategic sites (Somersham 1, Somersham 2, Somersham 3), totalling 215 dwellings proposed in Somersham. CCC note that there is currently insufficient capacity at the existing primary school. Therefore, expansion would be required at Somersham Primary School. With regard to secondary school provision; there is some scope to expand Abbey College, following a feasibility study.
- 14.2.14 Anglian Water note capacity constraints at Somersham WRC (which would serve the sites). Investment would be required within AMP9 (from 2030) onwards to ensure adequate connection.
- 14.2.15 Planned growth will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Stilton

- 14.2.16 There are two non-strategic sites (Stilton 1 and Stilton 2), totalling 63 dwellings proposed in Stilton. Anglian Water note that there are capacity issues at Peterborough (Flag Fen) WRC which means that early engagement would be required to determine whether a sustainable point of connection can be achieved.
- 14.2.17 UKPN note that the site may need to be phased to align with an upgrade to Orton Primary Sub-Station (around 3-5 years); or a new Grid Supply Point (approximately 10 years), depending on the employment use and energy needs on the site.
- 14.2.18 Planned growth will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

14.3 Centre of the District

Huntingdon

- 14.3.1 There is one non-strategic site (Huntingdon 2), totalling 12 dwellings proposed in Huntingdon. In addition to this, 22ha of land at Hinchingsbrooke Hospital is allocated for mixed use development to include the redevelopment of the hospital;

reprovision of the ambulance station and specialist residential accommodation.. The proposed non-strategic site would generate limited infrastructure needs over and above standard policy requirements. The Hinchbrook Hospital site will have site specific infrastructure requirements, to be considered through a master-planning exercise. This will include discussion with the East of England Ambulance Service regarding specific requirements for an ambulance hub.

- 14.3.2 Anglian Water have identified capacity constraints at Huntingdon WRC (which would serve the sites). Cumulative impacts on the Huntingdon WRC would require investment during the AMP9 (from 2030) period. Phasing of development schemes in Huntingdon may need to be considered.

St Ives

- 14.3.3 There is one non-strategic site (St Ives 1), totalling 350 dwellings proposed in St Ives. This site will generate the need for off-site contributions towards Early Years provision and contributions towards school places at Houghton Primary School and St. Peter's Secondary School.
- 14.3.4 Anglian Water note that there is currently capacity at St Ives WRC (which would serve the site). Investment may be required to accommodate the full quantum of growth. This would need to be determined through Drainage and Wastewater Management Plans and annual reviews.
- 14.3.5 Planned growth will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Brampton

- 14.3.6 There is one non-strategic site (Brampton 1), totalling 10 dwellings proposed in Brampton. The proposed non-strategic sites would generate limited infrastructure needs over and above standard policy requirements. However, Anglian Water note capacity constraints at Brampton WRC (which would serve the site). Investment would be required within AMP9 (from 2030) onwards. As a result, phasing of development schemes in Brampton may need to be considered, to reflect this potential constraint.

Fenstanton

- 14.3.7 There is one non-strategic employment site (Fenstanton 1), totalling 100,000 sqm floorspace. The proposed non-strategic site would generate limited infrastructure needs over and above standard policy requirements. However, Anglian Water note capacity constraints at Huntingdon WRC (which would serve the site). Investment would be required within AMP9 (from 2030) onwards. As a result, phasing of development schemes in Fenstanton may need to be considered, to reflect this potential constraint.

Godmanchester

- 14.3.8 There are two non-strategic sites (Godmanchester 1 and Godmanchester 2), totalling 635 dwellings proposed in Godmanchester. There is also one non-strategic employment site (Godmanchester 3) totalling 15,000 sqm floorspace.
- 14.3.9 CCC has identified that existing primary and secondary education provision would not have capacity to accommodate this cumulative level of non-strategic growth, therefore off-site contributions would be required for school places. A feasibility study would be needed to determine which of the Godmanchester primary schools could accommodate expansion. Hinchingsbrooke Secondary School would also require expansion.
- 14.3.10 HDC Active Lifestyles Team have noted that the growth in Godmanchester from strategic sites is likely to have cumulative impacts on existing sport and leisure provision. In particular, Godmanchester 2 (550 dwellings) would be required to make on site provision for sport and leisure, based on the Demand Forecast Modelling approach set out above.
- 14.3.11 The sites will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; community facilities etc.
- 14.3.12 Anglian Water note capacity constraints at Huntingdon WRC (which would serve the sites). Investment would be required within AMP9 (from 2030) onwards. As a result, phasing of development schemes in Godmanchester may need to be considered, to reflect this potential constraint.

Kimbolton

- 14.3.13 There is one non-strategic site (Kimbolton 1), totalling 25 dwellings proposed in Kimbolton and one non-strategic employment site (Kimbolton 2) totalling 14,000

sqm floorspace. CCC note that cumulative impacts from growth in Kimbolton and Little Paxton may result in the need to expand Longsands Academy secondary school. Therefore, off-site developer contributions may be used for school places and possible secondary school expansion.

14.3.14 Anglian Water note that neither of the sites in Kimbolton are in close proximity to a WRC, therefore early engagement will be required to identify a sustainable point of connection to the waste water treatment network.

14.3.15 Furthermore, UKPN note that, depending on the type of employment use planned on Kimbolton 2, network reinforcement may be required at Kimbolton Primary Substation.

14.3.16 The sites will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Abbots Ripton

14.3.17 There is one non-strategic site (Abbots Ripton 1), totalling 15 dwellings proposed in Abbots Ripton. The proposed non-strategic site would generate limited infrastructure needs over and above standard policy requirements.

14.3.18 Anglian Water have identified capacity constraints at Huntingdon WRC (which would serve the site). Cumulative impacts on the Huntingdon WRC would require investment during the AMP9 (from 2030) period.

Alconbury

14.3.19 There are two non-strategic sites (Alconbury 1 and Alconbury 2), totalling 90 dwellings proposed in Alconbury. CCC note that Early Years provision within 2 miles of Alconbury would require expansion, alongside the expansion of Alconbury CofE Primary School. In addition, Sawtry Village Academy may require expansion from 2033/34.

14.3.20 Anglian Water have identified capacity constraints at Huntingdon WRC (which would serve the sites). Cumulative impacts on the Huntingdon WRC would require investment during the AMP9 (from 2030) period and may impact on the phasing of development in Alconbury.

- 14.3.21 Planned growth will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Bluntisham

- 14.3.22 There are two non-strategic sites (Bluntisham 1 and Bluntisham 2), totalling 120 dwellings proposed in Bluntisham. CCC note that St Helens Primary School would require expansion. There is some scope to expand Abbey College Secondary School, but a feasibility study would be required.
- 14.3.23 Anglian Water have identified capacity constraints at Somersham WRC (which would serve the sites). Cumulative impacts on the Somersham WRC would require investment during the AMP9 (from 2030) period and may impact on the phasing of development in Bluntisham.
- 14.3.24 Planned growth will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Needingworth

- 14.3.25 There is one non-strategic site (Needingworth 2), totalling 290 dwellings proposed in Needingworth. CCC note that expansion to Needingworth Community Pre-School (Council-owned) would be required as well as possible expansion to primary school provision, unless contributions could be made towards the new school required on Needingworth 1. Also, expansion to St Ivo Academy would be required.
- 14.3.26 Anglian Water note that careful phasing in relation to the Fens Reservoir pipeline infrastructure would be required on this site, to avoid constraining delivery of critical water supply infrastructure.
- 14.3.27 The site will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Offord D'Arcy

- 14.3.28 There is one non-strategic site (Offord D'Arcy 1), totalling 80 dwellings proposed in Offord D'Arcy. CCC have reviewed the cumulative impact of planned growth at Offord D'Arcy together with Offord Cluny. Together, the potential growth would require expansion of Early Years provision within 2 miles of the settlements, expansion to Offord Primary School and Hinchingsbrooke School.
- 14.3.29 Anglian Water require early engagement to determine whether a sustainable point of connection to wastewater network can be identified at Buckden WRC.
- 14.3.30 Planned growth will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Offord Cluny

- 14.3.31 There is one non-strategic site (Offord Cluny 1), totalling 45 dwellings proposed in Offord D'Arcy. CCC have reviewed the cumulative impact of planned growth at Offord D'Arcy together with Offord Cluny. Together, the potential growth would require expansion of Early Years provision within 2 miles of the settlements, expansion to Offord Primary School and Hinchingsbrooke School.
- 14.3.32 Anglian Water require early engagement to determine whether a sustainable point of connection to wastewater network can be identified at Buckden WRC.
- 14.3.33 Planned growth will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Spaldwick

- 14.3.34 There is one non-strategic site (Spaldwick 1), totalling 90 dwellings proposed in Spaldwick. Planned growth will generate standard infrastructure needs in line with policy requirements, such as contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

14.4 South of the District

St Neots

- 14.4.1 There is one non-strategic site (St. Neots 2), totalling 80 dwellings proposed in St Neots. CCC note that the site would require off-site contributions towards Early Years provision and contributions towards primary school places (possibly for the new Primary School planned to serve Tithe Farm) and secondary school places at Longsands Academy and/or Ernulf Academy.
- 14.4.2 Anglian Water note that although a growth scheme is identified in the AW PR24 Business Plan to increase dry weather flow capacity at St Neots WRC, for delivery in AMP8 (2025-2030), there are currently network capacity constraints within St Neots WRC catchment. This means that there is currently no sustainable point of connection into the network available. A network reinforcement scheme will need to be delivered in St Neots before future development sites can connect to the network.
- 14.4.3 Planned growth will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Little Paxton

- 14.4.4 There are two non-strategic sites (Little Paxton 1 and Little Paxton 2), totalling 445 dwellings proposed in Little Paxton. CCC note that the cumulative growth would require the expansion of Early Years provision within 2 miles of Little Paxton, expansion of Little Paxton Primary School and expansion of Longsands Academy.
- 14.4.5 Anglian Water note that neither of the sites in Little Paxton are in close proximity to a WRC, therefore early engagement will be required to identify a sustainable point of connection to the waste water treatment network.
- 14.4.6 The sites will also generate standard infrastructure needs in line with policy requirements, such as off-site contributions towards extension/refurbishment of existing primary healthcare facilities; open space and sport and leisure provision etc.

Great Gransden

- 14.4.7 There is one non-strategic employment site proposed in Great Gansden (Great Gansden 1) totalling 7,000 sqm floorspace. Anglian Water notes that an investigation of capacity at Waresley WRC would be required, depending on the wastewater flows from the proposed commercial allocation.

Great Staughton

- 14.4.8 There is one non-strategic site (Great Staughton 1), totalling 15 dwellings proposed in Great Staughton. The proposed non-strategic sites would generate limited infrastructure needs over and above standard policy requirements.
- 14.4.9 Anglian Water note that engagement would be required to assess a suitable point of connection. There is only dry weather flow capacity at Kimbolton WRC currently

15.0 Infrastructure Schedules and Policy Recommendations

15.1 The Infrastructure Schedules

15.1.1 This Infrastructure Assessment should be read alongside the Baseline Assessment. Together the documents provide an understanding of infrastructure capacity in the district and an explanation of measures that will need to be put in place to deliver new infrastructure alongside the growth proposed through the emerging Local Plan.

15.1.2 The findings from the Infrastructure Assessment have been translated into three Infrastructure Schedules, which represent data at three spatial scales: site specific (Appendix B) settlement focused (Appendix C) and district-wide (Appendix E). They are presented within Microsoft Excel spreadsheets which makes the data easy to filter, analyse and update as and when required by the Council. The following provides an overview of the three Infrastructure Schedules and explains how they should be read and used:

Strategic Sites Infrastructure Schedules

15.1.3 The Strategic Sites Infrastructure Schedules can be found in Appendix C. It allows the reader to review the infrastructure requirements to support each proposed strategic site, using the tables along the bottom which represent each site. Note, that due to space restriction on each tab, they are labelled using the CfS reference numbers (see Table 2 to see the strategic site CfS reference numbers). The Strategic Sites Infrastructure Schedules presents the following information:

- Infrastructure project reference, Infrastructure Topic, Sub-topic, Project name and Infrastructure description
- Location of the project: Settlement and relevant place in the Settlement Hierarchy, Parish
- Whether the infrastructure is to be provided on/off site
- Site reference (CfS and Pre Submission Local Plan site reference)
- Project details: Delivery timescales, funding, prioritisation, source of project
- Relevant project notes.

Table 65: List of Strategic Sites

Call for Sites Reference Number	Site Name (Preferred Options Name)	Settlement
CfS:247	The Lattenburys (land to the South of the A1307 and North of A14, and East of A1198)	Hemingford Abbots
CfS:240	Giffords Park, East of B1040	Needingworth
CfS:221	North of A141, between Huntingdon Racecourse and A1307	North Huntingdon
CfS:256	Lodge Farm, North of A141	North Huntingdon
CfS:95	Wyton Airfield	North Huntingdon
CfS:212	West of the A1 and South of Peterborough Motorway Services	Peterborough Services junction 17 (near Haddon)
CfS:16	East of Loves Farm (Tithe Farm), St Neots	St Neots

15.1.4 There is also a Totals tab which presents the total cost of infrastructure projects for each site. It is important to emphasise that these costs are indicative at this time, but are based on the most up to date information available from infrastructure providers.

15.1.5 Finally, it is important to note that the costs presented in the Infrastructure Schedules have been incorporated into the Whole Plan Viability Assessment (WPVA) models, to test the viability of the proposed allocations. However, the cost of 'desirable' projects have been discounted from the total costs on the sites, as these are more likely to be funded through alternative mechanisms such as CIL, NHS, Active Travel etc.

Settlement Infrastructure Schedules

15.1.6 The Settlement Infrastructure Schedules can be found in Appendix D. This schedule presents the aggregate infrastructure requirements that result from the impacts of non-strategic sites on each of the settlements in the district. The tabs along the bottom of the spreadsheet allow total infrastructure requirements for each of the settlements within the district's Market Towns; Service Centres and Local Service Villages to be viewed. The infrastructure requirements for the Villages are shown in one combined tab. The Settlement Infrastructure Schedules provides the following information:

- Infrastructure reference, Infrastructure Topic and Infrastructure description
- Whether the infrastructure is to be provided on/off site
- Project details: Delivery timescales, funding, prioritisation, source of project

- Relevant project notes.

15.1.7 The Totals tab provides a total aggregate infrastructure cost for each settlement and the villages.

15.1.8 The aim of this spreadsheet is to illustrate the cumulative impacts of planned growth upon the settlements in the district, over and above the impacts of the proposed strategic allocations. This is particularly important for Huntingdonshire given that the emerging Local Plan allocates approximately 59 non-strategic sites in and around the district's Market Towns and Service Centres. It is important to note that these costs are purely indicative at this time and would be tested at application stage, based on existing infrastructure capacity at the time.

15.1.9 Unlike the proposed strategic site costs, the proposed non-strategic site costs are not tested specifically within the Whole Plan Viability Assessment. This is because the WPVA uses a typology based approach for modelling non-strategic sites. It is not considered proportionate to model all non-strategic sites.

District-Wide Infrastructure Schedules

15.1.10 The District-Wide Infrastructure Schedules can be found in Appendix E. It provides a list of all infrastructure projects identified through the Infrastructure Assessment that are not linked specifically to one proposed strategic or non-strategic site. These projects have been identified as a result of the cumulative impact of planned growth across the district but cannot be related to just one site. The District Wide Infrastructure Schedules includes the following sections:

- Infrastructure project reference, Infrastructure Topic, Sub-topic, Project name and Infrastructure description
- Project details: Delivery timescales, funding, prioritisation, source of project
- Relevant project notes.

15.1.11 Funding District-wide infrastructure is less likely to be through a S.106 planning obligations unless technical work is undertaken which justifies a making a proportionate contribution towards the district-wide project (thereby meeting the CIL Reg. 122 tests). Therefore, alternative funding mechanisms may be required such as CIL, government grants and direct delivery by infrastructure providers such as the NHS, utility companies etc.

15.2 Policy Recommendations

- 15.2.1 In preparing the Infrastructure Assessment and Infrastructure Schedules, the following policy approaches and district-wide infrastructure matters have been identified and will need to be carried forward through the preparation of Statements of Common Ground (SoCG) and ongoing engagement with site promoters and infrastructure delivery partners, to support the phasing and delivery of Local Plan growth:

Transport

- 15.2.2 A key transport mitigation project, critical to the delivery of the strategic sites in and around Huntingdon, is the A141 and St Ives Transport Improvements Scheme. Huntingdonshire District Council (HDC) is working closely in partnership with Cambridgeshire County Council (CCC), Cambridgeshire and Peterborough Combined Authority (CPCA) and relevant site promoters to agree the co-ordination, phasing and funding of the A141 and St Ives Transport Improvements Scheme in order to deliver the strategic allocations proposed within the emerging Local Plan.

Water Supply

- 15.2.3 Huntingdonshire falls within a *seriously water stressed area*⁵⁵. Regional water supply mitigation plans are currently being delivered, but do not take account of the revisions to the NPPF standard method for calculating local housing need, as introduced in December 2024. As a result, Huntingdonshire District Council will continue to engage with AW as it works to prepare future water supply management plans. In the meantime, water efficiency policies for residential uses are critical, alongside a focus on water efficiency at planned employment sites⁵⁶.

Waste Water Treatment

- 15.2.4 This report identifies that waste water treatment capacity in the district is limited, especially in planned growth areas such as Huntingdon. It is important to ensure that growth is phased to align with expansions to treatment capacity. The Council is working alongside Anglian Water to achieve this.

⁵⁵ [Water Stressed Areas - 2021 Classification \(EA & DEFRA, July 2021\)](#)

⁵⁶ Anglian Water's non-domestic water supply position states that requests for 20m³ of water per day will be declined.

Electricity

- 15.2.5 Phasing is also important in relation to Primary Sub-Station capacity. This is relevant to the strategic allocations planned in the North Huntingdon Growth Cluster, where reinforcement, in terms of a new Primary Sub-Station may be required. This will need to be dealt with on a monitor and manage basis to ensure that investment is aligned with growth. This is also relevant to the north of the district, where the Orton Primary-Sub-Station is reaching capacity, which may result in constraints to delivery whilst alternative electricity supply points are made available. The Council is working with UKPN to align the phasing of growth with upgrades to the electricity power network.

Emergency Services

- 15.2.6 Planned growth will put pressure on the ambulance service in the district. This will be accentuated by growth in neighbouring authorities. There is therefore a strategic requirement for a new ambulance station. The Council will look to work with the Ambulance Service to identify suitable land for a new facility and work with neighbouring authorities to identify funding and delivery mechanisms.

Waste Management

- 15.2.7 Cambridgeshire County Council has identified a strategic need for a new Household Recycling Centre. Funding mechanisms to deliver this strategic infrastructure will need to be discussed in more detail with the County Council, alongside the identification of a suitable site.

Green and Blue Infrastructure

- 15.2.8 The scale of planned population growth in Huntingdonshire will generate additional demand for green and blue infrastructure. Meeting this need will require a combination of on-site provision within development areas and strategic off-site provision. HDC is working with key stakeholders to help ensure new green and blue infrastructure keeps pace with development across the District.

Spatial Strategy and Impact on Settlements and Infrastructure Delivery

- 15.2.9 The emerging Local Plan focuses on growth primarily in and around the market towns, new communities and service centres which are the most sustainable places. It also supports limited growth within the villages to help maintain the sustainability of their communities.
- 15.2.10 As a result, a number of existing settlements require new or enhanced infrastructure that can only be delivered off site (as the size of allocations do not allow for on-site provision).
- 15.2.11 It will be important to ensure that cumulative impacts arising from planned growth are carefully monitored over the life of the Plan, to ensure that sufficient developer contributions are available to make provision for off-site infrastructure, and where necessary, sites are identified for new infrastructure.

Conclusion and Status of this Report

- 15.2.12 Given the above, it is important to highlight that this IDS must be iterative; a living document. Infrastructure delivery is not static and therefore this can only be a snapshot in terms of capacity, current projects and costs. The IDS sets out the infrastructure that will be required to deliver the planned level of housing and employment growth in the district up to 2046. It provides estimated costs for infrastructure and sets out expected delivery arrangements and timescales as far as possible. However, these must be seen as indicative and will require further discussion and elaboration at planning application stage.

16.0 Glossary

Term	Abbreviation
Artificial Grass Pitch	AGP
Asset Management Period	AMP
Artificial Turf Pitch	ATP
Anglian Water	AW
Built Facility Strategy	BFS
Building Research Establishment Environmental Assessment Method	BREEAM
Cambridgeshire County Council	CCC
Cambridge City Council	No abbreviation used to avoid confusion with Cambridgeshire County Council.
Critical Drainage Areas	CDA
Call for Sites	CfS
Cambridge Fire and Rescue Service	CFRS
Community Infrastructure Levy	CIL
Cambridgeshire and Peterborough Combined Authority	CPCA
Cambridge Water	CW
draft Drought Plan	dDP
Department for Environment, Food and Rural Affairs	DEFRA
Department for Education	DfE
Do-Minimum scenario	DM
Distribution Network Operator	DNO
Do-Something scenario	DS
East of England Ambulance Service NHS Trust	EEAST
Environmental Impact Assessment	EIA
East West Rail	EWR
Forms of Entry	FE
Gross Internal Area	GIA
Great Ouse Strategic Interventions Study	GO-SIS
General Practitioner	GP
Health Building Note	HBN
Huntingdonshire District Council	HDC
Household Recycling Centres	HRC
Household Waste Recycling Centres	HWRC
Integrated Care Board	ICB
Integrated Care Strategy	No abbreviation used to avoid confusion with the Integrated Care System.

Term	Abbreviation
Infrastructure Delivery Study	IDS
Internet Service Providers	ISP
Integrated Water Management Strategy	IWMS
Local Area of Play	LAP
Local Cycling and Walking Infrastructure Plan	LCWIP
Locally Equipped Area of Play	LEAP
Local Housing Need	LHN
Lead Local Flood Authority	LLFA
Local Nature Recovery Strategy	LNRS
Local Plan	LP
Minimum Digital Living Standard	MDLS
Museums, Libraries and Archives Council	MLA
Mobile Network Operator	MNO
National Energy System Operator	NESO
Neighbourhood Equipped Area of Play	NEAP
National Health Service	NHS
Net Internal Area	NIA
National Planning Policy Framework	NPPF
Office of Gas and Electricity Markets	OFGEM
One Leisure St Ives Outdoor Centre	OLSIO
Office of National Statistics	ONS
Published Admission Number	PAN
Park and Ride	P&R
Private Finance Initiative	PFI
Planning Practice Guidance	PPG
Price Review Process	PR29
Section 106 contributions	S.106
Special Educational Needs	SEN
Special Educational Needs and Disability	SEND
Strategic Flood Risk Assessment	SFRA
Schedules of Accommodation	SOA
Statement of Common Ground	SoCG
Supplementary Planning Document	SPD
Strategic Road Network	SRN
Sustainable urban Drainage Systems	SuDS
Transport Assessment	TA
transitional Regional Energy Strategic Plan	tRESP
Transport Statement	TS
UK Power Networks	UKPN
Water Cycle Study	WCS

Term	Abbreviation
Whole Plan Viability Assessment	WPVA
Water Recycling Centre	WRC
Water Resources Management Plan for 2025-2050	WRMP24
Water Resource Management Plan 2029	WRMP29
Water Resource Zone	WRZ

17.0 Appendices

Appendix A: List of non-strategic sites

Table 66: List of non-strategic sites

Site Reference	Site Name (Pre Submission Name)	Parish	Total Dwelling No.
Market Towns			
CfS:141	Bury 1: Bury Industrial Estate, Old Station Road, Bury	Bury	30
CfS:84	Bury 3: RAF Upwood - Phase 3	Bury	170
CfS23-24288	Huntingdon 1: Hinchingsbrooke Hospital site, Hinchingsbrooke Park Road, Huntingdon	Huntingdon	Hospital accommodation
CfS:347	Huntingdon 2: Amber Centre, 36 Mayfield Road, Huntingdon	Huntingdon	12
CfS:82	Ramsey 1: RAF Upwood - Phase 4	Ramsey	Employment
CfS:268	Ramsey 2: North of Hollow Lane	Ramsey	20
CfS:317	St Neots 2: South West of Potton Road	St Neots	80
CfS:198	St Ives 1: North of Houghton Road	St Ives	350
Service Centres			
CfS:341	Brampton 1: Wallis Land, Thrapston Road	Brampton	10
CfS:46	Fenstanton 1: Galley Hill, Fenstanton	Fenstanton	Employment
CfS:275	Godmanchester 1: Former RGE Engineering site and HDC Car Park, The Avenue	Godmanchester	85
CfS:139, CfS:372, CfS:87, CfS:371 CfS 23-24180	Godmanchester 2: South of Godmanchester, off the A1198	Godmanchester	550
CfS23-24295	Godmanchester 3: Former Motorway Compound Site, North of A1198 roundabout	Godmanchester	Employment
CfS: 7	Kimbolton 1: Brittens Farm, Station Road	Kimbolton	25
CfS:365	Kimbolton 2: South East of Bicton Industrial Estate	Kimbolton	Employment
CfS:78	Little Paxton 1: North of St James Road	Little Paxton	35

Site Reference	Site Name (Pre Submission Name)	Parish	Total Dwelling No.
CfS:203	Little Paxton 2: West of Great North Road	Little Paxton	410
CfS:88	Sawtry 1: West of Glatton Road	Sawtry	330
CfS:52	Sawtry 2: East of Glatton Road and North of Brookside Industrial Estate	Sawtry	170
CfS:155	Sawtry 3: West of Toll Bar Way and Green End Road	Sawtry	330
CfS23-24188	Sawtry 4: Off Old North Road, Sawtry	Sawtry	Employment
CfS:380	Sawtry 5: Land at Little Common Farm	Sawtry	Employment
CfS:385	Sawtry 6: North of Black Horse Industrial Estate	Sawtry	Employment
CfS:339	Somersham 1: West of Parkhall Road, College Farm, Somersham	Somersham	120
CfS:163	Somersham 2: Dews Bus and Coach Depot, Chatteris Road	Somersham	50
CfS:270	Somersham 3: College Farm, West of Newlands Industrial Estate	Somersham	45
CfS:18	Yaxley 1: Eagle Business Park, Phase 3	Yaxley	Employment
Local Service Villages			
CfS:259	Abbots Ripton 1: Home Farm South	Abbots Ripton	15
CfS:164	Alconbury 1: South of Great North Road	Alconbury	30
CfS:359	Alconbury 2: East of Globe Lane	Alconbury	60
CfS23-24128	Bluntisham 1: Land off 18 Holliday's Road	Bluntisham	35
CfS:248	Bluntisham 2: Land West of Colne Road, Bluntisham	Bluntisham	85
CfS:202	Great Gransden 1: South of Caxton Road	Great Gransden	Employment
CfS:125	Great Staughton 1: East of B661, The Green	Great Staughton	15
CfS:185 and CfS: 23-24309	Needingworth 2: South of A1123	Needingworth	290
CfS:156	Offord Cluny 1: West of High Street and North of Dunstall Close, Offord Cluny	Offord Cluny	45
CfS:174	Offord D'Arcy 1: West of Graveley Road, Offord D'Arcy	Offord D'Arcy	80

Site Reference	Site Name (Pre Submission Name)	Parish	Total Dwelling No.
CfS: 305	Spaldwick 1: Land east of Stow Road, Spaldwick	Spaldwick	90
CfS:165	Stilton 1: Rear of The Stilton Cheese Inn, 24 North Street	Stilton	8
CfS:186	Stilton 2: Rear of 16 to 58 North Street	Stilton	55
Villages			
CfS:278	Abbotsley 1: North of Wintringham Hall	Abbotsley	Employment
CfS: 111	Bythorn 1: Home Farm, Bythorn	Bythorn	15
CfS: 12	Catworth 1: Fruit Field, Catworth	Catworth	25
CfS:75	Colne 1: Land at Ramadie, Earith Road	Colne	15
CfS: 23-2421	Ellington 1: Old Sheds at Manor Farm, High Street	Ellington	35
CfS: 35	Ellington 2: Land west of Grafham Road, Ellington	Ellington	35
CfS:303	Grafham 1: Adjacent to 24 Cedar Close	Grafham	20
CfS: 23-2481	Grafham 2: South of Village Farm, Grafham	Grafham	35
CfS:14	Great Paxton 1: West of High Street, Great Paxton	Great Paxton	9
CfS:302	Great Paxton 2: Land North of Harley Industrial Park	Great Paxton	Employment
CfS:39	Hail Weston 1: West of 5 High Street	Hail Weston	8
CfS23-243	Holme 1: North of Station Road	Holme	50
CfS:53	Ramsey Forty Foot 1: Ramsey Forty Foot Village rural mooring,	Ramsey Forty Foot	Employment
CfS: 271	Ramsey Forty Foot 2: Woodlane Farm, Ramsey Forty Foot	Ramsey Forty Foot	25
CfS:28	The Stukeleys 1: Between 76 and 86 Owl End	The Stukeleys	3
CfS:34	Upton 1: South West of South Farm, Upton	Upton	7
CfS23-24239	Waresley: Land between the West Lodge and Home Farm, Waresley	Waresley	8

[Appendix B: Infrastructure Schedules - Strategic Sites \(see separate link\)](#)

[Appendix C: Infrastructure Schedules – Settlements \(see separate link\)](#)

[Appendix D: Infrastructure Schedules – District-wide \(see separate link\)](#)



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