



INFRASTRUCTURE READINESS REPORT

AUGUST 2026

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1. Introduction

- 1.1. This report follows a request by Members at Full Council, for information relating to infrastructure and the implications for the delivery of the emerging Local Plan to be brought together, in a consolidated way. This report does not seek to substitute or supersede any of the documents referred to within, and should be read alongside, or considered a summary of the key outcomes and positions from the evidence documents.
- 1.2. This report forms part of the appendices to the report submitted to Council for consideration on 9 September 2026 regarding the Pre-Submission Local Plan to 2046.

2. Background

- 2.1. The Council produced a [Stage 1 and 2 Infrastructure Delivery Study](#). The Infrastructure Delivery Studies (IDS) identify the infrastructure required to support growth arising from the local plan. They assess the baseline infrastructure and cumulative impact of growth across the District and to individual settlements (where growth is proposed) as a result of the local plan to 2046.
- 2.2. The following stakeholders and infrastructure providers were consulted at both stages of the studies, ensuring a comprehensive assessment of all infrastructure:
 - Anglian Water
 - British Horse Society
 - Cadent Gas
 - Cambridgeshire Constabulary
 - Cambridgeshire County Council – Education, Minerals and Waste, Public Health, Transport, Digital Communities etc.
 - Cambridgeshire Fire & Rescue Service
 - CPCA
 - East of England Ambulance Service NHS Trust
 - East West Rail
 - Environment Agency
 - HDC – Active Lifestyles, Health, Parks and Open Spaces, Operations, landscape and ecology, economic development & regeneration etc.
 - Historic England
 - Lead Local Flood Authority
 - Middle Level Commissioners & IDBs
 - National Highways
 - National Highways
 - Natural England
 - Neighbouring authorities

- Network Rail
- NHS
- Sport England
- UK Power Networks
- Wildlife Trust

- 2.3. Stage 1 established a baseline of current infrastructure provision and deficits within the District. It tested a series of different growth options/locations to help identify a final growth strategy, alongside drawing the findings from a number of complementary evidence base documents, including but not limited to The Sustainability Appraisal, Transport Strategy, Water Cycle Study and Habitats Regulations Assessment and information from consultees. It also identified infrastructure required for a number of Strategic sites in consultation with infrastructure providers.
- 2.4. The [Stage 2 Infrastructure Delivery Study](#) assessed the infrastructure needed to support the emerging Huntingdonshire Local Plan to 2046, including employment and housing growth, five strategic housing allocations and two strategic employment allocations. It identified infrastructure requirements, costs, delivery mechanisms and phasing considerations across transport, education, healthcare, utilities, emergency services, green infrastructure, community facilities and sports and leisure. Infrastructure providers were consulted to inform the findings.
- 2.5. Stage 2 also identified what infrastructure will be required on large-scale strategic sites, where infrastructure can more readily be provided on-site to create sustainable new communities.
- 2.6. The Stage 2 Infrastructure Delivery Study includes three infrastructure schedules which list the infrastructure required to support the emerging Local Plan at a range of spatial scales: site specific; settlement focused; and district-wide. These schedules include infrastructure projects, costs, funding sources and delivery leads, these can be used alongside planning policies to leverage/determine developer contributions towards infrastructure, and inform site specific requirements as part of the planning application process. They also help to inform infrastructure providers of the infrastructure required to support growth to enable forward planning. If considered appropriate the schedules can also be used to identify potential CIL spending or identify to local communities' infrastructure or projects that could be funded through town or parish meaningful contributions¹.

¹ A proportion of CIL that must be passed to local communities, particularly parish and town councils. Under the CIL regulations, parish councils receive 15% of CIL receipts generated in their area (capped), rising to 25% where there is an adopted Neighbourhood Plan. This share is intended to give

- 2.7. The report concludes that growth as a result of the Local Plan to 2046 can be supported and that infrastructure is deliverable over the lifetime of the plan and can be delivered through a range of funding solutions, thus meeting the threshold for plan-making. It identifies that infrastructure projects and utility upgrades will be required to be implemented in parallel with development. It highlights that infrastructure planning will require ongoing monitoring and regular updates as capacity, costs and delivery programmes evolve.

3. Transport and Travel

A141 and St Ives Transport Improvement Scheme

- 3.1. The IDS identifies the A141 and St Ives Transport Improvements Scheme, including the A141 bypass, as an important infrastructure requirement for the Local Plan. It is described as critical to delivery of the North Huntingdon growth cluster.
- 3.2. Key elements include:
- New A141 bypass from Spittals Interchange to Sawtry Way.
 - New and upgraded roundabouts.
 - Junction improvements and signalisation.
 - Integration with public transport and active travel measures.
- 3.3. Without the scheme:
- Congestion will continue on the A141.
 - Public transport and park-and-ride measures become far less effective.
 - Strategic sites at Wyton Airfield and Lodge Farm become more difficult to deliver.

Public Transport

- 3.4. Major improvements required include:
- Park and Ride facilities at Wyton Airfield and Huntingdon Racecourse.
 - Guided Busway enhancements.
 - New bus services and route extensions.
 - Bus priority infrastructure and dedicated bus roads.

Active Travel

- 3.5. Required projects include:
- A141 cycleway improvements.
 - Local Cycling and Walking Improvement schemes.

local communities a meaningful ability to influence and benefit from development-related infrastructure investment.

- Strategic walking and cycling links connecting major growth sites.

Council Response

- 3.6. The A141 and St Ives Improvements Scheme has been the subject of substantial public engagement and extensive collaborative working between HDC, Cambridgeshire and Peterborough Combined Authority and Cambridgeshire County Council (CCC). It is a CPCA project, which is identified within their existing list of transport schemes; with the technical work being delivered via consultants agreed by CCC.
- 3.7. The scheme is crucial to delivery of the North Huntingdon Opportunity Zone growth area which was established through the CPCA's Local Growth Plan. Collaboration on the scheme has recognised the importance of the Local Plan as a delivery vehicle for this element of the Local Growth Plan. Engagement has included a series of ongoing meetings of the A141 Project Board, along with more topic specific meetings primarily between HDC and CPCA regarding business cases and deliverability. A Statement of Common Ground is being prepared to identify progress and areas of agreement on the project along with a prospective timetable for the full business case and scheme delivery.
- 3.8. The housing trajectory to support the Local Plan reflects the need for the A141 and St Ives Improvements Scheme to be delivered before substantial development can take place, where development is dependent upon it. All schemes in North Huntingdon are phased for the first homes to complete beyond 2033/34 to allow housing growth to align with infrastructure delivery.
- 3.9. Huntingdonshire District Council have also been working with Cambridgeshire County Council (CCC) – Strategic Transport Modelling Team to develop the Huntingdonshire's Strategic Transport Assessment. This is using the CPCA's CAPCAM strategic transport model. The role of Cambridgeshire County Council has been to input into the project brief prior to issuing invitation to tender and review of submissions to assist with decision-making on appointment. Joint participation has continued through technical review meetings, discussions with consultants on details of modelling and mitigation options, review of technical outputs and provision of advice and commentary at all stages. This allows a cross boundary strategic response to Huntingdonshire's Strategic Transport Assessment with agreement across the two authorities throughout the process. Collaboration and engagement is ongoing. Engagement with CCC continued in relation to transport and growth options, where CCC confirmed that they are confident in the modelling approach and collaboration on the work. CCC noted that the A141 upgrade will assist with development at Lodge Farm and Wyton Airfield in particular. The Councils discussed the delivery of strategic sites and the need for phasing. CCC noted that A141 upgrade would remove transport

pressure on the A1123 and A1307 and in St Ives and that they are working with the Cambridgeshire and Peterborough Combined Authority (CPCA) on the development of the A141 and St Ives transport improvement scheme. CCC remain engaged with HDC to advise on transport and travel issues throughout preparation of the local plan, including being committed to providing support through the examination in public.

- 3.10. The Local Plan has included a policy on Supporting and Enabling Strategic Infrastructure to facilitate the delivery of strategic infrastructure. This includes the proposed A141 upgrade and rerouting, the proposed St Ives Transport Improvement Scheme, and initiatives that improve accessibility in rural parts of the district including public transport and active travel.
- 3.11. Strategic site allocation North Huntingdon 3 (Lodge Farm) includes a requirement for realignment route for the A141 including land for the roadway and active travel infrastructure along with associated landscaping and drainage infrastructure. It also requires the provision of transport infrastructure improvements proportionate to the scale of development including upgrades to the A141 and provision of public transport infrastructure at least one mobility hub and active travel routes. The site has been assessed through the Infrastructure Delivery Study and the Whole Plan Viability Assessment to demonstrate delivery.
- 3.12. Strategic site allocation North Huntingdon 4 (Wyton Airfield) includes a requirement for transport infrastructure improvements including upgrades to the A141, retention of land for a park and ride site, linkages to the Cambridgeshire Busway and provision of active travel routes along with associated landscaping and drainage infrastructure. The site has been assessed through the Infrastructure Delivery Study and the Whole Plan Viability Assessment to demonstrate delivery.

4. Water Supply

- 4.1. Huntingdonshire lies within a seriously water stressed area. Regional water supply plans do not yet fully reflect increased housing growth requirements following the revised NPPF standard method.
- 4.2. Key requirements to support growth as a result of the Local Plan include:
 - Continued strategic engagement with Anglian Water.
 - Water efficiency standards for all development.
 - Greater use of water recycling and rainwater harvesting.
 - Ongoing delivery of the Grafham-to-Cambridge Pipeline.
- 4.3. The report supports:

- 90 litres/person/day residential water consumption target.
- Enhanced water efficiency standards for commercial development.

Council Response

- 4.4. The Local Plan to 2046 includes a policy on water efficiency that goes beyond the national requirements it requires new residential development to demonstrate that it is designed to utilise fixtures and fittings that result in an average usage of 90 litres per person per day of mains supplied/ potable water. It also requires non-residential development to achieve a minimum of 3 credits in WAT01 water consumption category, or an equivalent standard set out in any future update to BREEAM; and asks that it has undertaken an assessment of non-domestic supplies if required by Anglian Water or Cambridge Water meeting any additional requirements as a result.
- 4.5. A Statement of Common Ground (SoCG) with Anglian Water demonstrates their support for the policy. A Statement of Common Ground with Greater Cambridge Planning also demonstrates how the Councils have worked collaboratively to address the issue of water supply. These SoCGs (along with other collaboration documents) are publicly available as part of the evidence library² for the Local Plan Update.
- 4.6. The Local Plan policy ‘Managing Surface Water’ requires the incorporation of rainwater harvesting, unless demonstrated to be inappropriate.

5. Wastewater Treatment Capacity

- 5.1. The Water Cycle Study and Infrastructure Delivery Study identifies that Huntingdon, Somersham and Brampton WRC catchments do currently not have sufficient capacity and no planned investment for AMP8.
- 5.2. Ramsey/Sawtry Water Recycling Centres (WRC). Peterborough (Flag Fen), and St Neots (which has network capacity constraints), have some capacity, but would not have capacity to serve all the growth planned in their catchments to 2046.
- 5.3. The report emphasised:
- Local Plan allocations must be phased in line with treatment capacity upgrades.
 - Early engagement with Anglian Water is required.

• ² [Statement of Common Ground Between HDC and Anglian Water \(Updated August 2026\) & Greater Cambridge Proposed Submission Plan - Draft Statement of Common Ground](#)

Council Response

- 5.4. Huntingdonshire District Council has engaged with Anglian Water throughout Local Plan preparation. A Statement of Common Ground (SoCG)³ sets out how Anglian Water will support growth arising from the Plan to 2046.
- 5.5. The SoCG identifies St Neots WRC for a growth scheme between 2025 and 2030. Anglian Water is assessing growth forecasts and capacity requirements across all 2025-2030 WRC growth schemes and prioritising investment based on site-specific risks.
- 5.6. HDC and Anglian Water agree that several Water Recycling Centres serving planned growth through the Local Plan to 2046 will require capacity upgrades to support development to 2046. Both parties will continue to work together to align wastewater infrastructure delivery with planned allocated growth, this will include the phasing of allocated sites to coincide with infrastructure enhancements and delivery.
- 5.7. AW confirms that, upgrades at Huntingdon (Godmanchester), Brampton, Elton and Somersham WRCs will be assessed through DWMP28⁴ to inform AMP9⁵ (2030–2035) investment decisions, subject to regulatory approval and funding. For other catchments, infrastructure delivery will need to be phased alongside development trajectories, with AW's June 2026 strategic sites guidance⁶ allowing temporary foul drainage connections to support early phases of major developments where appropriate.
- 5.8. AW has advised that they have recently identified an approach to strategic sites (500+ homes), such as The Lattenburys and Godmanchester 3. This approach is to prioritise development in locations where sufficient infrastructure capacity is already in place to support growth from the outset.
- 5.9. All parties agree that to overcome the issue of no existing WRC to serve the allocations identified in the Local Plan to 2046, onsite solutions could be a solution to be taken forward. Developers have an option to expedite delivery by providing an onsite WRC with potential to recover treated wastewater for non-potable reuse to supply onsite industrial uses, subject to the necessary discharge consents, to be agreed by the Environment Agency

³ [Statement Of Common Ground Between Huntingdonshire District Council and Anglian Water](#)

⁴ Drainage and Wastewater Management Plan

⁵ Asset Management Plan – regulated by Ofwat the AMP periods (which cover 5-year time periods) sets out capital investment, infrastructure upgrades and environmental targets for water and wastewater companies.

⁶ See Appendix 2 of [Statement Of Common Ground Between Huntingdonshire District Council and Anglian Water](#)

- 5.10. The Local Plan has included a policy on Supporting and Enabling Strategic Infrastructure to facilitate the delivery of strategic infrastructure. This includes strategic water infrastructure and wastewater networks.
- 5.11. The Local Plan includes a policy on Managing Wastewater which asks that “there is agreement with the Council in liaison with Anglian Water that there is capacity for wastewater treatment and a sustainable point of connection is or can be made available to serve the whole development for its lifetime, and that a sustainable foul/ used water strategy has been prepared and agreed with Anglian Water as the sewerage undertaker to establish whether any upgrades are necessary to ensure the provision of the required infrastructure to serve the whole development for its lifetime, prior to the occupation of the development.” If upgrades to the infrastructure are necessary, the proposal must include an agreed plan for delivery with Anglian Water, where development is being phased, this must be demonstrated for each phase before first occupation.
- 5.12. Each site allocation within the local plan includes the requirement for early engagement and agreement with the Council in liaison with the Environment Agency and Anglian Water Services that they are satisfied that waste water flows from the proposal can be accommodated where relevant

6. Electricity Network Capacity

- 6.1. Through the findings of the Infrastructure Delivery Study and ongoing engagement with UK Power Networks (UKPN) the following was identified:
- UKPN will need to provide new infrastructure in the central section of Huntingdonshire in the medium term (post ED3⁷ (2028 – 2033)) by means of a primary substation assuming proposed major development progresses in the forecasted timescales.
 - There are some localised needs for reinforcement in areas such as Brington/Kimbolton, being addressed during ED2 and ED3. There are also plans to increase capacity to the east of St Neots and Godmanchester during ED3.
 - There is potential for the need for cabling/connection work at Sawtry and Kimbolton 2: South East of Bicton Industrial Estate, Stow Road.
 - To the north of the District, UKPN foresees potential for capacity constraints at Orton Primary Substation, which is relatively close to capacity and may require reinforcement. Dependent on energy intensity and efficiency, some individual pockets inside the new development areas may also need to await delivery of further Extra

⁷ ED refers to Ofgem five-year price control framework it sets the revenue allowances, investment projects and performance targets for organisations such as UK Power Networks. Each ED lasts 5 years e.g. ED3 runs from 2028 to 2033.

High Voltage (EHV) reinforcements, currently being planned for the longer term with the neighbouring Distribution Network Operator (National Grid Electricity Distribution). The sites most affected are Peterborough Services 1: West of the A1 and south of Peterborough Motorway Services and Yaxley 1: 18 Eagle Business Park, Phase 3

Council Response

6.2. Huntingdonshire District Council have been working with UK Power Networks throughout the preparation of the Local Plan.

6.3. The Council has worked with UK Power Networks to ensure development as a result of the Local Plan can be accommodated. A Statement of Common Ground with UKPN notes that:

- UKPN are the responsible body for the operation, maintenance and upgrade of the electricity network infrastructure and that there is strategic alignment between more immediate development needs (Year 11 and under), existing network availability and planned network reinforcement e.g. works at Huntingdon Grid, reinforcement of Godmanchester Primary, establishment of a new supply to Hinchbrook Hospital and establishment of a new primary substation to the east of St Neots.
- The cumulative impact of growth as a result of the Local Plan and growth in neighbouring areas have been adequately addressed through the development of the IDS, the involvement of HDC in the Regional Energy Strategic Planning Forum and through UKPNs continued engagement with other energy infrastructure providers including National Grid.
- UKPN will investigate whether localised needs for reinforcement in areas such as Brington and Kimbolton are required in the long-term and include measures within the relevant price review process.
- Peterborough Services 1: West of the A1 and south of Peterborough Motorway Services and Yaxley 1: 18 Eagle Business Park, Phase 3 may need to be phased to accommodate additional capacity development at Orton Primary (circa 3–5 years). However, overall requirements for system upgrades will depend on the energy intensity and efficiency of end uses. If demand exceeds the wider system capacity, some sites may need to await delivery of further EHV reinforcements. The timeframe associated with these EHV reinforcements lies in the range of 5-10 years.
- There will be a need in the medium term (post ED3/2033) to establish new infrastructure in the central section of Huntingdonshire by means of a primary substation. This will be triggered by developments at Huntingdon 4: Wyton Airfield and Huntingdon 3: Lodge Farm.

Preparations including site selection and cable routes are currently being reviewed.

7. Education Infrastructure

- 7.1. Huntingdonshire District Council has been working with Cambridgeshire County Council throughout the preparation of the Local Plan including through the development of the Infrastructure Delivery Study (IDS). The IDS identifies that growth as a result of the local plan generates the following education requirements:

Infrastructure	Estimated Cost
Early Years	£27.5m
Primary Schools	£187.5m
Secondary Schools	£143.6m
SEND	£34.4m

- 7.2. The IDS identifies key requirements including:
- Multiple new primary schools.
 - New secondary schools on strategic sites.
 - Additional SEND provision.
 - Expansion of existing schools across settlements.

Council Response

- 7.3. The Council has worked with Cambridgeshire County Council (CCC) to ensure development as a result of the Local Plan can be accommodated and how the Local Plan can allocate growth to sustain the continued provision of education in settlements. A Statement of Common Ground⁸ with CCC notes that:
- The cumulative impact of growth as a result of the Local Plan and growth in neighbouring areas have been adequately addressed and identified through the development of the Infrastructure Delivery Studies.
 - Any existing deficits in education infrastructure provision is not the remit of Huntingdonshire's Local Plan to 2046.
 - CCC are the responsible body for the provision of educational infrastructure across Huntingdonshire which meets basic need requirements. Monies levied through developer contributions by Huntingdonshire District Council will assist in the delivery of future

⁸ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

infrastructure provision to meet the needs of growth across the plan period. However, where section 106 funds have not been secured, and demand for expansion can be evidenced, Cambridgeshire County Council will be encouraged to apply for funding through the Community Infrastructure Levy (CIL).

- Schools and academy trusts are responsible for managing the maintenance and condition of existing infrastructure.
- Strategic sites North Huntingdon 3: Lodge Farm, North of A141, North Huntingdon 4: Wyton Airfield and Hemingford Abbots 1: The Lattenburys identified within the Pre-Submission Local Plan are expected to deliver primary and secondary education provision. This is adequately addressed within the relevant site allocation policies, the Infrastructure Delivery Study and accompanying Schedule with specific detail to be agreed at planning application stage.
- Strategic sites Needingworth 1: Giffords Park, East of B1040 and St Neots 1: East of Loves Farm (Tithe Farm) identified within the Pre-Submission Local Plan are expected to provide developer contributions to contribute to educational infrastructure delivery with specific detail to be agreed at planning application stage. This is adequately addressed within the relevant site allocations policies, the Infrastructure Delivery Study and accompanying Schedule.
- The expansion of Abbey College, Ramsey will deliver an additional 150 secondary places and is expected to be completed by 2027, which will provide additional places for the wider catchment and contribute, alongside the provision of developer contributions, to meeting future growth needs.
- 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. Contributions will be requested from developments towards countywide schemes.
- On smaller sites, off-site developer contributions will be determined at application stage and guided by the Infrastructure policies and the Developer Contributions Appendix as set out in the Local Plan in consultation with CCC.

7.4. Strategic sites identified within the local plan set out specific on-site requirements for education provision, these sites include North Huntingdon 3: Lodge Farm, North of A141, North Huntingdon 4: Wyton Airfield and Hemingford Abbots 1: The Lattenburys.

8. Healthcare

- 8.1. Huntingdonshire District Council has been working with NHS Central East Integrated Care Board and NHS Property (CE ICB) throughout the preparation of the Local Plan including through the development of the Infrastructure Delivery Study (IDS). The IDS identifies that healthcare capacity is already under pressure, with most GP practices reporting capacity deficits.
- 8.2. The IDS identifies the following requirements as a result of growth from the Local Plan:
- an approximate investment of between £19,415,062 - £25,098,147 (at 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.
 - New Neighbourhood Health Centres on major strategic sites.
 - Expansion of existing facilities elsewhere.

Council Response

- 8.3. The Council has worked with CE ICB to ensure development as a result of the Local Plan can be accommodated. A Statement of Common Ground⁹ with CE ICB notes that:
- The cumulative impact of growth as a result of the Local Plan and growth in neighbouring areas have been adequately addressed and identified through the development of the Infrastructure Delivery Studies.
 - CE ICB are the responsible body for the planning and commissioning of health infrastructure across Huntingdonshire District Council and developer contributions from new housing growth will play a key role in guaranteeing the delivery of future health infrastructure provision to meet the needs of growth across the plan period.
 - Any existing deficits in infrastructure provision is not the remit of Huntingdonshire's Local Plan to 2046.
 - Delivery of new floorspace will be required on-site for the strategic housing allocations of North Huntingdon 3: Lodge Farm, North of A141, North Huntingdon 4: Wyton Airfield and Hemingford Abbots 1: The Lattenburys where the need for approximately 3,100sqm GIA of new primary care-led floorspace is required. Interim facilities during early phases of the development may be required and will be determined a planning application stage as part of a phasing plan and Section 106 agreement. This is adequately addressed within the relevant site allocation policies, the Infrastructure Delivery Study and

⁹ [Evidence Library for Local Plan Update - Huntingdonshire.gov.uk](https://evidence.library.huntingdonshire.gov.uk/)

accompanying Schedule. With specific detail to be agreed at planning application stage.

- Primary Care resulting from site allocation St Neots 1: East of Loves Farm (Tithe Farm) would require the extension/refurbishment of an existing Primary Care facility. This would be determined at application stage. This is adequately addressed within the relevant site allocation policies, the Infrastructure Delivery Study and accompanying Schedule. Specific details are to be agreed at planning application stage.
- On sites where less floorspace needs are generated, provision through off-site financial contributions towards the extension/refurbishment of existing premises will be determined at application stage and guided by the Infrastructure policies and the Developer Contributions Appendix as set out in the Local Plan.

8.4. Strategic sites identified within the local plan set out specific on-site requirements for healthcare provision, these sites include North Huntingdon 3: Lodge Farm, North of A141, North Huntingdon 4: Wyton Airfield and Hemingford Abbots 1: The Lattenburys

Ambulance Services

8.5. The IDS also identifies that:

- Existing ambulance facilities are operating at capacity.
- Growth across Huntingdonshire and neighbouring authorities will worsen pressure.
- A new ambulance hub/station is required, estimated at £22 million.

Council Response

8.6. Hinchingsbrooke Hospital Allocation (Huntingdon 1) in the Pre-Submission Local Plan, sets out criteria for an ambulance station as part of the redevelopment of Hinchingsbrooke Hospital. This can be constructed to meet existing and future needs.

9. Green and Blue Infrastructure

9.1. The Infrastructure Delivery Study Identifies district-wide requirements as a result of growth from the Local Plan. These include a requirement for:

- 36.94 ha parks and gardens.
- 27.71 ha amenity greenspace.
- 83.12 ha natural and semi-natural open space.
- 11.54 ha equipped play space.
- 9.7 ha allotments/community gardens.

9.2. The report also supports strategic projects such as:

- Paxton Pits Nature Reserve expansion.
- Wider green corridors and nature recovery projects.

Council Response

- 9.3. The Pre-Submission Local Plan includes a number of policies on Green and Blue infrastructure including: LP4 'Green and Blue Infrastructure Priority Areas', LP 19 'Green and Blue Infrastructure' where development will be expected to support green and blue infrastructure and incorporates open/green space in accordance with 'Appendix 3: Developer Contributions'. The Developer Contributions Appendix includes enhanced green space standards to that of the current adopted Local Plan to 2036 including open space, outdoor sports, play space and allotments.
- 9.4. Policy LP 55 looks to protect existing open spaces, outdoor sport and recreational facilities.
- 9.5. All large-scale residential-led allocations specifically require strategic green infrastructure within the policy criteria :
- North Huntingdon 3 - Lodge Farm, North of A141
 - North Huntingdon 4 - Wyton Airfield
 - St Neots 1 - East of Loves Farm (Tithe Farm)
 - Hemingford Abbots 1 - The Lattenburys
 - Needingworth 1 Giffords Park, East of B1040
- 9.6. Some smaller scale sites also set out specific open space requirements such as Fenstanton 1 - Galley Hill and Godmanchester 2 - South of Godmanchester off the A1198. All sites will be required to incorporate open/green space in accordance with 'Appendix 3: Developer Contributions' where applicable.

10. Waste Management

- 10.1. The findings from the Infrastructure Delivery Study identifies a strategic need for:
- New Household Recycling Centre capacity.
 - A replacement waste transfer station after 2036.
 - Additional waste handling infrastructure to support growth.

Council Response

- 10.2. Huntingdonshire District Council has identified these requirements within the infrastructure delivery schedule and will continue to engage with the County Council on the location of sites as more information becomes available.

11. Additional Approaches to Infrastructure Provision

- 11.1. The Pre-Submission Local Plan includes a comprehensive framework to ensure infrastructure is delivered alongside new development. Policy LP12 requires developers to provide the necessary on-site and, where appropriate, off-site infrastructure to address the direct and cumulative impacts of growth. Infrastructure must be delivered at the right time to avoid adverse effects on existing communities, and existing facilities may need to be retained or enhanced depending on the scale of development.
- 11.2. Policy LP13 sets out the developer contributions that may be required to support infrastructure provision, with further guidance provided through the Developer Contributions Appendix. Together, these policies help ensure that the costs of new infrastructure and services arising from development are appropriately addressed.
- 11.3. Strategic infrastructure investment is recognised as essential to supporting Huntingdonshire's future growth, resilience and economic prosperity. Policy LP14 supports the coordinated delivery of key infrastructure projects, including improvements to the A141 and St Ives transport networks, East West Rail, strategic water infrastructure such as the Fens Reservoir and Grafham to Cambridge Pipeline, wastewater networks, and initiatives that improve public transport, active travel and accessibility in rural areas.
- 11.4. The Pre-Submission Local Plan will phase delivery of allocated sites. This is demonstrated within policy LP 1 'How much development do we expect'.
- 11.5. A stepped housing trajectory is a housing delivery strategy used in a Local Plan where the annual housing requirement is set at different levels during different stages of the plan period, rather than requiring the same number of homes to be delivered every year. It typically starts with a lower requirement in the early years and increases later in the plan period. Planning Practice Guidance states that a stepped housing requirement may be appropriate where there is a significant change between existing and emerging housing requirements, or where major strategic sites are expected to deliver homes later in the plan period.
- 11.6. The approach recognises that large strategic allocations often require substantial lead-in times for planning, land assembly and infrastructure provision before homes can be delivered at scale. A stepped trajectory therefore aligns housing delivery with the timing of infrastructure and the realistic build-out of strategic sites, while allowing smaller and more deliverable sites to provide housing in the early years. Many authorities have

used stepped trajectories where housing requirements increase significantly from previous plans or where major infrastructure is needed to unlock growth. This is also an approach supported by the Planning Inspector on their advisory visit to review the Local Plan.

- 11.7. This approach is proposed in the Pre-Submission Local Plan and policy LP 1 'How much Development do we expect'.

12. Further Information

- 12.1. The following list identifies some of documents related to infrastructure which can be found in the Evidence Library for the Local Plan Update (<https://www.huntingdonshire.gov.uk/planning/local-plan-update/evidence-library-for-local-plan-update/>)

- **Infrastructure Delivery Study Baseline Assessment** - The first stage of the Infrastructure Delivery Study, an evidence-based assessment of existing and future infrastructure requirements to support the Huntingdonshire District Council's Preferred Options Draft Local Plan to 2046 (Regulation 18). It includes strategic growth options and some strategic scale sites that were put forward to the council
- **Stage 2 Infrastructure Delivery Study** - 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)
 - Appendix B: Infrastructure Schedules - Strategic Sites
 - Appendix C: Infrastructure Schedules - Settlements
 - Appendix D: Infrastructure Schedules - District-wide
- **Statement of Common Ground** between HDC and UK Power Networks
- **Statement of Common Ground** Between HDC, NHS Central East Integrated Care Board and NHS Property Services
- **Statement of Common Ground** Between HDC and Anglian Water (Updated August 2026)
- **Draft Statement of Common Ground** - Greater Cambridge Proposed Submission Plan
- **Statement of Common Ground** between HDC and Peterborough City Council
- **Statement of Common Ground** between HDC and Cambridgeshire County Council (Education)