

Greater Cambridge Local Plan

Proposed Submission Plan Draft Statement of Common Ground



GREATER CAMBRIDGE
SHARED PLANNING

To be published as part of the Proposed Submission Local Plan (Regulation 19)
consultation Summer 2026

Contents

Greater Cambridge Local Plan	1
Proposed Submission Plan: Interim Draft Statement of Common Ground	1
PART ONE: About this Statement of Common Ground	3
Duty to Cooperate requirements	3
Evidencing effective cooperation with relevant bodies	4
Strategic geography and the Local Plan	5
Greater Cambridge: a shared planning approach	7
Relevant bodies with interest in strategic matters	8
Identified strategic matters	9
Signatories and non-signatories	11
PART TWO: Current positions on identified strategic matters	14
Matter 1: Scale of growth a) meeting employment needs	14
Matter 1: Scale of growth b) meeting housing needs	17
Matter 1: Scale of growth c) gypsy and traveller needs	19
Matter 2: Pattern of growth - strategic developments on the boundary of Greater Cambridge	21
Matter 3: Delivery of growth a) water supply	27
Matter 3: Delivery of growth b) wastewater treatment	30
Matter 4: Infrastructure a) Transport	32
Matter 4: Infrastructure b) Health infrastructure	33
Matter 5: Wildlife habitats, green infrastructure and landscape	36
Matter 6: Energy and carbon	37
PART THREE: Governance and reviewing of this document	40
Governance arrangements	40
Timetable for agreement, review and update	40
Appendix 1: Supplementary Statements of Common Ground (Sup-SoCGs)	42

PART ONE: About this Statement of Common Ground

Duty to Cooperate requirements

- 1.1 The duty to cooperate was required by section 33A of the Planning and Compulsory Purchase Act 2004, and required plan-making authorities to 'engage constructively, actively and on an ongoing basis with relevant bodies in the preparation of development plan documents – in this case the Greater Cambridge Local Plan.
- 1.2 In November 2025 the 'Reforming Local Plan-Making' Written Ministerial Statement (WMS)¹ confirmed that the new plan-making system provided for by the Levelling-Up and Regeneration Act 2023 would not include Duty to Cooperate as a requirement, relying instead on revised national policy and the new tier of strategic planning to ensure effective co-operation between plan-making authorities. The announcement also confirmed that the Duty to Cooperate would not be 'saved' for plans progressing under the current plan-making system and will therefore no longer apply to the preparation and Examination of this Local Plan.
- 1.3 In relation to collaboration across boundaries, Cambridge City Council and South Cambridgeshire District Council ("the Councils") have addressed and taken account of the requirements set out in the National Planning Policy Framework (in particular paragraphs 24-28) and Planning Practice Guidance (Plan-Making - Maintaining effective cooperation) accordingly. The Councils have also had regard to relevant advice produced by the Planning Advisory Service (PAS Statement of Common Ground Advice and Template, January 2019).

¹ [On 27 November 2025 the Secretary of State wrote to the Chief Executive of the Planning Inspectorate¹ setting out his intention to abolish the Duty to Cooperate through the introduction of new regulations in early 2026.](#)

- 1.4 Responding to the recent changes and noting expectations laid out in national planning policy and guidance, the Greater Cambridge Shared Planning Service (the shared planning service between South Cambridgeshire District Council and Cambridge City Council) have continued to progress Statements of Common Ground and a separate Statement of Compliance, but with a renewed focus as a mechanism for recording cooperation with relevant bodies and as a 'live' monitoring tool for areas of agreement and disagreement.

Evidencing effective cooperation with relevant bodies

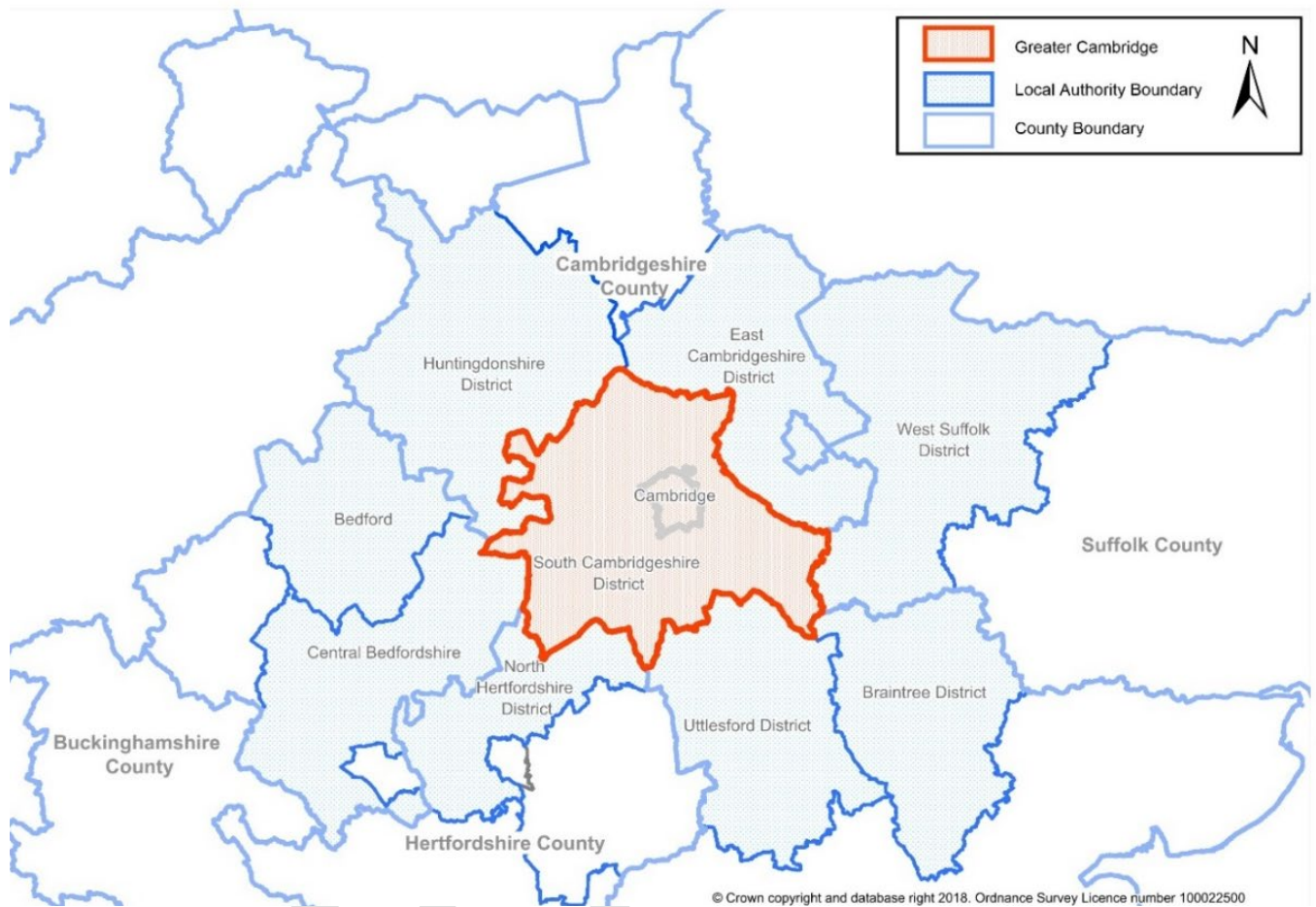
- 2.1 National planning policy requires Local Planning Authorities (LPAs) to undertake various engagement with relevant bodies when preparing or supporting the preparation of policies which address strategic matters. The NPPF sets out that strategic policy-making authorities should produce, maintain, and update one or more statement(s) of common ground, throughout the plan-making process. The Councils have:
- a) Identified relevant bodies;
 - b) Identified relevant strategic matters within the proposed Local Plan;
 - c) Produced a record of consultation activities undertaken and resulting amendments to the plan; and
 - d) Produced a record of areas of common and uncommon ground between the parties on relevant strategic cross-boundary matters.
- 2.2 Related documentation:
- a) **Statement of Compliance:** Evidences how the Councils have met national policy requirements in relation to maintaining effective cooperation, including: how cooperating bodies and relevant strategic matters have been identified; which bodies have been cooperated with and on which strategic matters; the nature and timing of the cooperation; and the outcomes of the cooperation to date, including how strategic approaches and policies in the Proposed Submission Local Plan and its supporting evidence have been influenced as a result.
 - b) **Statement of Common Ground (this document):** A succinct record of key areas of common and uncommon ground with relevant partners on strategic cross-boundary matters.

- c) **Supplementary Statements of Common Ground:** Statements of Common Ground covering a specific cooperating body or issue, providing further detail in cases where discussion has been lengthier or more complex.
- d) **Statement of Consultation:** Records the public engagement and consultation processes completed to date and how consultation responses have informed the draft plan.
- e) **Statement of Community Involvement:** Sets out how and when the community and key stakeholders will be involved in preparing, altering and reviewing our plans and guidance for future development.
- f) **Greater Cambridge Authority Monitoring Report:** An additional ongoing record of duty to cooperate activity across the two councils.

Strategic geography and the Local Plan

- 3.1 Greater Cambridge is the administrative areas of South Cambridgeshire District Council and Cambridge City Council ("the Councils"). It is located around 60 miles north-east of London and has a combined area of around 94,233 hectares. Cambridgeshire County Council holds responsibility for many public services including education, highways and adult care. In addition, the Cambridgeshire and Peterborough mayoral Combined Authority has responsibilities for local transport policy among other roles.

Figure 1: Strategic Geography for the Greater Cambridge Statement of Common Ground:



- 3.2 Cambridge City (population 150,000) is the largest built-up area in Cambridgeshire. Remaining development opportunities within the city boundaries are limited. It comprises an historical centre encircled by green belt land with a strong tourist economy as well as being the home of Cambridge University and many cutting-edge science and technology organisations.
- 3.3 South Cambridgeshire District Council is the largest geographical area within Greater Cambridge, covering 90,163 hectares compared to Cambridge City's 4,070 hectares. It is a largely rural district, with the new town of Cambourne (population 12,350) its largest settlement. Benefiting from its proximity to Cambridge City, it is the location of world-leading centres of science and technology such as Granta Park, the Babraham Institute and the Genome Campus at Hinxton.
- 3.4 The Greater Cambridge landscape is varied with river valleys contrasting with open fens, wooded clay lands and ridges, and rolling chalk hills. A range of

wildlife and habitats are present. It is also home to precious chalk streams which are rare at a global level. Greater Cambridge also includes a rich mix of designated heritage assets. Built around the banks of the River Cam, Cambridge is a distinctive and iconic historic University city; equally, South Cambridgeshire villages contain many beautiful historically significant buildings and Conservation Areas, alongside sites recognised for their ecological, architectural and biodiversity value.

- 3.5 The Greater Cambridge area forms the centre of the previously identified Cambridge sub-region Housing Market Area and the Cambridge Travel to Work Area. While other districts are included within these defined geographies, the strongest housing market and commuting connections are between Cambridge and South Cambridgeshire. The Greater Cambridge area also forms the core part of the functional 'Greater Cambridge' economic geography identified in the Cambridgeshire & Peterborough Independent Economic Review.
- 3.6 National government is currently consulting on options for Local Government Reorganisation (LGR) in Greater Cambridgeshire. The creation of a Greater Cambridge unitary authority has been identified as the preferred option for LGR by the Councils. All shortlisted options include South Cambridgeshire District and Cambridge City within the same unitary authority.

Greater Cambridge: a shared planning approach

- 4.1 Cambridge and South Cambridgeshire have a strong functional relationship, with well-established shared services arrangements for Planning, Waste and Audit.
- 4.2 The Councils have worked together to create their first joint Local Plan covering Greater Cambridge. As detailed in the Planning Practice Guidance (Plan-Making - Maintaining effective cooperation), "Local planning authorities can agree to prepare a joint plan with neighbouring authorities under section 28 of the Planning and Compulsory Purchase Act 2004, or form a joint committee (to include one or more county councils) under section 29 of the Planning and Compulsory Purchase Act 2004."
- 4.3 The preparation of this Local Plan, and the cooperation activities undertaken in relation to this, therefore address strategic cross-boundary matters relating to the Greater Cambridge geography, incorporating Cambridge and South Cambridgeshire districts, as shown in Figure 1.

Relevant bodies with interest in strategic matters

- 5.1 'Section 3 Relevant bodies' of the Statement of Compliance details which bodies were identified as relevant bodies for cooperation on strategic matters (or were prescribed under the Duty to Cooperate, as was). 'Section 5 of the Statement of Compliance details those bodies that were found to have a role in addressing a cross-boundary strategic matter, and section 3.4 of the Statement of Compliance sets out those bodies that were not found to have a role in addressing a cross boundary strategic matter and who did not respond to the Councils when communication was sent about the consultation staged of the Greater Cambridge Local Plan making process.
- 5.2 Bodies with an identified role in addressing a cross-boundary strategic matter that have taken part in cooperation activities and/or who are signatories to one or more SoCG with the Councils are:

Councils overlapping Greater Cambridge (with different duties and covering different geographies):

- a) Cambridgeshire County Council
(Statutory Local Highways Authority, Education Authority and Public Health body, including responsibility for delivering a range of infrastructure and services including education, social care and other social infrastructure, including libraries).
- b) Cambridgeshire & Peterborough Combined Authority
(Transport Authority and holds a range of other responsibilities for infrastructure, strategic planning, economic growth, business support and adult education).

Neighbouring (and other relevant) local planning authorities (identified as strategic policy-making authorities in the NPPF and PPG):

- c) Braintree District Council
- d) Central Bedfordshire Council
- e) East Cambridgeshire District Council
- f) Essex County Council
- g) Hertfordshire County Council
- h) Huntingdonshire District Council
- i) North Hertfordshire District Council
- j) Suffolk County Council

- k) Uttlesford District Council
- l) West Suffolk Council
- m) Bedford Borough Council²
- n) Fenland District Council
- o) Peterborough City Council

Statutory bodies for which substantive strategic matters are identified:

- p) Environment Agency
- q) National Highways
- r) Historic England
- s) Local Nature Partnership³
- t) Natural England
- u) Central East Integrated Care Board (ICB)

Other relevant bodies (including infrastructure providers) for which substantive strategic matters are identified:

- v) Anglian Water
- w) Cambridge Water
- x) National Energy System Operator (NESO)
- y) Regional Energy Strategic Planning (RESP)
- z) UK Power Networks (UKPN)

Other Government Agencies

- aa) Cambridge Growth Company⁴

Identified strategic matters

- 6.1 Strategic matters were initially identified through a scoping exercise. Neighbouring local authorities and prescribed Duty to Cooperate bodies (as

² While Bedford Borough does not directly abut Greater Cambridge, it is in very close proximity and has a close functional relationship with the area.

³ Local Nature Partnerships are relevant bodies for the purposes of cooperation on strategic cross-boundary matters; however, as a result of their structure and governance arrangements – being a partnership comprised of organisations that will make their own individual representations to the Local Plan process – signatures will not be sought on Statements of Common Ground.

⁴ In their capacity as a member of the water scarcity group

in force at the time) were asked for their views on the identified strategic cross boundary matters. Further details are set out in the First Proposals Duty to Cooperate Statement of Compliance.

- 6.2 Based on the current position, Statements of Common Ground (and/or Supplementary Statements of Common Ground) have been prepared to address the following strategic cross boundary matters affecting Greater Cambridge:

Matter 1: Scale of Growth

- a) Meeting employment needs
- b) Meeting housing needs
- c) Meeting Gypsy and Traveller accommodation needs

Matter 2: Pattern of Growth - Strategic developments on the boundary of Greater Cambridge⁵

Matter 3: Delivery of Growth

- a) Water supply
- b) Wastewater treatment

Matter 4: Infrastructure

- a) Transport
- b) Health infrastructure

Matter 5: Wildlife habitats, green infrastructure and landscape

Matter 6: Energy and carbon

- 6.3 Part two of this Statement of Common Ground records, for each strategic matter, specific areas of agreement/disagreement, how they are being addressed and the progress in cooperating on each matter/issue. Each section sets out:

- The specific cross boundary matter and specific issue(s) identified (linking to wider context and evidence);
- The Councils' approach to addressing each issue (for example, through evidence or engagement);

⁵ Addresses all cross-boundary issues arising as a result of strategic-scale developments close to the edge of Greater Cambridge, including transport

- The current position, setting out areas of agreement and any areas of disagreement (in general, or specific to the party); and
 - Ongoing actions for any areas where agreement has not been reached (including the proposed process and timeframe for reaching agreement, and where applicable how this has affected the relevant strategic issues).
- 6.4 For each matter, the Statement of Compliance provides further details on any joint evidence and relevant engagement undertaken with other parties to date.
- 6.5 Some previously identified strategic cross-boundary matters have been fully addressed through the Local Plan and/or its evidence base, or are not judged to require specific agreements with other parties. Where this is the case, this has been explained in the Statement of Compliance.
- 6.6 In some instances, Supplementary Statements of Common Ground have been prepared; for example, to address especially complex matters, or where more detailed or bespoke agreements were necessary to address agreements or disagreements specific to the parties. The following Supplementary Statements of Common Ground have been prepared:
- i. Meeting sub-regional logistics needs
 - ii. Planning for growth
 - iii. Meeting sports needs around Royston
 - iv. Water supply
 - v. Wastewater
 - vi. Greater Cambridge Transport Strategy
 - vii. Transport policy principles and site specific mitigations
 - viii. Wildlife and habitats
- 6.7 **Figure 2** details the Statements of Common Ground, including any Supplementary Statements, prepared for each matter.

Signatories and non-signatories

- 7.1 Parties identified under each strategic matter (as set out in **Figure 2**) have had the opportunity to review the Statements of Common Ground (SoCG), to confirm that they accurately reflect the current situation concerning the strategic matter, including where there is agreement and, in certain cases, disagreement.

7.2 This is a draft SoCG prepared for Regulation 19 Proposed Submission stage, and will be reviewed prior to the submission of the Local Plan for Examination. Therefore, no signatures have been sought at this stage. Part Two of the SoCG sets out, in relation to each matter, the relevant parties that will be invited to sign at submission stage. Where issues are identified, individual positions are summarised under the Current Status section under each matter, with further signposting to further information in the Statement of Compliance or elsewhere.

7.3 **Figure 2** summarises the relevant parties to each matter, including where Supplementary Statements of Common Ground are being prepared.

DRAFT

Figure 2: Summary of Statements of Common Ground, Supplementary Statements of Common Ground and Proposed Signatories

	1. Scale of Growth			2. Pattern of Growth	3. Delivery of growth		4. Infrastructure		5. Wildlife, GI & Landscapes	6. Energy and carbon
	a)	b)	c)		a)	b)	a)	b)		
County / Regional Authorities										
Cambridgeshire CC	R	R	R	R			Sup (vii)			R
CPCA	R, Sup (i), Sup (ii)	R, Sup (ii)		R			Sup (vi), Sup (vii)			R
Neighbouring LPAs										
Braintree DC	R, Sup (i)	R	R	R						
Central Bedfordshire	R	R	R	R						
East Cambs DC	R, Sup (i)	R	R	R						
Essex CC				R						
Hertfordshire CC										
Huntingdonshire DC	R, Sup (i)	R	R	R	R					
North Herts DC	R, Sup (i)	R	R	R, Sup (iii)						
Suffolk CC				R						
Uttlesford DC	R, Sup (i)	R	R	R						
West Suffolk	R, Sup (i)	R	R	R						
Other LPAs										
Fenland DC	Sup (i)									
Peterborough CC	Sup (i)									
Bedford BC	R, Sup (i)	R	R	R						
Statutory Bodies										
Environment Agency					Sup (iv)	Sup (v)				
Historic England										
National Highways							Sup (vii)			
Natural England									Sup (viii)	
Central East ICB								R		
Infrastructure Bodies										
NESO										R
UKPN										R
Anglian Water						Sup (v)				
Cambridge Water					Sup (iv)					
National Government Agencies										
Cambridge Growth Company					Sup (iv)	Sup (v)				

Key:

R = Signature to be requested

Sup = Supplementary SoCG

1a) Meeting employment needs 1b) Meeting housing needs 1c) Meeting Gypsy and Traveller accommodation needs 2) Pattern of Growth: Strategic developments on the boundary of Greater Cambridge 3a) Water supply 3b) Wastewater treatment 4a) Transport 4b) Healthcare 5) Wildlife, GI & Landscapes 6) Energy 7) Heritage

Sup (i) = Meeting sub-regional logistics needs (ii) = Planning for growth (iii) = Meeting sports need around Royston (iv) = Water supply (v) = Waste water (vi) = Greater Cambridge Transport Strategy (vii) Transport policy principles and site specific mitigations (viii) Wildlife and habitats

PART TWO: Current positions on identified strategic matters

Matter 1: Scale of growth a) meeting employment needs

Key policies

- 8.1 Key policies in the emerging Greater Cambridge Local Plan are: S/JH New jobs and homes

Introduction and background

- 8.2 National planning policy requires that plans should address the objectively assessed needs for development in their area, and that they set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth.
- 8.3 The Draft Plan consultation identified that the Local Plan will meet the objectively assessed need of approximately 73,300 jobs for development in the period 2024-2045.

How we have approached it

- 8.4 The objectively assessed needs are based on an understanding that the up-to-date Standard Method calculation outcome for Greater Cambridge supports the most likely jobs forecast for the area.
- 8.5 The need is based on economic forecasting undertaken in the Employment and Housing Evidence Update 2025 (EHEU 2025), which updates the previous 2023 and 2020 studies, and accounts for material changes to national policy, more recently commissioned local evidence position and the changed plan-making context. The position was reconfirmed as part of a 2026 data review.
- 8.6 This jobs forecast is primarily derived from jobs that are specifically forecast to arise in the Greater Cambridge area. As such, these jobs are not expected to be drawn from outside the area and, consequently, it is considered unlikely that there are implications in terms of limiting employment growth in other districts.

Summary of recent issues

- 8.7 Through the Regulation 18 consultation on the Draft Local Plan (Dec 2025 – Jan 2026), and wider engagement discussions, several comments were

raised on the approach to meeting the employment needs of Greater Cambridge.

- 8.8 While the methodological approach taken in the EHEU 2025 was generally supported by neighbouring local planning authorities, Central Bedfordshire Council expressed concern in their representations about potential detrimental impact on their ability to meet and deliver their own economic ambitions and growth aspirations. They requested clearer information in the Draft Local Plan illustrating how the identified employment needs would be met through the allocations and any potential windfall.
- 8.9 The Cambridgeshire and Peterborough Combined Authority indicated that the Draft Local Plan should provide for the High growth scenario identified in the EHEU 2025. This would better support the Local Growth Plan ambitions, local data highlighting rapid economic growth and the government supporting growth through Cambridge Growth Company's additional intervention (including a proposed Development Corporation). They also stated that the Local Plan should make a more direct reference to the Local Growth Plan, including setting out its role.
- 8.10 In their representations, West Suffolk Council raised a specific concern about the approach taken in the Draft Local Plan to meeting the needs for large scale strategic logistics, indicating that the proposed policy (J/NE) does not accord with national policy and guidance. They sought a collaborative, cross-boundary approach to identifying identify and addressing needs for large scale logistics provision and data centres arising from national and regional demand. This issue has subsequently been the subject of broad discussion with a wide range of parties, including West Suffolk, the Cambridgeshire and Peterborough Combined Authority and other neighbouring local planning authorities, as evidenced in the Statement of Compliance and resulting in the preparation of a Supplementary SoCG (see "Areas of agreement and disagreement"). This has focused on identifying the most appropriate approach to addressing this specific need in the sub-regional context.

Areas of agreement and disagreement

- 8.11 The Councils' have met with all adjoining local planning authorities on an ongoing basis; none have indicated that they require Greater Cambridge to meet any unmet employment needs arising in their area.
- 8.12 There is agreement with some parties that there may be additional need for large scale strategic logistics provision due to needs arising at the sub-regional and national level, that cannot be addressed through this Local Plan.

How this should be addressed is the subject of a **Supplementary SoCG (i)**, appended to this document.

- 8.13 There is an outstanding disagreement with the Cambridgeshire and Peterborough Combined Authority about the appropriate level of employment growth that should be planned for, reflecting the growth aspirations set out in their Local Growth Plan. The Councils' position on this matter is set out in further detail in the Strategy Topic Paper. This is also the subject of a **Supplementary SoCG (ii)**, appended to this document.

Ongoing actions and monitoring

- 8.14 In addition to general ongoing engagement with relevant parties on this matter through routine meetings, further focused engagement is planned on the identified issues around large-scale strategic logistics.

AGREEMENT 1A: SCALE OF GROWTH - MEETING EMPLOYMENT NEEDS

- (i) Greater Cambridge ("the Councils") will meet their identified employment needs for the plan period through committed sites and planned allocations, supporting economic growth within the area.
- (ii) There is no expectation that neighbouring planning authorities will meet any of the Councils' need; nor have the Councils been asked to meet the needs of any other area.
- (iii) This will be monitored through ongoing activity, including ongoing updates to economic needs assessments and liaison with neighbouring authorities,

Parties Involved

- 8.15 The following parties have been provided the opportunity to review and comment on the accuracy of this draft Statement of Common Ground as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement 1A at submission stage: Cambridgeshire CC, CPCA, Braintree DC, Bedford BC, Central Bedfordshire Council, East Cambs DC, Huntingdonshire DC, North Herts DC, Uttlesford DC, West Suffolk Council.

Matter 1: Scale of growth b) meeting housing needs

Key policies

- 9.1 Key policies in the emerging Greater Cambridge Local Plan are: S/JH New jobs and homes

Introduction and background

- 9.2 National planning policy requires that plans should address the objectively assessed needs for development in their area.
- 9.3 The Draft Plan consultation identifies that the Local Plan will meet the following objectively assessed needs for development in the period 2024-2045: 48,195 homes.

How we have approached it

- 9.4 The objectively assessed needs are based on an understanding that the up-to-date Standard Method calculation outcome for Greater Cambridge supports the most likely jobs forecast for the area.
- 9.5 The need is based on economic forecasting undertaken in the Employment and Housing Evidence Update 2025 (EHEU 2025), which updates the previous 2023 and 2020 studies, and accounts for material changes to national policy, more recently commissioned local evidence position and the changed plan-making context. The position was reconfirmed as part of a 2026 data review.

Summary of recent issues

- 9.6 Through the Regulation 18 consultation on the Draft Local Plan (Dec 2025 – Jan 2026), Cambridgeshire and Peterborough Combined Authority indicated that the Draft Local Plan should provide for the High growth scenario identified in the EHEU 2025, which would have a consequential impact on the number of homes that should be planned for.

Areas of agreement and disagreement

- 9.1 Sufficient commitments and allocations exist within Greater Cambridge to meet the identified development needs without the need to request that one or more neighbouring authorities should assist with meeting those needs. As such, the Councils have not asked neighbouring districts to meet its development needs; nor have we been asked to meet the development needs of other districts. We will continue to engage with all relevant planning authorities as we take the plan forward.

- 9.2 There is an outstanding disagreement with the Cambridgeshire and Peterborough Combined Authority about the appropriate level of employment growth that should be planned for, reflecting the growth aspirations set out in their Local Growth Plan. The Councils' position on this matter is set out in further detail in the Strategy Topic Paper. This is also the subject of a **Supplementary SoCG (ii)**, appended to this document.
- 9.3 No other areas of disagreement have been identified in relation to this matter.

Ongoing Actions and Monitoring

- 9.4 The Councils' will monitor delivery rates and take appropriate action in response to any shortfall in Greater Cambridge against its need.
- 9.5 Future requests from neighbouring local planning authorities around the redistribution of needs will be considered as necessary through future review and updating of the Local Plan.

AGREEMENT 1B: SCALE OF GROWTH – MEETING HOUSING NEEDS

- (i) Greater Cambridge expects to fully meet its identified housing needs through existing commitments, proposed allocations and anticipated windfall.
- (ii) There is no expectation that neighbouring planning authorities will meet any of Greater Cambridge's need; nor has Greater Cambridge been asked to meet the needs of any other area.

Parties Involved

- 9.6 The following parties have been provided the opportunity to review and comment on the accuracy of this draft Statement of Common Ground as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement 1B at submission stage: Cambridgeshire CC, CPCA, Braintree DC, Bedford BC, Central Bedfordshire Council, East Cambs DC, Huntingdonshire DC, North Herts DC, Uttlesford DC, West Suffolk Council.

Matter 1: Scale of growth c) gypsy and traveller needs

Key policies

- 10.1 Key policies in the emerging Greater Cambridge Local Plan are: [Policy S/JH: New jobs and homes](#), [Policy S/DS: Development strategy](#)

Introduction and background

- 10.2 [The Greater Cambridge Accommodation Needs Assessment of Gypsies, Travellers, Travelling Showpeople and Bargee Travellers and other caravan and houseboat dwellers](#) was published in September 2024. [An Addendum report](#) was completed in January 2025 to extend the period of need considered up to 2045 to match the revised end period of the draft Local Plan.

- 10.3 The identified need across Greater Cambridge for the plan period (2024-2045) is 159 pitches for Gypsies and Travellers and 20 plots for Travelling Showpeople.

How we have approached the matter

- 10.4 Through the Proposed Submission Local Plan, Greater Cambridge will meet these needs in full through measures including: making more productive use of existing sites, allocating new sites for permanent pitches associated with major developments, and the assessment of windfall sites through a criteria-based policy.
- 10.5 All neighbouring local authorities and Cambridgeshire County Council were engaged with through the preparation of the Accommodation Needs Assessment. Additionally, Greater Cambridge Shared Planning Service officers have responded to engagement from neighbouring local authorities regarding Gypsy and Traveller needs in the area, including any cross-boundary issues.

Summary of recent issues

- 10.6 None.

Areas of agreement and disagreement

- 10.7 There are no outstanding requests for provision originating from outside the Greater Cambridge area.
- 10.8 No cross-boundary strategic issues or areas of disagreement have been identified in relation to this matter.

Ongoing Actions and Monitoring

10.9 Greater Cambridge will continue to engage with neighbouring local planning authorities regularly around the need for gypsy and traveller accommodation and how needs should be best met across the area.

AGREEMENT 1C: GYPSY & TRAVELLER ACCOMMODATION NEEDS

- (i) Greater Cambridge will meet its identified need for Gypsy, Traveller and Travelling Showpeople accommodation within the Greater Cambridge area.
- (ii) There is no expectation that neighbouring planning authorities will meet any of Greater Cambridge's need; nor has Greater Cambridge been asked to meet the needs of any other area.
- (iii) Greater Cambridge will continue to share information with neighbouring authorities and other relevant bodies as appropriate and respond to consultations and requests for provision from out of area.
- (iv) Monitoring will take the form of ongoing liaison and information sharing activities.

Parties Involved

10.10 The following parties have been provided the opportunity to review and comment on the accuracy of this draft Statement of Common Ground as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement 1C at submission stage: Braintree DC, Bedford BC, Central Bedfordshire Council, East Cambs DC, Huntingdonshire DC, North Herts DC, Uttlesford DC, West Suffolk Council, and Cambridgeshire County Council.

Matter 2: Pattern of growth - strategic developments on the boundary of Greater Cambridge

Key policies

- 11.1 Key policies in the emerging Greater Cambridge Local Plan are: Policy S/DS: Development strategy, S/CBN: Cambourne North, S/GF: Land adjacent to A11 and A1307 at Grange Farm, S/CE: Cambridge East, S/WGC: Wellcome Genome Campus Hinxton

Introduction and background

- 11.2 The Greater Cambridge Local Plan proposes a blended spatial strategy to meet a variety of needs, responding to the opportunities provided by different sources of supply and informed by the Plan vision and strategic priorities. A key component of the supply is from new settlements, which provide an opportunity to generate a critical mass of population to support on-site employment, service and infrastructure provision.
- 11.3 In addition to existing and consented new settlements at Northstowe, Waterbeach and Bourn Airfield, the most sustainable location for additional strategic scale development away from Cambridge is at Cambourne North, taking advantage of the expected improvements in accessibility which would emerge from the proposed East West Rail station and proposed Cambourne to Cambridge public transport corridor. Reflecting the evidence that locating homes close to existing and proposed jobs can help to reduce commuting and associated carbon emissions and congestion, a new settlement at Grange Farm in the rural southern cluster, close to the science parks at Granta Park and Babraham, is also proposed.
- 11.4 As a result of the locations and anticipated scale of these proposed developments, there is the potential for impacts on strategic infrastructure within districts adjoining the outer boundary of South Cambridgeshire.

How we have approached it

- 11.5 Throughout the process of preparing the Greater Cambridge Local Plan, the Councils have regularly discussed sites on or close to the Greater Cambridge boundary with the relevant neighbouring authorities, including those considered and/or proposed for allocation in the plan, or identified by neighbouring authorities as part of their own local plan processes. These discussions have come at particular stages of the process as the Plan's proposed strategy and allocations has evolved; for example, substantive discussions in relation to Grange Farm with neighbouring authorities

commenced following the decision by the Councils to propose the site for allocation in the Reg 18 Draft Plan.

- 11.6 Where potential cross-boundary pressures have been identified, either through the Councils' evidence or by its neighbours, constructive dialogue about how such effects might be further assessed and/or mitigated has taken place. This has included focused meetings with neighbours where issues have been raised, or requesting their involvement in the development of the evidence base as appropriate, such as the technical studies prepared on behalf of the Councils to support the allocation of Cambourne North. Further work and discussions are anticipated prior to submission of the Local Plan for examination, and the Councils will engage positively with its neighbours on any unresolved matters.

Summary of recent issues

- 11.7 Through the Regulation 18 consultation on the Draft Local Plan (Dec 2025 – Jan 2026), various comments were raised by neighbouring authorities on potential impacts arising from strategic allocations close to their boundaries.
- 11.8 West Suffolk Council expressed concerns that the level of growth planned at the Grange Farm and Cambridge East allocations may lead to cross-boundary impacts, given the proximity and functional relationship with the surrounding towns of Newmarket and Haverhill. A strategic transport assessment to consider cumulative highway network and safety issues arising from Grange Farm was requested, as well as further assessment of the impacts on education and health facilities in Haverhill.
- 11.9 East Cambridgeshire District Council raised similar concerns around the impacts of the allocations at Cambridge East, Grange Farm and Waterbeach on the highways network (A1303, A11 and A10 respectively), noting that residents within its district dependent on services in Greater Cambridge would be negatively impacted and indicating that sufficiently robust policy wording would be required to secure any required transport infrastructure.
- 11.10 Bedford Borough Council sought further engagement with the Councils on potential cross-boundary impacts arising from the proposed allocation at Cambourne North. Subsequent discussions identified cross-boundary impacts on the highways network as a concern, particularly reflecting potential in-combination effects with Universal Studios and noting Bedford's ongoing joint working with National Highways and other parties to ensure a consistent approach to transport modelling across the wider area.

- 11.11 Central Bedfordshire Council, similarly, sought a greater understanding of work undertaken to date to identify impacts of the proposed Cambourne North allocation on the local and strategic road network outside of the Greater Cambridge area, and the mitigation identified to combat these impacts. Their representations noted that however, it is considered there an inevitable impact of the proposed allocation on the A1 corridor and local road network within Central Bedfordshire, which does not appear to be reflected within the impact assessment or Infrastructure Delivery Plan (IDP).
- 11.12 Uttlesford Borough Council sought a greater understanding of the likely transport effects arising from the Wellcome Genome Campus on the Stump Cross interchange (M11 junction 9a).

Areas of agreement and disagreement

- 11.13 There is agreement between the Councils and neighbouring authorities that strategic allocations in close proximity to the edges of Greater Cambridge must meet their own infrastructure needs and that the emerging Local Plan must include robust policy criteria to secure the timely delivery of this infrastructure to align with the phasing of development, and necessary funding through developer contributions.
- 11.14 Since the Regulation 18 consultation on the Draft Local Plan, the Councils have commissioned further development of the Greater Cambridge Infrastructure Delivery Plan (IDP), such that infrastructure requirements are identified more clearly on a site-specific basis. This has also sought to update and provide more detailed evidence on the requirements for various types of infrastructure, including (but not limited to) educational facilities, healthcare facilities and transport. Reflecting the interdependency of the plan-making process with other infrastructure planning regimes and strategies, extensive engagement has taken place with statutory infrastructure providers, local and sub-regional authorities with duties around infrastructure and relevant government agencies, with a focus on infrastructure needs especially critical to the delivery of the Local Plan, including (but not limited to) water supply, waste water and transport, as highlighted elsewhere in this SoCG.
- 11.15 Engagement has also taken place with neighbouring authorities, where necessary to inform the IDP, and further work is planned on the IDP prior to submission of the Local Plan.
- 11.16 There is agreement between the Councils, Bedford Borough Council, Central Bedfordshire and Huntingdonshire District Council of the potential for substantive cross-boundary transport impacts as a result of Cambourne North. To manage this and address this potential impacts, neighbouring

authorities (Huntingdonshire, Central Bedfordshire and Bedford Borough), Cambridgeshire County Council and National Highways have been invited to take part in ongoing workshops / meetings with the Councils' consultants around the transport modelling and strategy work, prepared by the Councils to support the allocation and demonstrate that transport impacts can be mitigated. Input has been sought on both the approach and the outputs produced at various stages. Refinement of this work will take place ahead of the submission of the Local Plan, involving the aforementioned parties, to ensure this (wherever possible, based on the information available) reflects anticipated impacts at the strategic scale and how these could be mitigated.

11.17 There is agreement around the necessity of ongoing monitoring of transport impacts arising from proposed strategic allocations at the edge of Greater Cambridge, including Cambourne North, Grange Farm and Cambridge East.

11.18 The Councils were made aware of various strategic scale developments in Bedfordshire that may lead to cross-boundary impacts, in particular the planned Universal Studios development south of Bedford, which has been granted consent via a Special Development Order, Tempsford, which has been shortlisted by the government as a preferred location for a new town, and the renewal of Milton Keynes. The Councils are not aware of any other strategic scale developments formally proposed by neighbouring authorities on or close to the boundary of Greater Cambridge that would lead to cross-boundary impacts, however will continue to monitor the situation through regular cross-boundary working with its neighbours.

Ongoing Actions and Monitoring

11.19 The Councils, its consultants and partners will continue to proactively engage with neighbouring authorities on the issues identified in relation to proposed strategic allocations in Greater Cambridge that lie close to its boundaries, to ensure that planned growth is supported by necessary infrastructure on-site or through the expansion / improvement of infrastructure within Greater Cambridge.

11.20 It is also recognised that, during the course of planned and in-progress reviews of neighbouring local plans, there may be a need to align and engage constructively on sites in close-proximity to or straddling the Greater Cambridge boundaries, primarily meeting other authorities' needs or wider national needs.

11.21 The Councils are committed to engaging positively with neighbouring authorities going forward, generally and in relation to needs already identified.

This includes the specific needs identified by North Hertfordshire District Council (or successor Local Authority) at Royston, addressed through **Supplementary SoCG (iii)** as appended to this document. Further Supplementary SoCGs may be prepared to address other specific issues, as necessary, ahead of the Local Plan submission.

AGREEMENT 2: PATTERN OF GROWTH – STRATEGIC DEVELOPMENTS ON THE BOUNDARY OF GREATER CAMBRIDGE

- (i) As part of its spatial strategy, Greater Cambridge has prioritised strategic allocations of a sufficient scale that they are able to support a range of on-site infrastructure, designed to meet the day-to-day needs of future residents.
- (ii) Strategic allocations will set out the infrastructure needed to support the proposed level of growth as a policy requirement, including whether this will be required on-site or delivered off-site by way of a contribution, as evidenced through the Councils' Infrastructure Delivery Plan. This will ensure that needs can be met within Greater Cambridge without any cross-boundary impacts on key infrastructure.
- (iii) Where potential cross-boundary transport impacts have been identified, for example in relation to Cambourne North, Waterbeach, Grange Farm and Cambridge East, the Councils are committed to the proportionate involvement of relevant neighbouring planning and highways authorities with ongoing discussions and technical work involving Cambridgeshire County Council as the highways authority and the Cambridgeshire and Peterborough Combined Authority as the strategic transport authority, as well as National Highways (where relevant). This will include involving relevant parties through: working groups (e.g. Cambourne Transport Working Group); holding focused topic-specific meetings where these can support discussions; and, as appropriate, sharing the outputs of technical work undertaken, to understand cross-boundary impacts of planned growth and work towards appropriate mitigation solutions, where necessary. Further Supplementary Statements of Common Ground may also be prepared, as necessary.

Parties Involved

11.22 The following parties have been provided the opportunity to review and comment on the accuracy of this draft Statement of Common Ground as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement 1C at submission stage: Cambridgeshire County Council, Cambridgeshire and Peterborough Combined Authority, Braintree DC, Bedford BC, Central Bedfordshire Council, East Cambs DC, Huntingdonshire DC, North Herts DC,

Uttlesford DC, West Suffolk Council, Essex County Council, Suffolk County Council, National Highways.

DRAFT

Matter 3: Delivery of growth a) water supply

Key policies

- 12.1 Key policies in the emerging Greater Cambridge Local Plan are: [Policy S/DS: Development strategy](#), [Policy CC/WE: Water efficiency in new developments](#) and [Policy CC/IW: Integrated water management, sustainable drainage and water quality](#)

Introduction and background

- 12.2 Greater Cambridge and the East of England is one of the driest areas in the UK. Water supply planning is complex, considering climate change, growth and the need to reduce abstraction to improve waterbodies such as the area's rare chalk streams. Water Resources East's (WRE) Regional Water Resources Plan (2023) and Cambridge Water's Water Resources Management Plan (WRMP24) (2025) set out ways to reduce the demand for water and increase supply through new sources of water.

How we have approached it

- 12.3 Early engagement with stakeholders, including the Environment Agency, highlighted water supply challenges that the plan making process would need to consider. These challenges were identified in the First Conversation and First Proposals consultations, and as part of the Development Strategy update in 2023.
- 12.4 The formation of a [Cambridge Water Scarcity Group](#) in 2023 brought together the key agencies to advise government on the development of a detailed approach to water scarcity issues in Greater Cambridge in the short, medium, and long-term. The Group is chaired by Dr Paul Leinster (current Chair of Water Resources East) and includes water companies, Water Resources East, the Environment Agency, water regulators and the local planning authorities.
- 12.5 The Government published documents alongside the budget in March 2024. [Addressing water scarcity in Greater Cambridge: update on government measures](#) provided an update on the measures being identified and implemented. A [Joint statement on addressing water scarcity in Greater Cambridge](#) by the Department for Levelling Up, Housing and Communities (DLUHC), Department for Environment Food and Rural Affairs (Defra), the Environment Agency and Greater Cambridge Shared Planning Service highlighted a commitment to work together to address these matters.

- 12.6 A more detailed **Supplementary SoCG (iv)** has been prepared and appended to this document. The following bodies will be invited to sign at submission stage: Environment Agency, Cambridge Water, Anglian Water; Water Resources East, and Cambridge Growth Company, in their capacity as members of the water scarcity group.

Agreement on Water Supply with Huntingdonshire District Council

- 12.7 Cambridge Water's area of water supply covers the whole of Greater Cambridge and part of Huntingdonshire DCs area. As part of the plan-making process, discussions have taken place with Huntingdonshire DC, who are also currently preparing a Local Plan to be submitted by the end of 2026, to understand the amount of growth being proposed in the area of Huntingdonshire that falls within the shared supply area. Details of housing and employment trajectories in the proposed Local Plans were exchanged between Huntingdonshire DC and the Councils.
- 12.8 An Addendum to the Cambridge Area Water Supply Evidence report and an update to the water supply dashboard in 2026 took into account the updated development trajectory in the emerging Huntingdonshire Local Plan to 2046. The Addendum showed no change to the conclusions of the previous study. The development trajectory in the Greater Cambridge Local Plan does not rely on strategic new allocations starting before 2032 and this is also the case in the emerging Huntingdonshire Local Plan in the area covered by the Cambridge Water supply area.
- 12.9 To support the efficient use of water, proposed policies in the Greater Cambridge Local Plan require highly water efficient design standards in housing and non-housing developments which go beyond Building Regulation levels. This approach has also been taken in the Huntingdonshire Local Plan. In both cases these draw on approaches set out in the [Shared Standards in Water Efficiency for Local Plans](#), and are informed by other evidence including from the [Enabling Water Smart Communities](#) project.

AGREEMENT 3A: DELIVERY OF GROWTH-WATER SUPPLY - HUNTINGDONSHIRE DISTRICT COUNCIL

- (i) The parties agree that they have engaged on an on-going basis during the plan making process. The parties will continue to work together to coordinate and respond to the water supply challenges of Greater Cambridge and Huntingdonshire.
- (ii) Whilst water supply issues will need to continue to be carefully monitored, the Local Plans have appropriately considered water supply issues. There will be statutory water supply planning by way of the Regional Plan for Water 2029 and Cambridge Water's WRMP29 which will consider water

supply planning in the medium to long term and the Councils and Huntingdonshire District Council will continue to feed into this process by providing the growth trajectories for housing and employment set out in the Local Plan. Subject to appropriate infrastructure planning and associated approvals, funding and delivery through these processes, water supply is not a barrier to delivering the level of development proposed in the Local Plan.

Parties Involved

- 12.10 The following party has been provided the opportunity to review and comment on the accuracy of this draft Statement of Common Ground as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following body will be invited to sign Agreement 3A at submission stage: Huntingdonshire DC.

Matter 3: Delivery of growth b) wastewater treatment

Key policies

- 13.1 Key policies in the emerging Greater Cambridge Local Plan are: [Policy S/DS: Development strategy](#), [Policy CC/WE: Water efficiency in new developments](#) and [Policy CC/IW: Integrated water management, sustainable drainage and water quality](#)

Introduction and background

- 13.2 Greater Cambridge's wastewater treatment needs are currently primarily met by 33 water recycling centres (WRCs) within the district operated by Anglian Water, alongside a small proportion of cross-boundary activity. The Waresley WRC in Huntingdonshire District, the Barley WRC in North Hertfordshire and the Great Chesterford WRC in Uttlesford DC serve some Greater Cambridge residents. Similarly, the Royston WRC lies within Greater Cambridge but treats wastewater generated in the Royston area of North Hertfordshire. While the Councils have engaged proactively with its neighbours on water-related matters, the Local Plan does not propose to allocate any sites for development that would impact significantly upon these cross-boundary WRCs and no cross-boundary strategic issues were raised in relation to wastewater as part of the most recent Regulation 18 consultation on the Draft Local Plan. Similarly, other local plans prepared by (or under preparation by) neighbouring authorities have not allocated (or do not propose to allocate) any sites for development that would impact significantly upon these cross-boundary WRCs.

How we have approached it

- 13.3 Anglian Water are currently engaging with stakeholders including local planning authorities, regarding future growth needs. The statutory Drainage and Wastewater Management Plan (DWMP) 2029, being prepared by Anglian Water, will consider current and future capacity, pressures, and risks to the networks such as climate change and population growth. A draft will be published in late 2027, and the final plan is anticipated to be completed in mid-2028.
- 13.4 Additionally, the Councils engage regularly with stakeholders including Anglian Water and the Environment Agency. There have been specific ongoing discussions around the needs generated by proposed developments which informed the Greater Cambridge Integrated Water Management Study - Detailed Water Cycle Study (2025), which was

published alongside the Draft Local Plan in 2025 and the 2026 update to the Water Cycle Study. The Councils have also fed into water cycle studies prepared by neighbouring authorities, including the Huntingdonshire Water Cycle studies.

- 13.5 The Cambridge Water Scarcity Group (see Statement of Common Ground 3a) is also considering wastewater issues. Wastewater and drainage considerations for Cambridge are also discussed through a subgroup of the Water Delivery Taskforce, seeking collaborative solutions to growth in the short, medium and long-term. This Taskforce is chaired by Defra and consists of key stakeholders including MHCLG, Ofwat, Environment Agency and Anglian Water. It meets on a monthly basis to discuss progress
- 13.6 A more detailed **Supplementary SoCG (v)** in relation to wastewater treatment has been prepared and appended to this document. The following bodies will be invited to sign at submission stage: Environment Agency, Anglian Water and Cambridge Growth Company, in their capacity as members of the water scarcity group.

Matter 4: Infrastructure a) Transport

- 14.1 Throughout the preparation of the Local Plan, the Councils have engaged extensively with the Cambridgeshire and Peterborough Combined Authority as Local Transport Authority – (responsible for strategic transport planning, managing public transport services, controlling budgets for major transport projects, and promoting and designing active travel) – and Cambridgeshire County Council as Local Highways Authority - (responsible for maintaining roads and pathways, managing traffic flow, providing street lighting, ensuring road safety, and managing on-street parking) - as well as other bodies as relevant including with neighbouring authorities and National Highways, to form a shared understanding of strategic transport matters relevant to the Greater Cambridge Local Plan.
- 14.2 The respective positions of the Councils and other parties around cross-boundary and strategic transport matters have been set out in the following Statements of Common Ground:-
- 14.3 The **Matter 2 SoCG** (contained within this document) addresses potential cross-boundary impacts, including transport, as a result of strategic allocations close to the edge of Greater Cambridge.
- 14.4 **Supplementary SoCG (vi)**, appended to this document, sets out the current position of the Councils, the Cambridgeshire and Peterborough Combined Authority on the Greater Cambridge Transport Strategy (GCTS). The GCTS will set out solutions to address strategic transport challenges across Greater Cambridge, as well as reflecting the transport infrastructure requirements associated with the strategic sites proposed in the Greater Cambridge Local Plan (see next paragraph for more on the latter point).
- 14.5 **Supplementary SoCG (vii)**, appended to this document, sets out the current position of the Councils, Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority on the overarching approach to demonstrating that the development strategy and proposed strategic site allocations can be accommodated on the transport network, subject to site-specific mitigations required to enable their delivery and the implementation of a series of development management policies to ensure the right transport principles are applied to development more broadly.

Matter 4: Infrastructure b) Health infrastructure

Key policies

- 15.1 Key policies in the emerging Greater Cambridge Local Plan are: I/ID Infrastructure and Delivery, other strategic allocations.

Introduction and background

- 15.2 Local planning authorities have a key role in supporting the planning for and delivery of health infrastructure to support planned growth. The NPPF requires plans to make sufficient provision for community facilities, including health, and to work proactively and positively with promoters, delivery partners and statutory bodies to plan for such facilities, resolving key planning issues before applications are submitted.
- 15.3 Statutory responsibility for commissioning NHS health services within Greater Cambridge sits with the Central East Integrated Care Board (CEICB), created in April 2026 following the merger of the Cambridgeshire and Peterborough ICB with ICBs covering Bedfordshire, Luton, Milton Keynes and Hertfordshire.
- 15.4 The Cambridgeshire South Place Care Partnership, covering East and South Cambridgeshire, Cambridge City and part of North Herts around Royston, brings together organisations that meet health and care needs, improve population health and reduce inequalities. It ensures joint working between the NHS and Local Authorities to make shared commissioning decisions in relation to the use of their resources and how health-related services are designed.

How we have approached it

- 15.5 The Councils have been working closely with the legacy Cambridgeshire and Peterborough ICB and the Cambridgeshire South Place Care Partnership to ensure that future healthcare commissioning decisions align with the emerging spatial strategy in the Greater Cambridge Local Plan.
- 15.6 NHS Property Services (NHSPS) were commissioned by the legacy ICB to articulate the ICB's position on primary healthcare infrastructure requirements (i.e. GP surgeries, community pharmacies, dental, and optometry services) as a result of planned growth, including at proposed strategic allocations. This has guided the preparation of Councils' Infrastructure Delivery Plan, published in December 2025 alongside the Regulation 18 consultation on the Draft Local Plan.

Summary of recent issues

- 15.7 At the Regulation 18 consultation on the Draft Local Plan, the NHSPS on behalf of the legacy Peterborough and Cambridgeshire ICB commented that healthcare infrastructure should be a priority for infrastructure delivery, given its strategic importance in supporting housing growth and sustainable development, with planning policies to facilitate the delivery of required infrastructure prepared in consultation with the NHS, to aid health estate transformation. In several instances, it was noted that site allocations lacked requirements to secure financial contributions towards health infrastructure mitigation or where challenging to implement.
- 15.8 Following a period of extensive engagement in late 2025 / early 2026 with the legacy ICB System Estates Group, Cambridgeshire South Place Care Partnership and Cambridge University Hospitals Trust, NHSPS were jointly commissioned in April 2026 to support the Cambridgeshire South Place Partnership to deliver inputs into the plan-making / Infrastructure Delivery Plan process, focussing on neighbourhood health service provision.
- 15.9 This work will inform subsequent iterations of the Infrastructure Delivery Plan, prepared to support the Regulation 19 consultation on the Proposed Submission Local Plan and its expected finalisation and submission in late 2026. Critically, it will ensure that the South Partnership's emerging model for neighbourhood health provision, which the government is working with the sector to implement nationally, is reflected within the Infrastructure Delivery Plan and supported through policies contained in the Local Plan.
- 15.10 Reflecting the potential risk of misalignment between the timing of estate planning in the NHS system and the local plan process, the Councils have worked closely with the legacy ICB, South Care Partnership and the Trusts to design an iterative programme of work that will provide an interim 'baseline' output (based on existing published strategy information) to inform the IDP prepared for the Regulation 19 consultation, and a fuller output (incorporating emerging work on the neighbourhood health service provision across the South Partnership area) to inform a further revision of the IDP prior to submission of the Local Plan. Alongside these organisations, other parties are expected to be involved in shaping the output, including Cambridgeshire County Council in its capacity as statutory Public Health body and provider of adult social care services.

Areas of agreement and disagreement

- 15.11 The Councils continue to work collaboratively with Central East ICB and its consultants to ensure the Local Plan and its evidence base reflects and helps

to secure and fund the health infrastructure needs arising from planned growth.

15.12 No cross-boundary strategic issues or areas of disagreement have been identified in relation to this matter.

Ongoing Actions and Monitoring

15.13 The Councils will continue to meet the ICB, its consultants and other relevant parties, including the Cambridgeshire South Partnership, on a regular basis, engaging positively in emerging work around the design and implementation of the neighbourhood hubs model and other planned health infrastructure in Greater Cambridge.

AGREEMENT 4B: SOCIAL, HEALTH INFRASTRUCTURE

- (i) The parties agree that they have engaged on an on-going basis during the plan-making process. The parties will continue to work together to coordinate and respond to health infrastructure needs in Greater Cambridge.

Parties Involved

15.14 The following parties have been provided the opportunity to review and comment on the accuracy of this draft Statement of Common Ground as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement 4B at submission stage: Central East Integrated Care Board.

Matter 5: Wildlife habitats, green infrastructure and landscape

Key policies

- 16.1 Key policies in the emerging Greater Cambridge Local Plan are: BG/BG: Biodiversity and Geodiversity, BG/GI: Green and blue infrastructure, BG/TC: Improving tree canopy cover and the tree population and BG/EO: Providing and enhancing open spaces

Introduction and background

- 16.2 The Councils have taken an ambitious approach to nature in preparing the Local Plan, engaging with the emerging Cambridgeshire and Peterborough Local Nature Recovery Strategy (LNRS) process and completing a check of the proposed submission plan to ensure it is aligned with the LNRS. No cross-boundary issues have been identified, therefore no Statement of Common Ground (including Agreement Statement) has been prepared for general agreement with neighbouring authorities and parties, noting that the impact of water abstraction on Greater Cambridge's chalk stream habitats is addressed in the Statement of Common Ground on Water Supply (Matter 3a).
- 16.3 While there is broad support from the relevant bodies to the overall approach taken to nature, to reflect the respect positions of the Councils and Natural England on this, **Supplementary SoCG (viii)** has been prepared and appended to this document.
- 16.4 At the time of writing, exploration of specific mitigations for the ecological impacts of key sites included within the Plan is ongoing. The need for a Statement of Common Ground to address matters relating to such impacts will be reviewed following the Reg 19 consultation ahead of submission.

Matter 6: Energy and carbon

Key policies

- 17.1 Key policies in the emerging Greater Cambridge Local Plan are: Policy CC/NZ Net zero carbon new buildings; Policy CC/RE Renewable energy projects and infrastructure; Policy I/EI Energy infrastructure masterplanning.

Introduction and background

- 17.2 The Councils have engaged with energy providers, neighbouring authorities and other relevant partners to ensure a coherent approach to energy and carbon issues within and outside Greater Cambridge, in particular involving these parties in the process of preparing the identified evidence base.

How we have approached it

- 17.3 The Councils have consistently engaged with other local stakeholders on energy planning. Cambridgeshire County Council, in partnership with districts in Cambridgeshire including Cambridge City Council and South Cambridgeshire District Council commenced the development of a Local Area Energy Plan (LAEP).
- 17.4 The Cambridgeshire LAEP has been produced as an evidence base to inform strategies and plans for local energy infrastructure requirements. The document has been submitted, including for submission to relevant partners including UK Power Networks Distribution System Operator (UKPN DSO) to inform their ED3 plans, covering the period from 2028 – 2033. It has also been shared with the National Energy Systems Operator (NESO) to support the ongoing development of the Regional Energy System Plan (RESP). Peterborough City Council has also produced an LAEP. The two LAEPs will also be used to inform the Combined Authorities Resilience Planning, Spatial Development Strategy (SDS) and delivery of the Local Growth Plan (LGP) to identify energy constraint issues that impact economic growth and the importance of forward planning for network investment.
- 17.5 The primary purpose of the LAEP is to support clean energy transition by 2045 while ensuring a secure, reliable, and resilient energy supply, and provide robust, locally relevant data on future energy needs to inform electricity network operators and planners (including UKPN DSO and NESO, Local Plans, and wider spatial planning frameworks. A Cambridgeshire wide LAEP has been prepared with supporting LAEPs for each district. The development of these documents was through the Cambridgeshire Local Area Energy Plan Steering Group which include representatives from each district in Cambridgeshire, Cambridgeshire County Council, and CPCA.

These were adopted by the CPCA on 11 March 2026. It is anticipated that the LAEP will be reviewed annually.

- 17.6 Building on this evidence and to specifically support the quantum of growth and spatial distribution of growth set out in the Local Plan for Greater Cambridge, a Phase 2 report has been prepared as evidence that the energy supply can be met, has been planned for and costed to inform future energy planning to meet an increase in energy demand from the growth associated with the Local Plan. This was produced in consultation with UKPN DSO and has fed into ED3 modelling. The report focused on key growth areas in the Local Plan not previously modelled. It attributed the growth to specific sub stations and made recommendations for future improvements to ensure there is enough capacity in the grid and costings.
- 17.7 This report was shared and agreed with UKPN DSO to confirm that the district level report aligned with their modelling and identified issues in supply.
- 17.8 To inform the implementation of the actions identified by the LAEP for Cambridgeshire and Peterborough, officers of the Councils attended a workshop on 6th May 2026 with key stakeholders from Cambridgeshire and Peterborough Authorities to discuss the priority, impact and resource implications of the LAEP actions.

Summary of recent issues

- 17.9 No recent issues have been identified.

Areas of agreement and disagreement

- 17.10 The parties agree that they have engaged on an on-going basis during the plan making process on issues relating to renewable energy generation, energy infrastructure and the development of the LAEP as an evidence base.
- 17.11 There is support amongst some of Greater Cambridge's neighbouring local authorities for the higher energy efficiency targets proposed in Greater Cambridge, delivery of renewable energy generation and energy offsetting to meet net zero buildings targets by 2035, 2045 and 2050. There is recognition of the need to go beyond national standards for developments in Greater Cambridge.

Ongoing Actions and Monitoring

- 17.12 The Councils will continue to work closely with other parties on planning for energy needs and data sharing, and engage on cross boundary issues relating to renewable energy generation and energy infrastructure.

17.13 Greater Cambridge meet with UKPN DSO on a regular basis to discuss Cambridge and South Cambridgeshire electricity infrastructure and forward planning for electricity supply.

AGREEMENT 6: ENERGY, CARBON OFFSETTING AND RENEWABLE ENERGY GENERATION

- (i) The Councils will continue to engage with the LAEP Steering Group, UKPN DSO and NESO to plan for the energy demand generated by development in Cambridge. There are no areas of disagreement in relation to the current position on energy infrastructure.
- (ii) The Councils will continue to share information with neighbouring authorities and other relevant bodies including UKPRN, NESO and as appropriate and respond to consultations and requests for provision from out of area.
- (iii) Monitoring will take the form of ongoing liaison and information sharing activities.
- (iv) The Councils will push for higher energy efficiency targets, delivery of renewable energy generation and energy offsetting to meet net zero buildings targets by 2035, 2045 and 2050.

Parties Involved

17.14 The following parties have been provided the opportunity to review and comment on the accuracy of this draft Statement of Common Ground as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement 6 at submission stage: NESO, UKPN DSO, Cambridgeshire County Council, and Cambridgeshire and Peterborough Combined Authority. Huntingdonshire.

PART THREE: Governance and reviewing of this document

Governance arrangements

- 18.1 For The Councils, sign-off of the final Statement of Common Ground will include member engagement, including consultation with lead members for planning on behalf of the two councils.
- 18.2 It is anticipated that the other signatories to the statement will identify the relevant person to sign the document as they see fit, whether this involves political or senior officer approval.

Timetable for agreement, review and update

- 18.3 The Councils will work with relevant parties to address identified strategic matters on an ongoing basis through alterations to the Local Plan and the preparation of evidence. The aim is to resolve any outstanding matters through correspondence and/or meetings with the appropriate bodies, wherever possible. This Statement of Common Ground reflects the position as at commencement of the Regulation 19 consultation on the Proposed Submission Local Plan, but will continue to be reviewed and updated as the Local Plan process progresses, as follows:
- This interim Draft Statement of Common Ground, reflects the Councils' updated understanding of points of common and uncommon ground for relevant strategic cross-boundary matters, including drawing on relevant stakeholders' responses to the Greater Cambridge Local Plan Draft Plan consultation (2025).
 - This Statement of Common ground will be updated and published alongside the Submission Local Plan, including drawing on relevant stakeholders' responses to the Regulation 19 consultation on the Proposed Submission Local Plan and other ongoing discussion and correspondence. Additional Statement of Common Grounds may also be published at this stage.
 - Following consideration of comments on the Proposed Submission Local Plan, we anticipate further discussions with neighbours and other bodies, leading to seeking signatures on final Statements of

Common Ground at the point of submission. These would form part of the suite of documents submitted in support of the Local Plan for independent Examination, confirm the formal position of relevant signatories.

- Beyond the point of submission, Statement/s may be further updated, as necessary, should revised agreements be needed through the examination process.

DRAFT

Appendix 1: Supplementary Statements of Common Ground (Sup-SoCGs)

- i) Meeting sub-regional logistics needs**
- ii) Planning for growth**
- iii) Meeting sports need around Royston**
- iv) Water supply**
- v) Waste water**
- vi) Greater Cambridge Transport Strategy**
- vii) Transport policy principles and site specific mitigations**
- viii) Wildlife and habitats**

Sup SoCG (i): Meeting sub-regional logistics needs

Key policies

Key policies in the emerging Greater Cambridge Local Plan:

- [Policy S/JH: New jobs and homes](#)
- [Policy S/DS: Development strategy](#)
- [Policy S/SHF: Land north of A1307, Bar Hill \(Slate Hall Farm\)](#)
- [Policy S/RRRA/SCS: Land to the south of Cambridge Services, A14](#)
- [Policy J/NE: New employment development proposals](#)

Introduction and background

1. National planning policy requires that planning policies should meet anticipated needs for employment uses, including identifying suitable locations for uses including freight and logistics (NPPF 85-86). Planning Practice Guidance states that 'Where a need for [strategic facilities serving national or regional markets] facilities may exist, strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas' (Paragraph: 031 Reference ID: 2a-031-20190722).
2. The Greater Cambridge draft Local Plan proposes allocations to meet the B2 industrial and B8 warehousing space needs identified in the Greater Cambridge Industrial and Warehousing Sector Study 2025, as reflected in the Greater Cambridge Employment and Housing Needs Evidence Update (EHNU 2025).

How we have approached it

3. The evidence above identifies Greater Cambridge's need for industrial and warehousing floorspace, the latter focused on the specific need for last mile distribution serving the Cambridge market. Wider needs for warehousing and logistics serving national or regional markets cannot be identified for the Greater Cambridge geography in isolation in a way that would meet Planning Practice Guidance Paragraph 031 cited above. To date, no such assessment of need has been undertaken by Greater Cambridge, for reasons explored in this Statement.
4. Responding to the needs identified in the EHNU 2025, allocations incorporating warehousing within the Reg. 18 Draft Greater Cambridge Local Plan (December 2025) sought to limit warehousing unit sizes to no more than 9,300m² – being a standard industry recognised maximum size for warehouse and distribution centres meeting local needs. In addition, in line

with the policy in the adopted South Cambridgeshire Local Plan 2018, draft plan [Policy J/NE: New employment development proposals](#) stated that “Large scale warehousing and distribution centres providing for national or regional needs will not be permitted”.

Summary of recent issues

5. A limited number of responses to the Reg 18 Draft Plan consultation highlighted the need to address the need for warehousing and logistics serving national or regional markets in collaboration with other authorities.
6. Cambridge City Council and South Cambridgeshire District Council consider that the most appropriate way to address this topic is at the sub-regional market area level as per Planning Practice Guidance above; noting that plans across the area have progressed or are progressing to different timings and no other plans in recent years have sought to complete such a study. The Cambridgeshire & Peterborough Combined Authority is committed to developing a Spatial Development Strategy (SDS) starting in 2026, which in principle is the appropriate plan to review the need and strategy for strategic warehousing facilities serving national or regional markets that include Cambridgeshire in compliance with the PPG. It is though important to note that national policy regarding the scope of SDS's has yet to be confirmed, so it's not possible to say this definitively. For areas adjoining Greater Cambridge, West Suffolk sits within the confirmed Norfolk and Suffolk SDS geography, for Bedford Borough and Central Bedfordshire, SDS geographies have yet to be confirmed.
7. In the shorter term, four individual promoters of strategic scale sites for industrial and warehousing on the A14 within South Cambridgeshire for a cumulative total of 5-600,000m² space are progressing towards application and are likely to be determined ahead of the Examination of the Greater Cambridge Local Plan. Cambridge City Council and South Cambridgeshire District Council have engaged with all adjoining local planning authorities to identify supply for warehousing on key corridors (see below).
8. Noting this supply and that the sub-regional and regional need is not confirmed, Cambridge City Council and South Cambridgeshire District Council consider that there is no case for immediately allocating additional supply in the emerging Greater Cambridge Local Plan that would address warehousing and logistics needs serving national or regional markets, which would go beyond the needs identified in the Greater Cambridge Industrial and Warehousing Sector Study 2025.

Areas of agreement and disagreement

9. Warehousing and logistics employment floorspace, supporting the transportation of goods to businesses and people, is by definition a strategic cross-boundary matter. It would not be appropriate for the Greater Cambridge Local Plan to identify and apportion a need for strategic warehousing facilities serving national or regional markets that include but go beyond Greater Cambridge.
10. In compliance with the PPG, there is a need to assess the need for strategic warehousing facilities serving national or regional markets across a functional market area that includes but goes beyond Greater Cambridge, working in collaboration with authorities within and neighbouring the functional economic market area. This evidence gathering should include exploration of functional market areas for such land uses within the sub-region that may go beyond the boundaries of Cambridgeshire and Peterborough.
11. For Greater Cambridge, the Cambridgeshire & Peterborough SDS is, in principle, the most appropriate planning process by which to determine the need for warehousing and logistics serving national or regional markets and identify how this should be met. The SDS will commence work in 2026, and the CPCA intends to progress the plan at pace. Subject to confirmation of the scope of SDS's by Government, the SDS therefore provides a credible prospect that a long term solution to the need for warehousing and logistics serving national or regional markets affecting Greater Cambridge will be identified in the foreseeable future. Based on anticipated timings for preparation of the SDS, this would be capable of informing future iterations of the Greater Cambridge Local Plan. Engagement will also take place with neighbouring areas to ensure a coherent understanding of needs and supply across different SDS geographies.
12. Ahead of the SDS, emerging local plans in the area provide a positive approach in responding to evidenced needs for warehousing and logistics, including for warehousing and logistics facilities serving national or regional markets where a need has been identified. In the short term, through permissions and draft allocations there is a very significant supply of land for such facilities, as set out below (noting that smaller scale B2/B8 uses are also provided for in each area to meet other needs).

Breakdown	Cambridgeshire and Peterborough: Total B2/B8 floorspace (m2 GIA)	A14 corridor: Total B2/B8 floorspace (m2 GIA)
Estimated total	1,034,543	523,950
Estimated permitted floorspace	544,400	224,307
Estimated allocated floorspace	221,813	183,313
Estimated draft allocated floorspace	777,093	305,000

AGREEMENT (I): WAREHOUSING AND LOGISTICS NEEDS SERVING NATIONAL OR REGIONAL MARKETS

- I. Warehousing and logistics employment floorspace, supporting the transportation of goods to businesses and people, is by definition a strategic cross-boundary matter. It would not be appropriate for the Greater Cambridge Local Plan to identify and apportion a sub-regional need for strategic warehousing facilities serving national or regional markets that include but go beyond Greater Cambridge.
- II. In compliance with the PPG, there is a need to assess the need for strategic warehousing facilities serving national or regional markets across a functional market area that includes but goes beyond Greater Cambridge, working in collaboration with authorities neighbouring the functional economic market area. The parties identified at paragraph X are committed to collaborating on such a future process.
- III. Warehousing and logistics serving national or regional markets are best addressed at the sub-regional level. For Greater Cambridge, in principle the Cambridgeshire & Peterborough SDS is the most appropriate planning process by which to determine the need for warehousing and logistics serving national or regional markets and identify how this should be met, subject to confirmation by the NPPF of the scope of SDS's. The SDS will commence work in 2026, and the CPCA intends to progress the plan at pace. The SDS therefore provides a credible prospect that a long term solution to the need for warehousing and logistics serving national or regional markets affecting Greater Cambridge and the wider Cambridgeshire and Peterborough area will be identified in the foreseeable future. Based on anticipated timings for preparation of the SDS, this would be capable of informing future iterations of the Greater Cambridge Local Plan. Evidence of needs and strategy for such uses in West Suffolk are being explored within Norfolk and Suffolk to inform

an SDS on this geography. The authorities are committed to liaising on future evidence bases for adjoining areas to ensure alignment and consideration of functional market areas.

- IV. Ahead of the SDS, emerging local plans in the area provide a positive approach in responding to evidenced needs for warehousing and logistics, including for warehousing and logistics serving national or regional markets where a need has been identified. In the short term, through permissions and draft allocations there is a very significant supply of land for this use (noting that smaller scale B2/B8 uses are also provided for in each area to meet other needs.
- V. In the short term, Cambridge City Council and South Cambridgeshire District Council will engage with neighbouring authorities on an ongoing basis regarding needs and provision of warehousing and logistics serving national or regional markets, including reviewing and updating this Statement of Common Ground in autumn 2026. All the listed local planning authorities will continue to monitor their respective land supply positions for these uses.

Ongoing Actions and Monitoring

- VI. The Cambridgeshire & Peterborough Combined Authority will confirm the scope and timing of its Spatial Development Strategy process in Autumn 2026.
- VII. In the short term, Cambridge City Council and South Cambridgeshire District Council will engage with neighbouring authorities on an ongoing basis regarding needs and provision of warehousing and logistics serving national or regional markets, including reviewing and updating this Statement of Common Ground as required. All local planning authorities will continue to monitor their respective land supply positions for these uses.
- VIII. In the medium term, local planning authorities across Cambridgeshire and Peterborough, together with neighbouring authorities and the Combined Authority will collaborate with all relevant partners to produce evidence regarding the need and responding strategy for strategic warehousing facilities serving national or regional markets, with a first step being to identify the relevant functional market areas. This will include engagement with neighbouring SDS areas where evidence on this topic is already commissioned.

Parties Involved

The following parties have been provided the opportunity to review and comment on the accuracy of this draft Statement of Common Ground as of

publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement Sup SoGC (i) at submission stage: West Suffolk, North Hertfordshire District Council, Bedford Borough Council, Huntingdonshire District Council, Peterborough City Council, East Cambridgeshire, Fenland District Council, Cambridgeshire and Peterborough Combined Authority.

DRAFT

Sup SoGC (ii): Planning for growth

Key policies

Key policies in the emerging Greater Cambridge Local Plan:

- [Policy S/JH: New jobs and homes](#)
- [Policy S/DS: Development strategy](#)

Introduction and background

1. National planning policy requires that plans should address the objectively assessed needs for development in their area (NPPF para 11b). To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning practice guidance (NPPF para 62). The [housing] requirement may be higher than the identified housing need if, for example, it includes provision for neighbouring areas, or reflects growth ambitions linked to economic development or infrastructure investment (NPPF para. 69).
2. The Greater Cambridge draft Local Plan identified housing and jobs needs, supported by the Greater Cambridge Employment and Housing Needs Evidence Update (EHEU 2025).

How we have approached it

3. The EHEU 2025 considered how many jobs the government's mandatory minimum housing need calculation would support, and separately the most likely future forecast for jobs for Greater Cambridge and the homes that this would require.
4. For jobs, the EHEU 2025 drew on the latest available data to identify the “central” most likely future jobs forecast taking account of what is unique about the Greater Cambridge economy. The central forecast assumes strong growth of around 4,000 additional jobs per annum or more through to 2045 – continuing the recent period of rapid growth seen in Greater Cambridge’s Knowledge Intensive sectors, but also building in an assumption that there will be slower or contracting periods and unforeseen shocks, which are likely in most economies. We consider that we should plan for this forecast of the most likely level of new jobs.
5. The EHEU 2025 also identified a higher growth forecast, placing greater weight on rapid growth in the recent past, particularly in key sectors, and that

it recommended providing flexibility in employment land in case the market delivers more jobs than anticipated.

6. Building on the jobs forecasts, the EHEU 2025 identifies employment land needs for the 2024-45 plan period as follows, drawing also on market signals and stakeholder engagement, and incorporating a flexibility margin and allowance for vacant floorspace:
 - a. 302,600 sqm offices and 600,000 sqm of Research and Development (R&D) space
 - b. 317,000 sqm of industrial / warehousing (use classes B2/B8).
7. For homes, the EHEU 2025 identifies that the outcome of the Government's Standard Method for calculating minimum housing need, which increased significantly in 2024, would support the most likely forecast for future jobs, thereby supporting the continued flourishing of the Greater Cambridge economy. A 2026 review of updated data reconfirms this position for the Proposed Submission Local Plan.
8. Drawing on the above, the Proposed Submission Plan housing and jobs needs are the Government's Standard Method figure (June 2025), and the most likely forecast for jobs, which the Standard Method would support.

Summary of recent issues

9. The CPCA Local Growth Plan was approved in November 2025. This sets out the ambition for growth, and our shared approach with government in delivering the national Industrial Strategy and growth missions. The Local Growth Plan's ambitions go beyond the growth proposed in the Draft Local Plan. The Cambridgeshire & Peterborough Combined Authority will confirm the scope and timing of its Spatial Development Strategy process in Autumn 2026.
10. The Local Growth Plan positions the CPCA area to be the fastest growing regional economy outside of London. It includes a 'Core' scenario of doubling the size of the economy by 2050, and the Mayor's ambition of tripling the economy over that period. Greater Cambridge is vital to achieving the aims of the Local Growth Plan, as acknowledged by the Global City Opportunity Zone.
11. Cambridgeshire and Peterborough Combined Authority (CPCA)'s representation to the draft Local Plan included the following points regarding housing and employment needs:
 - a. Given the Local Growth Plan ambitions, the local data highlighting rapid economic growth, transport improvements (including the collaborative work of the CPCA on the GCTS), and the government supporting growth through Cambridge Growth Company's additional

intervention (including a proposed Development Corporation), it is recommended that the Local Plan provides for at least its High scenario (59,409 homes). This would also enable infrastructure providers and Government to determine the need for appropriate capacity via ongoing investment.

- b. We are aware that there are delivery constraints to overcome, not least regarding water supply and waste water management. These are the case even with the Core scenario. Good progress has been made on interim solutions, and bringing together action to address the variety of delivery constraints is a shared mission of the CPCA and the CGC. We shall be further examining this through the work needed to develop the CPCA-wide Spatial Development Strategy.
- c. Appropriate policies in the Local Plan can make additional levels of growth or release of sites contingent on certain milestones in infrastructure delivery/capacity being realised. It could also achieve this by accelerating delivery. According to the Plan's Infrastructure Delivery Plan, a number of the strategic sites identified in the emerging Local Plan have extended delivery programmes that mean they won't reach full build-out until the 2060s. At full build-out, the total capacity of these sites is anticipated to be in the region of 92,000 homes. CPCA would welcome working in partnership to accelerate and deliver this growth.

Areas of agreement and disagreement

12. The parties agree that:

- a. The Greater Cambridge Local Plan should set out its role in taking forward the Local Growth Plan.
- b. Addressing delivery constraints including transport, water supply and wastewater capacity, is critical to the delivery of the growth identified in the emerging Greater Cambridge Local Plan, and therefore any further growth proposed in the Local Growth Plan and forthcoming SDS. The parties are committed to working in partnership with all relevant and local and national partners to address these constraints.
- c. While the identified housing need in the Local Plan is 48,195 homes, sites identified within the plan provide a total capacity of 77,000 homes. While the Local Plan evidence suggests that these could not all come forward within the plan period under current housing market conditions, setting aside requirements relating to the infrastructure constraints referred to above, policies within the plan do not limit the rate at which development comes forward. The parties would welcome accelerated delivery of growth on sites identified in the plan, and are committed to working with all relevant partners to take opportunities to achieve this.

13. The CPCA consider that addressing the identified housing need in the Local Plan of 48,195 homes does not provide the ambition or acceleration with enough certainty to infrastructure providers and Government about likely scale of delivery in order for them to invest in the appropriate infrastructure to achieve growth. The Councils disagree with this position.

AGREEMENT (II): PLANNING FOR GROWTH

- I. The Greater Cambridge Local Plan should set out its role in taking forward the Local Growth Plan.
- II. The parties are committed to working in partnership with all relevant and local and national partners to address delivery constraints, including transport, water supply and wastewater capacity, that are critical to the delivery of the growth identified in the emerging Greater Cambridge Local Plan, and therefore any further growth proposed in the Local Growth Plan and forthcoming SDS.
- III. The parties would welcome accelerated delivery of growth on sites identified in the plan, and are committed to working with all relevant partners to take opportunities to achieve this, noting that sites identified within the plan provide a total capacity well in excess of the identified housing need to 2045.

- IV. The parties disagree on the housing requirement that should be planned for within the Local Plan.

Ongoing Actions and Monitoring

14. CPCA and the Councils will continue to collaborate with all relevant partners to address infrastructure challenges and accelerate delivery on sites identified within the plan.
15. Cambridge City Council and South Cambridgeshire District Council will monitor the delivery of development via the Greater Cambridge Authority Monitoring Report.
16. The Cambridgeshire & Peterborough Combined Authority will confirm the scope and timing of its Spatial Development Strategy process in Autumn 2026. The SDS will inform the level of growth to be planned for in future iterations of the Greater Cambridge Local Plan.

Parties Involved

17. The following parties are satisfied that this draft Statement of Common Ground is an accurate position statement as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement Sup SoGC (ii) at submission stage: Cambridgeshire and Peterborough Combined Authority.

Sup SoGC (iii): Meeting sports needs around Royston

Key policies

Key policies in the emerging Greater Cambridge Local Plan:

- [Policy S/DS: Development strategy](#)

Introduction and background

1. National planning policy states that plans are “sound” if they, among other things, provide a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development (NPPF para 36a).
2. Royston sits within North Hertfordshire, with the northern boundary of its built up area being adjacent to the A505, which itself runs along the boundary with South Cambridgeshire.

How we have approached it

3. As explained in the Strategy Topic Paper, ahead of the draft plan stage, the Councils tested the concept of expanding Royston at a strategic options testing level, and discounted it as not preferred. As such, the preferred development strategy does not include sites adjacent or close to Royston.
4. The Councils have engaged on an ongoing basis with North Hertfordshire District Council throughout the preparation of the Greater Cambridge Local Plan, discussing the matter set out in paragraph 3 above, alongside other matters of shared relevance.

Summary of recent issues

5. In its response to the draft Greater Cambridge Local Plan consultation, North Hertfordshire District Council highlighted a significant deficit of outdoor sports facilities in the Royston area and requested that the draft plan consider provision of such infrastructure to meet cross-boundary health and wellbeing objectives.
6. Greater Cambridge Shared Planning officers have since discussed this issue with North Hertfordshire, noting the following points:

- a. There is an immediate need for outdoor sports facilities across the District but particularly in Royston, noting that in addition to the existing under provision of sports facilities in the area, a number of sports clubs have been moved off Therfield Heath due to concerns from the Conservators of Therfield Heath and Greens about the biodiversity impacts on the Therfield Heath SSSI. This loss of sports provision has exacerbated the existing deficiency of sports provision in North Hertfordshire, but particularly in the Royston area.
 - b. The emerging North Hertfordshire Local Plan has yet to determine its development strategy but will need to accommodate growth of over 1,000 dwellings a year. Whilst it is unlikely that a sufficient number of sites will come forward to fully meet the needs for outdoor sports provision, it is not currently possible to say at this stage whether any sites might be allocated in Royston through the plan that would either add to the need for outdoor sports facilities, or contribute to meeting such needs.
 - c. Sites submitted to the Greater Cambridge Local Plan adjacent to Royston include reference to providing outdoor sports provision, but noting that as above there is no clear understanding of whether future sites in North Hertfordshire would be able to meet current or future sports need at this stage, it's not possible to say whether allocating such sites in South Cambridgeshire would meet this need.
7. It is North Hertfordshire District Council's view that it is unlikely that there will be sufficient land put forward through the emerging North Hertfordshire Local Plan to fully meet the demands for outdoor sports facilities, alongside other requirements.
8. Cambridge City Council and South Cambridgeshire District Council consider that, given the above uncertainty regarding needs and future plan processes, there is no clear justification for allocating sites within South Cambridgeshire in the emerging Greater Cambridge Local Plan to meet Royston's outdoor sports facilities.

Areas of agreement and disagreement

9. The parties agree that the North Hertfordshire Playing Pitch and Outdoor Sports Strategy 2025 identified multiple shortfalls in sports provision across the whole of North Hertfordshire, and particularly in the Royston area.
10. The parties are committed to collaborating through future plan processes to explore how both short and longer term needs for outdoor sports facilities in the Royston area should be met.

AGREEMENT (III): ROYSTON OUTDOOR SPORTS NEEDS

- I. The parties agree that there are multiple shortfalls in sports provision in the Royston area.
- II. The parties are committed to collaborating through future plan processes to explore how both short and longer term needs for outdoor sports facilities in the Royston area should be met.

Ongoing Actions and Monitoring

11. As above, the parties will continue to collaborate through future plan processes to explore how short and longer term needs for outdoor sports facilities in the Royston area should be met as both Local Plans progress.

Parties Involved

12. The following parties are satisfied that this draft Statement of Common Ground is an accurate position statement as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement Sup(iv) at submission stage: North Hertfordshire District Council.

Sup SoCG (iv): Delivery of growth – Water Supply

Key policies

Key policies in the emerging Greater Cambridge Local Plan:

[Policy S/DS: Development strategy](#)

[Policy CC/WE: Water efficiency in new developments](#)

[Policy CC/IW: Integrated water management, sustainable drainage and water quality](#)

Introduction and background

Greater Cambridge and the East of England is one of the driest areas in the UK. Water supply planning is complex, considering climate change, growth and the need to reduce abstraction to prevent deterioration of and improve waterbodies such as the area's rare chalk streams.

Water Resources East's (WRE) Regional Water Resources Plan for Eastern England (2023) and Cambridge Water's Water Resources Management Plan (WRMP24) (2025) set out ways to reduce the public demand for water and increase supply through new sources of water.

Water Resources East, Anglian Water, Cambridge Water, Essex & Suffolk Water, Affinity Water, the Environment Agency and Natural England published [Shared Standards in Water Efficiency for Local Plans](#) in June 2025. The standards provide guidance and local evidence to help LPAs make a case that more stringent water efficiency policies are justified, feasible and viable as part of Water Cycle Studies and Integrated Water Management Plans that effectively manage a range of challenges across the water environment and aid nature recovery.

How we have approached it

Early engagement with stakeholders, including the Environment Agency, highlighted water supply challenges that the plan making process would need to consider. These challenges were identified in the First Conversation and First Proposals consultations, and as part of the Development Strategy update in 2023.

The formation of a Cambridge Water Scarcity Group in 2023 brought together the key agencies to identify solutions. The objectives of the Water Scarcity Group are to advise government on the development of a detailed approach to water scarcity issues in Greater Cambridge in the short, medium, and long-term, and to advise on wastewater and drainage services. The Group is chaired by Dr Paul Leinster (current Chair of Water Resources East and previous Chief Executive of the Environment Agency), and consists of key stakeholders including water companies, Water

Resources East, the Environment Agency and water regulators, and the local planning authorities. It meets on an approximately 6 weekly basis to discuss progress and agree actions. Further information on the group can be found here: [Cambridge Water Scarcity Group - Water Resources East](#).

The previous Government published documents alongside the budget in March 2024. [Addressing water scarcity in Greater Cambridge: update on government measures](#) provided an update on the measures being identified and implemented. A [Joint statement on addressing water scarcity in Greater Cambridge](#) by the Department for Levelling Up, Housing and Communities (now Ministry of Housing, Communities & Local Government), Department for Environment Food and Rural Affairs (Defra), the Environment Agency and Greater Cambridge Shared Planning Service highlighted a commitment to work together to address these matters.

Measures being implemented include a Water Efficiency Programme to retrofit public buildings and social housing with water efficiency and water reuse measures. Government funding has been provided to the Greater Cambridge Shared Planning Service to implement the programme, which has now commenced. A second phase involving other stakeholders has also commenced to explore a wider range of efficiency and reuse measures in different types of buildings. A water credits system has also been considered, and could be subject to further work in future. Programmes are also trialling nature-based solutions to assist with aquifer recharge, and exploring a range of measures with the agricultural sector.

The Cambridge Water 'Water Resource Management Plan 2024 (WRMP24)' was adopted in March 2025. This includes various additional measures to address short term water issues, including measures to increase water efficiency, an enhanced metering programme, leakage reduction through a range of measures, and risk-based approach to abstraction management.

The Regional Water Resources Plan and the WRMPs identify strategic water supply solutions. A pipeline connection to Grafham Water will boost supplies to the Cambridge area from 2032. The Fens Reservoir will further increase supplies from 2036 (at the earliest). In addition to helping meet future water supply needs they will enable reductions in abstraction from existing sources, helping to restore and protect the chalk streams in Cambridge.

In order to consider the impact of additional development being explored through the Greater Cambridge Local Plan, The Greater Cambridge Shared Planning Service commissioned a [Water Supply Evidence](#) to accompany the draft Local Plan in 2025. Working closely with the Water Scarcity Group this also produced a water supply dashboard, allowing different growth scenarios to be tested.

The evidence highlighted three key periods:

- Short-term pressure - pre-2032: There is little excess water available for development already planned for and limited options to develop additional

strategic supply schemes during this period. Existing strategic supply schemes are already being developed on challenging timescales meaning there is little scope to accelerate their delivery.

- Mid-term surplus - 2032 to 2040: The Grafham Transfer from Anglian Water and Fens Reservoir come online to provide more water availability and compensate for abstraction reductions - providing environmental protection to the sensitive chalk water sources of the region - and enabling proposed local plan growth to be supported.
- Long-term pressure - post 2040: Further abstraction reductions ('Environmental Destination') to restore and protect the region's freshwater environment reduces water available for use and results in little excess water availability beyond that currently planned for.

The development trajectory in the Local Plan took account of this by not relying on major new allocations starting before 2032. The Regional Water Resources Plan identifies that in the longer term, into the 2040's and beyond, adaptive approaches and new infrastructure such as desalination will need to be applied to ensure there continues to be water available to meet needs whilst protecting the environment.

To support the efficient use of water, policy has been developed in the Local Plan requiring highly water efficient design standards in housing and non-housing developments which go beyond Building Regulation levels. These draw on approaches set out in the [Shared Standards in Water Efficiency for Local Plans](#), and are informed by other evidence including from the [Enabling Water Smart Communities](#) project.

Summary of recent issues

Work to develop the Grafham to Cambridge Pipeline scheme is underway by Anglian Water and Cambridge Water, who anticipate the formal planning process taking place in 2026 and construction anticipated to start in 2027, to be completed in 2031.

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

Areas of agreement and disagreement

The parties agree that they have engaged on an on-going basis during the plan making process. The parties will continue to work together to coordinate and respond to water supply challenges of Greater Cambridge.

Whilst water supply issues will need to continue to be carefully monitored, the Local Plan has appropriately considered water supply issues. There will be statutory water supply planning by way of Cambridge Water's WRMP29 which will consider water

supply planning over a minimum 25-year horizon, including taking into account the Local Plan, as per the WRMP guidance. Water Resources East will also be producing an updated Regional Water Resources Plan. Subject to appropriate infrastructure planning and associated approvals, funding and delivery through these processes, water supply is not a barrier to delivering the level of development proposed in the Draft Local Plan.

Ongoing Actions and Monitoring

Engagement with the Environment Agency, Water Resources East, Cambridge Water, Anglian Water and other stakeholders will continue through the Cambridge Water Scarcity Group. Water availability and growth will be monitored.

The Local Planning authorities will continue to feed into the Water Resource Management Plan review process.

Progress on infrastructure delivery will be monitored through the Councils' annual Authority Monitoring Report and updates to the Infrastructure Delivery Plan.

Parties Involved

The following parties are satisfied that this draft Statement of Common Ground is an accurate position statement as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination.

Signatures are not required at this stage, but the following bodies will be invited to sign at submission stage: Environment Agency, Cambridge Water, Anglian Water; Water Resources East, and Cambridge Growth Company, in their capacity as members of the water scarcity group.

Sup SoCG (v): Delivery of growth - wastewater treatment

Key policies

Key policies in the emerging Greater Cambridge Local Plan:

[Policy S/DS: Development strategy](#)

[Policy CC/WE: Water efficiency in new developments](#)

[Policy CC/IW: Integrated water management, sustainable drainage and water quality](#)

Introduction and background

Greater Cambridge's wastewater treatment needs are currently primarily met by 33 water recycling centres (WRCs) within the district operated by Anglian Water, alongside a small proportion of cross-boundary activity. Both the Waresley WRC in Huntingdonshire District and the Barley and Great Chesterford works in North Hertfordshire serve some Greater Cambridge residents, similarly the Royston WRC lies within the Greater Cambridge area but treats wastewater generated in the Royston area of North Hertfordshire.

Water companies must produce Drainage and Wastewater Management Plans (DWMPs) looking at current and future capacity, pressures, and risks to their networks such as climate change and population growth. Anglian Water published their current DWMP in 2023 and have begun a review. The next round of plans will be statutory. The DWMP 28 will cover the period 2030 to 2055. A draft will be published in late 2027, and the final plan is anticipated to be completed in mid 2028. Anglian Water are currently engaging with stakeholders including Local Planning Authorities regarding future growth scenarios. The DWMP will inform investments in the next Business Plan (Price Review 2029 – PR29) for the Asset Management Period 2030-2035 (AMP9). The next DWMP will set out how AW will manage and develop drainage and sewerage systems to meet their obligations.

The Environment Agency is responsible for protecting and improving the environment and promoting sustainable development. The Agency regulates discharges into the environment in accordance with legislation and provides advice as a statutory consultee in relation to planning.

How we have approached it

The Councils engage regularly with stakeholders including Anglian Water and the Environment Agency.

The Cambridge Water Scarcity Group was established by the government in 2023 to advise government on the development of a detailed approach to water scarcity

issues in Greater Cambridge in the short, medium, and long-term. The Water Scarcity Group is chaired by Dr Paul Leinster (current Chair of Water Resources East and previous Chief Executive of the Environment Agency), and consists of key stakeholders including Ministry of Housing Communities and Local Government (MHCLG), the Department for Environment Food & Rural Affairs (DEFRA), water companies, the Environment Agency and OFWAT, and the local planning authority. It meets approximately every six weeks to discuss progress. Further information on the group can be found here: [Cambridge Water Scarcity Group - Water Resources East](#).

Wastewater and drainage considerations for Cambridge are also discussed through a subgroup of the Water Delivery Taskforce, seeking collaborative solutions to growth in the short, medium and long-term. This Taskforce is chaired by Defra and consists of key stakeholders including MHCLG, Ofwat, Environment Agency and Anglian Water. It meets on a monthly basis to discuss progress. Further details on this are provided in the next section.

Summary of recent events

The city of Cambridge and parts of the surrounding area are served by the Cambridge Waste Water Treatment Plant (also known as Milton WRC), located on the north east edge of the city next to the Cambridge North Railway Station. The Cambridge Waste Water Treatment Plant Relocation Project was granted consent by the Secretary of State for Environment, Food and Rural Affairs (DEFRA) on 8 April 2025. The new WRC would be located south of Horningsea to replace the current site.

In August 2025 the Ministry of Housing, Communities, and Local Government (MHCLG) confirmed that funding from the Housing Infrastructure Fund would not be made available to support the relocation to enable redevelopment of the site for residential development (the North East Cambridge Hartree site) due to escalation in costs.

Matthew Pennycook (Minister of State at the Ministry for Housing, Communities, and Local Government) issued a statement in October 2025 which stated that, 'The Government have instructed Anglian Water to accelerate planning for wastewater infrastructure upgrades required to accommodate development and growth both now and for the Cambridge Growth Company's long-term ambitions for expansion in Greater Cambridge. This will report to Government by early 2026.'

This work was convened through the DEFRA Ministerial Water Delivery Taskforce, which brings together government, regulators, and water companies to resolve issues at pace including in high growth areas. The Taskforce is focusing on what is required to ensure wastewater is not a challenge to growth in the short-term and long-term at Cambridge, and wider priority growth locations.

Anglian Water have committed to exploring the measures needed to address short, medium and long term development needs, including the measures needed on the current Cambridge (Milton) site. This includes development identified by the emerging Greater Cambridge Local Plan and Cambridge Growth Company scenarios. Ofwat have also been engaged through the Taskforce to identify appropriate funding mechanisms for interim solutions (outside the Water Company Business Plan process) and measures to address longer term growth and protect the environment.

At May 2026 the position in relation to Cambridge WRC is as follows:

- Anglian Water have produced a two-stage Feasibility Study to identify works required in the immediate and short-term, to meet current growth and compliance at the works; as well as long-term growth needs included in this emerging Local Plan.
- Immediate works on site have largely now been complete, which provides some enabling work ahead of more intrusive Phase 1 works (due to commence in Spring 2026 once funding has been agreed) and Phase 2 works (longer-term to build future capacity).
- Development of the Phase 2 works is now entering Outline Design phase and a detailed programme for development of the site will be developed over the coming months. Construction is anticipated to begin early 2028 subject to obtaining planning consent and funding.
- Anglian Water included Cambridge WRC in its submission to the Competition and Markets Authority (CMA) in relation to its latest Business Plan. The CMA's response included an agreement to move Cambridge WRC growth scheme into the Ofwat large scheme gated process. Anglian Water are working closely with Ofwat to include this in the existing gated scheme quarterly process. This provides a mechanism to fund the growth scheme, but this is not guaranteed until approval has been granted at each gate.

The Councils' engaged with Anglian Water and the Environment Agency to explore needs generated by proposed developments to inform the Greater Cambridge Integrated Water Management Study - Detailed Water Cycle Study (2025), which was published alongside the Draft Local Plan in 2025.

Anglian Water made representations on the Draft Local Plan. In summary they envisage:

- Continuing plans to deliver the Waterbeach pipeline between Waterbeach (including Waterbeach New Town) and Cambridge WRC. This would mean existing and future wastewater flows from Waterbeach/Waterbeach new town, would be treated at Cambridge WRC, and become part of the Cambridge WRC catchment.

- Cambourne North, Bourn Airfield and Northstowe, as well as the proposed logistics sites on the A14, are within the Uttons Drove WRC catchment, which is being considered as part of longer-term planning for the 2025–2030 asset management period (AMP8) and beyond. In line with PR24 adaptive planning principles and our ongoing discussions with Ofwat, Anglian Water are reviewing growth forecasts across their operating areas and developing options on how to approach investment that can respond to uncertainty in the scale and timing of development. Any AMP8 investment at Uttons Drove would contribute to additional capacity and resilience within the catchment; however, it is unlikely that this alone would accommodate the full scale of growth currently proposed. Supporting later phases of development at these locations will therefore require a longer-term strategy, progressed through future DWMP/planning and price review cycles as growth assumptions are refined and investment needs are confirmed.
- Land at Grange Farm is not directly associated with existing WRC catchments. It could either be served by Sawston WRC (which also serves the Wellcome Campus), subject to a future growth scheme and associated permit requirements, or a separate onsite WRC could be delivered by the master-developer with the option for adoption by Anglian Water if specific design and operational requirements are met. An onsite solution would also require the necessary discharge permit to be agreed with the Environment Agency.

Anglian Water also highlight that in relation to water quality, and achieving Water Framework Directive targets, several WRCs, including Cambridge and Uttons Drove will be required to meet Technically Achievable Limits (TAL) for phosphorus by March 2030 under the AMP8 Water Improvement National Environment Programme (WINEP). Increased volumes of wastewater at these WRCs and the need to apply for increased dry weather flow permits, means that phosphorus concentrations in the treated effluent must be even lower (i.e. going beyond TAL) to ensure the same total amount of phosphorus enters the river. Options to address TAL and growth, and the technical/feasible challenges associated with going 'beyond TAL', are in the process of being discussed with regulators and government, to find an acceptable solution that helps to facilitate growth while protecting the environment, including internationally important chalk streams.

Minister Emma Hardy MP Parliamentary Under-Secretary of State for Environment, Food and Rural Affairs wrote to Local Planning Authorities on 22nd May 2026, advising that following continued engagement with Government partners, Anglian Water has changed how it engages on large planning applications. In particular, it is moving away from a default position of objecting to developments of 500 or more homes. Anglian Water will now take a presumptively supportive approach where there is clear Local Planning Authority (LPA) support and continued funding in future

water industry investment periods, recognising that many large sites will be built out over more than one such period and may require phased solutions.

Anglian Water followed this with a new Guidance Note on Strategic Sites. This sets out expectations regarding engagement with Anglian Water for considering developments over 500 dwellings in emerging plans.

Areas of agreement and disagreement

The parties agree that they have engaged on an on-going basis during the plan making process.

The planning for future wastewater provision is a matter for the statutory wastewater management process governed by the Water Industry Act 1991, including through the Drainage and Wastewater Management Plan process. Subject to appropriate infrastructure planning and funding being provided for the required need, through these processes wastewater treatment capacity is not a barrier to delivering the level of development proposed in the Local Plan including the identified housing trajectory with appropriate policy measures in place to align infrastructure delivery with phasing of growth.

The housing trajectory accompanying the Local Plan does not anticipate the first dwellings being completed on new strategic allocations (Cambridge East, North Cambourne, and Land adjacent to A11 and A1307) before 2032 when a new pipeline connection to the Cambridge water zone is anticipated to be operational. This phasing will assist in enabling planning and delivery of waste water infrastructure to take place.

Draft Local Plan Policy CC/IW requires development proposals to demonstrate that there is capacity for wastewater treatment and adequate wastewater conveyancing infrastructure to serve the whole development, or an agreement is in place with the relevant service provider to ensure the provision of the necessary infrastructure prior to the occupation of the development (where development is being phased, this must be demonstrated for each phase before first occupation).

The parties support the draft policy requirements to ensure that infrastructure capacity is available or can be made available in time to serve the development.

All parties will continue to work together to ensure the necessary wastewater infrastructure is planned for and delivered in a timely manner to support planned development.

Ongoing Actions and Monitoring

Engagement with the Environment Agency, Anglian Water and other stakeholders will continue through the Cambridge Water Scarcity Group.

The Councils are also engaging with the Environment Agency through their discretionary planning advice service. Through their Local Plan representations, the Environment Agency recommended a more detailed assessment of environmental risk within the Water Cycle Study, to provide sufficient baseline evidence to underpin the Local Plan allocations. Based on these discussions the Council's consultants are working on a supplementary report to the Water Cycle Study to address the points raised

The Local Planning authorities will continue to feed into the Drainage and Wastewater Management Plan review process.

Progress on infrastructure delivery will be monitored through the Councils annual Authority Monitoring Report and updates to the Infrastructure Delivery Plan.

Parties Involved

The following parties are satisfied that this draft Statement of Common Ground is an accurate position statement as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination.

Signatures are not required at this stage, but the following bodies will be invited to sign at submission stage: Environment Agency, Anglian Water; and Cambridge Growth Company, in their capacity as members of the Water Scarcity Group.

Sup SoCG (vi): Greater Cambridge Transport Strategy (GCTS)

Key policies

Key policies in the emerging Greater Cambridge Local Plan:

- [Policy S/DS: Development strategy](#)

Introduction and background

1. National planning policy states that plans are “sound” if they are, among other things, deliverable over the plan period (NPPF para 36c).
2. For Greater Cambridge, the key local transport bodies are Cambridgeshire and Peterborough Combined Authority (CPCA) as Transport Authority, Cambridgeshire County Council as Local Highway Authority.

How we have approached it

3. Transport evidence supporting the draft plan consultation identifies the site specific mitigation required to enable the delivery of homes and jobs to meet the objectively assessed needs (via the Draft Greater Cambridge Local Plan: New Strategic Allocations Assessment – Transport Mitigation Measures (2025) prepared on behalf of GCSP), and confirms that the preferred development strategy can perform to an acceptable level, and is deliverable, in transport terms (see Transport Evidence Report 2025 as reflected in the Transport Evidence Statement of Common Ground prepared by Cambridgeshire County Council). This latter component of the suite of transport evidence accompanying the Plan assumes that a strategic solution to the time travel delay impacts of Cambridge city centre congestion can be delivered through time (this being the subject of the Greater Cambridge Transport Strategy being prepared by Combined Authority – see below).
4. The Combined Authority is leading on the production of this Greater Cambridge Transport Strategy (GCTS), working with all relevant partners including Cambridge City Council and South Cambridgeshire District Council as the Local Planning Authorities. The Strategy has three overarching

objectives of which one is to support delivery of the Greater Cambridge Local Plan. As noted above, the GCTS is one element of a 3-part package of transport evidence supporting the Local Plan. The primary role of the GCTS in this context is to demonstrate how the strategic connectivity needs of Cambridge city centre and the wider sub-region can be met. It therefore sits alongside the Strategic Sites Proformas prepared for GCSP, and the Transport Evidence Report 2025 prepared by Cambridgeshire County Council, as noted above.

5. In October 2025, ahead of the draft Local Plan consultation, the Combined Authority published a Statement of Intent noting that it was committed to seeking to approve the GCTS by the time the GCLP is submitted to government for Examination (submission end-2026). This will seek to demonstrate that, by the time of the Local Plan Examination, there is a reasonable prospect of delivering a strategic transport connectivity solution to support the Local Plan, phased over the life of the Plan.

Summary of recent issues

6. The Combined Authority has progressed work on the GCTS since Autumn 2025, working with all relevant partners. At the time of writing, a draft GCTS was due to be considered by Combined Authority Board in July 2026 so as to provide the Local Planning Authorities with reassurance on the direction of travel of the strategy. The report accompanying the draft GCTS restates CPCA's intention to approve a final GCTS in November 2026, ahead of the submission date of the Local Plan.
7. In addition to addressing the strategic issue of connectivity in Cambridge city, the GCTS will note the various site-specific measures identified in the New Strategic Allocations Assessment – Transport Mitigation Measures (2025) to be implemented. A limited number of the schemes noted in the pro-formas are of a strategic level and involve land beyond the control of the developer. This is not a new scenario – in the adopted plan, sites such as Bourn Airfield and Waterbeach New Town were reliant on high quality public transport connections to Cambridge that were also on land beyond the developers' control. The GCTS can aim to support delivery of such schemes by providing

policy support and stating commitment to partnership working to support delivery of such schemes.

Areas of agreement and disagreement

8. The draft interim GCTS document that went to CPCA Transport Committee in June 2026, and at the time of writing was proposed to be approved as an acceptable interim position by Combined Authority Board in July 2026, sets out, at a level appropriate to a transport strategy, the strategic transport measures that the CPCA as Transport Authority considers will likely be required to meet the wider connectivity needs of the sub-region. Alongside the Transport Evidence Report 2025, and the Strategic Allocations Assessment – Transport Mitigation Measures, it will seek to demonstrate that the Local Plan development strategy is deliverable in transport terms, including by setting out solutions to the strategic issue of connectivity in Cambridge including the City Centre.
9. As per the approved Statement of Intent, the Combined Authority has indicated its intention to approve a final GCTS by November 2026 to meet Local Plan submission requirements.
10. For schemes identified in the GCTS that are required to be delivered to enable the development of sites included in the Local Plan that are beyond landowners' control, local public sector partners will work together, along with national government and its delivery bodies, to progress their delivery. This will include drawing on relevant funding sources such as s106, CIL, and national funding opportunities associated with Government's interest in the area.

Ongoing Actions and Monitoring

11. The Combined Authority and the Councils will continue to collaborate with all relevant partners to progress the GCTS towards approval during November 2026.

AGREEMENT (VI): GREATER CAMBRIDGE TRANSPORT STRATEGY

- (i) The draft GCTS proposed for approval by Combined Authority Board in July 2026 provides an overview, at a level appropriate for a transport strategy, of the strategic transport measures considered to be required to address the connectivity needs of Cambridge. It provides support for the Local Plan development strategy and, alongside the Transport Evidence Report 2025 and the Draft Greater Cambridge Local Plan: New Strategic Allocations Assessment – Transport Mitigation Measures (2025), indicates that there are deliverable transport solutions. The Combined Authority is committed to approving a final GCTS during November 2026.
- (ii) For schemes identified in the GCTS that are required to be delivered to enable the development of sites included in the Local Plan that are beyond landowners' control, local public sector partners will work together, along with national government and its delivery bodies, to progress their delivery. This will include drawing on relevant funding sources such as s106, CIL, and national funding opportunities associated with Government's interest in the area.

Parties Involved

12. The following parties are satisfied that this draft Statement of Common Ground is an accurate position statement as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement Sup SoCG (vi) at submission stage: Cambridgeshire and Peterborough Combined Authority.

Sup SoCG (vii): Transport policy principles and site specific mitigations

Key policies

Key policies in the emerging Greater Cambridge Local Plan:

- [Policy I/ST: Sustainable transport and connectivity](#)
- [Policy I/TH: Travel hub facilities](#)
- [Policy I/EV: Parking and electric vehicles](#)
- [Policy I/SD: Servicing and last-mile deliveries](#)
- [Policy I/SI: Safeguarding important infrastructure](#)
- [Policy I/ID: Infrastructure and delivery](#)
- [Strategic site allocation policies](#)

Introduction and background

1. The National Planning Policy Framework (paragraph 109) requires transport issues to be considered from the earliest stages of plan-making, “using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places”. Plans are required to embed transport considerations into the design of development proposals, address the impacts of development on transport networks, utilise opportunities from existing and proposed transport infrastructure, pursue opportunities to promote walking, cycling and public transport use, and take into account the potential environmental impacts of traffic and transport infrastructure, identifying opportunities to avoid and mitigate adverse effects.
2. Sustainable transport is a key component of the spatial strategy for the Greater Cambridge Local Plan. The Councils have worked collaboratively and positively with the Local Highways Authority and the strategic and local transport authority – Cambridgeshire County Council (CCC) and the Cambridgeshire and Peterborough Combined Authority (CPCA) respectively – to shape a spatial strategy, proposed allocations and development management policies which maximise the opportunities afforded by existing and planned transport infrastructure projects, secure new infrastructure needed to mitigate impacts on the network and deliver connected places, and drive wider improvements and positive outcomes that support the organisations’ collective corporate objectives and policies.
3. The Councils have also sought feedback from national and other relevant transport infrastructure providers (National Highways, Network Rail, East West

Rail Company Limited) as required to ensure alignment of plans and projects and avoid and/or mitigate impacts on the strategic transport network.

How we have approached it

4. The Plan's development strategy seeks to locate development where active and public transport will be the natural choice, responding to existing and planned transport infrastructure. In support of this, and in line with wider national policy requirements, evidence relating to transport infrastructure capacity, impacts on the transport network and the need for further provision of transport infrastructure and services has been prepared at various stages of plan-making, working closely with CCC and the CPCA.
5. In terms of transport, the Local Plan has been informed by:
 - Broad options testing of different locations for development, including considering transport impacts and existing and planned infrastructure;
 - Settlement hierarchy review update 2025, including consideration of sustainable transport provision;
 - The Transport Evidence Report 2021 and 2025 (TER), which modelled impacts of different spatial options on the transport network and benefits / disbenefits of different options in transport terms, reflecting in progress and planned transport schemes and potential additional mitigation which could be secured through development;
 - Through the Greater Cambridge Housing and Economic Land Availability Assessment (HELAA), assessment of each potential development site's accessibility to Local Services and Facilities, potential for providing safe access, and likely impacts on roads and potential for mitigations.
 - The New Strategic Allocations Assessment (December 2025), prepared by WSP, provided additional evidence on transport mitigation requirements for the strategic allocations to support safe / suitable access and prioritise sustainable modes;Further site specific transport evidence.

Summary of recent issues

6. Cambridgeshire County Council made extensive representations on the Draft Local Plan from both a transport strategy and active travel perspective. These are reported in full in the Consultation Statement accompanying the Reg 19 Proposed Submission Local Plan. This Statement of Common Ground highlights the key issues arising and more recent progress.
7. A key issue raised by Cambridgeshire County Council through the Reg 18 consultation was the practical deliverability and viability of the mitigation required to make the proposed allocation at Grange Farm acceptable in transport terms. A key point of ongoing discussion has been the appropriate timing for the

implementation of a grade-separated link between the site and the Cambridge South East Transport (CSET) scheme Phase 2, with previous technical work demonstrating that this would be the only means of delivering required mode share targets to avoid significant adverse highway impacts. There has also been dialogue between the Councils and Cambridgeshire County Council around the role of the developer and/or public sector in enabling it, reflecting that Cambridgeshire County Council is not developing this proposal, as well as the appropriate means of leveraging high quality public transport from first occupation through appropriate policy criteria.

8. Following the Reg 18 consultation, the Councils requested additional transport evidence from site promoters in support of key strategic sites; in particular, Grange Farm, Cambridge Biomedical Campus, Slate Hall Farm, Cambridge East and Land South of A14 Services. The Councils also directly commissioned a package of evidence to support the transport strategy for Cambourne North. This evidence has been made available at various stages for critical review by CCC, CPCA and, where there is an interaction with the Strategic Road Network (SRN), National Highways.
9. While CCC expressed general support for the proposed allocation at Cambourne North in transport terms, representations received at Reg 18 highlighted the importance of constructive, ongoing work to develop a detailed site-specific transport strategy for the site. The current Reg 19 technical evidence in preparation builds on the principles identified at Reg 18 stage and refines them in response to stakeholder feedback and non-transport workstreams. Key transport considerations include:
 - Updated and expanded future bus network proposals to strengthen north–south connectivity and improve access to the proposed station, Cambourne, Cambridge, and surrounding villages.
 - Further consideration of dedicated infrastructure needed to support frequent, reliable public transport connections, including extension of the Cambourne to Cambridge public transport corridor into the site.
 - A more detailed articulation of active travel connectivity, bringing together planned active travel routes and identifying potential strategic cycle connections to address strategic gaps.
 - Detailed transport modelling to inform potential access junction considerations, on-site transport interventions and off-site mitigations.
10. Wherever possible, site specific evidence (together with the wider package of transport evidence) has been used to draw out a consolidated view on the appropriate mitigation packages for the strategic allocations across the Councils, CCC and the CPCA. Appropriate phasing and triggers for the mitigations have also been discussed, with discussions on this ongoing between the parties. The

Councils have also directly engaged National Highways on sites in close proximity to the SRN, securing in principle agreement to the proposed allocations and clarity on further evidence that will be needed to support the Local Plan, and at later stages of the planning process.

11. The Councils have also worked closely with CCC and the CPCA to refine and develop the development management policies pertinent to transport, following the representations made at the Reg 18 consultation. Drafts of emerging policies have been shared, supported by workshops and in-depth discussions.

Areas of agreement and disagreement

12. There is agreement that the TER 2025 (in combination with further work commissioned in 2026 on proposed allocations in the A14 corridor to supplement the previous technical work undertaken) demonstrates that the sites included within the development strategy can be accommodated on the transport network, subject to appropriate mitigations of key developments. Cambridgeshire County Council supports the preferred broad locations of growth in transport planning terms.
13. There is agreement between National Highways and the Councils that there is nothing that, in principle, precludes the proposed allocations in the Local Plan, subject to further, detailed work at the appropriate time (including work in support of potential future planning applications) to demonstrate there will be no adverse impacts on the SRN.
14. The Councils and CCC agree that all strategic sites proposed for allocation in the Local Plan require specific mitigations and stringent trip budgets, enforced through policy, to support their delivery, to ensure they are acceptable in highway impact terms, align with the Plan's overarching vision and spatial strategy, and are consistent with the Councils' and CCC's overarching approach to sustainable transportation. CPCA agree that specific mitigations are needed to provide the required connectivity across a range of modes and support the delivery of the sites; however, the proposed trip budgets are a planning and highway authority enforcement mechanism and CPCA consider these to sit outside their position that transport measures should seek to improve connectivity and wider travel choice.
15. The Councils, CPCA and Cambridgeshire County Council agree that the Transport Strategic Allocations Assessment represents a proportionate assessment of the site-specific mitigations reasonably expected to be required to avoid adverse impacts on the highway and deliver the wider vision and spatial strategy of the Local Plan. However, CPCA consider the proposed trip budgets to be a mechanism devised by the planning and highway authority and consider that these sit outside their position that transport measures should improve

connectivity and widen travel choice. They are also an assessment at a point in time and do not preclude further development of and adjustment to site-specific mitigation packages to reflect further evidence developed to support later stages of the planning process.

16. Cambridgeshire County Council and the Councils agree that the new Transport Strategy ('GCTS') – (the position on which is set out more fully in SoCG (vi)) – will be delivered alongside the Local Plan, Development Strategy and site-specific mitigations. The TER 2025, the New Strategic Allocations Assessment – Transport Mitigation Measures (WSP, 2025) and the GCTS represent the elements of the Local Plan transport evidence base.
17. The Councils and CCC recognise the importance of safeguarding land to protect land needed for key infrastructure projects. Following comments received at the Reg 18 Draft Plan consultation, safeguarding has been expanded to include planned GCP corridor schemes that the Plan is reliant on, where applications have been submitted for consent or are developed to a suitable level of detail. The Councils will continue to engage with Cambridgeshire County Council where safeguarding may be needed to support infrastructure, as certainty around scheme design and land requirements progress.
18. There is recognition and agreement across all parties that some further, proportionate evidence base work is needed as the Councils continue to refine the site-based transport mitigation measures, ahead of submission of the Local Plan for examination. Through ongoing open, collaborative working with CCC, the CPCA and other relevant public sector bodies, including National Highways, the Councils will seek to ensure that by the time of submission, the Infrastructure Delivery Plan and other supporting materials provide an additional depth of evidence supporting the view that potential funding sources can be identified and there is reasonable prospect key mitigations can be funded and delivered. The Councils, CCC and the CPCA agree to work together collaboratively, positively and constructively to support this aim.
19. It is recognised by all parties that further, more detailed work on transport will be required to support future planning applications for the proposed site allocations; for example, preparation of detailed transport strategies, mitigation plans and phasing plans etc. The policies in the Plan seek to secure this work as part of the preparation of future planning applications, and such details are not required at this stage to demonstrate that the Local Plan is sound.

Ongoing actions and monitoring

20. The Councils, Cambridgeshire County Council and CPCA meet regularly to coordinate and discuss transport evidence work for the Greater Cambridge Local

Plan, including the Greater Cambridge Transport Strategy. This positive engagement will continue as the plan progresses towards submission for examination.

21. The Councils will continue to share technical work undertaken by its consultants, or by site promoters in support of proposed allocation sites, with CCC the CPCA and National Highways for professional comment, input and, as appropriate, agreement, at the appropriate time. As appropriate, the Councils will seek inputs and clarifications from site promoters to supplement the parties' collective understanding of the transport evidence supporting the proposed site allocations.
22. Detailed technical work to prepare a comprehensive transport strategy for Cambourne North will continue with the involvement of CCC, CPCA and National Highways.

AGREEMENT (VII): TRANSPORT POLICY PRINCIPLES AND SITE SPECIFIC MITIGATIONS

- (i) The parties support the broad spatial strategy and proposed site allocations in transport terms subject to appropriate transport measures being secured and delivered to provide the required level of connectivity.
- (ii) Transport evidence work prepared to-date demonstrates that the sites included within the proposed development strategy can be accommodated on the transport network, subject to appropriate mitigation of key developments.
- (iii) In terms of potential adverse impacts on the Strategic Road Network, there is nothing that precludes the proposed allocations in the Local Plan subject to the completion of further, more detailed modelling work at the appropriate time.
- (iv) The Transport Strategic Allocations Assessment (2026) identifies the site-specific mitigations reasonably expected to be required to avoid potential impacts on transport networks and to provide appropriate levels of connectivity to and from key origins and destinations to support the strategic scale sites spatial strategy; though this does not preclude further development of and adjustment to site-specific mitigation packages to reflect further evidence developed at later stages of the planning process.
- (v) Further, proportionate work will be needed prior to submission of the Local Plan for examination to fully evidence and demonstrate that the Plan is sound, including the finalisation of the Greater Cambridge Transport Strategy; Councils' Infrastructure Delivery Plan and supporting transport modelling/sensitivity testing of specific mitigation measures
- (vi) The Councils, CPCA and CCC will work collaboratively and positively with each other and with other relevant public sector bodies to ensure that the Local Plan secures necessary transport mitigations at the right time.

Parties Involved

23. The following parties are satisfied that this draft Statement of Common Ground is an accurate position statement as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement Sup SoCG (vii) at submission stage: Cambridgeshire County Council, CPCA, National Highways.

DRAFT

Sup SoCG (viii): Natural Environment

Key policies

Key policies in the emerging Greater Cambridge Local Plan:

[Policy BG/BG: Biodiversity and geodiversity](#)

[Policy BG/GI: Green and blue infrastructure](#)

[Policy BG/TC: Improving tree canopy cover and the tree population](#)

[Policy BG/EO: Providing and enhancing open spaces](#)

Introduction and background

1. National planning policy states that planning policies should provide net gains for biodiversity (NPPF para 187d), and should be based on robust and up-to-date assessments of the need for open space (NPPF para 103).

How we have approached it

2. The Councils have taken a robust approach to biodiversity and greenspaces through the Local Plan, in particular completing the Green Infrastructure Opportunity Mapping Baseline Recommendations Report (2020 and 2021), Green Infrastructure Strategy Emerging Approach Report (2025), and Green Infrastructure Standards report (2026).
3. The Councils have engaged on an ongoing basis with Natural England throughout the preparation of the Greater Cambridge Local Plan, discussing matters including the approach to green infrastructure standards and environment policies, as well as the impacts of sites within the plan.

Summary of recent issues

4. Between the draft plan and proposed submission stages, the Greater Cambridge Green Infrastructure Standards report informed a comprehensive policy approach to green infrastructure within the plan, as is explained in the Greater Cambridge Green Infrastructure Strategy 2026.
5. Officers have engaged with Natural England officers through the preparation of the Green Infrastructure Standards report, and in relation to emerging sites policies.

Areas of agreement and disagreement

6. The parties agree that:
 - a. the following reasons provide clear justification for the Local Plan to support a step change increase in provision of land for biodiversity enhancement, and accessible green space.
 - i. Greater Cambridge has a low proportion of land comprising nationally or internationally important protected areas, compared to the national average.
 - ii. Greater Cambridge has a particular deficit in strategic scale green space
 - iii. The combination of the above factors mean that a significant number of SSSIs in the area are negatively impacted by recreational use.
 - iv. Greater Cambridge is seeing a very significant amount of development which will exacerbate the above problems if not appropriately mitigated. The Greater Cambridge Local Plan will increase the current number of homes and jobs by 39% and 33% respectively.
 - b. The following Local Plan policy requirements are an appropriate way of supporting the above step change:
 - i. Requiring all major development to demonstrate 20% Biodiversity Net Gain
 - ii. Requiring all major development to demonstrate provision of 7 hectares of accessible green space per 1,000 population to enable a no net loss position, which accords with Natural England's Green Infrastructure Framework Standards.
 - iii. Requiring development to mitigate recreational impacts on SSSIs within Greater Cambridge, to be achieved through the design, location and early-phase delivery of on or offsite Accessible Greenspace provision. There is not a clear case for including policy within the Plan seeking to specifically mitigate recreational impacts on European sites, noting that the Eversden and Wimpole Woods SAC itself is not currently significantly impacted by recreational impacts, and that there is not currently a strategic recreational mitigation project associated with Wicken Fen SAC and Ramsar site.

Ongoing Actions and Monitoring

7. The parties will collaborate as proposals for the sites included within the plan are developed towards application and delivery stages, particularly where sites may require bespoke mitigation to avoid impacts to protected sites.

AGREEMENT (VIII): NATURAL ENVIRONMENT

- (i) Greater Cambridge's low proportion of land comprising nationally or internationally important protected areas, compared to the national average; deficit in strategic scale green space; evidenced recreational impacts on SSSIs; in combination with the very significant amount of development, provide clear justification for the Local Plan to support a step change increase in provision of land for biodiversity enhancement, and accessible green space.
- (ii) Requiring all major development to demonstrate 20% Biodiversity Net Gain; provision of 7 hectares of accessible green space per 1,000 population to achieve a no net loss position; and requiring development to mitigate recreational impacts on SSSIs within Greater Cambridge, to be achieved through the design, location and early-phase delivery of on or offsite Accessible Greenspace provision; is an appropriate way of supporting the above step change.
- (iii) There is not a clear case for including policy within the Plan seeking to specifically mitigate recreational impacts on European sites, noting that the Eversden and Wimpole Woods SAC itself is not currently significantly impacted by recreational impacts, and that there is not currently a strategic recreational mitigation project associated with Wicken Fen SAC and Ramsar site.

Parties Involved

8. The following parties are satisfied that this draft Statement of Common Ground is an accurate position statement as of publishing the Proposed Submission Local Plan under Regulation 19. It will be reviewed prior to submission for examination. Signatures are not required at this stage, but the following bodies will be invited to sign Agreement Sup SoCG (viii) at submission stage: Natural England.