Axis Land Partnerships Limited
Land at Foxton

Representations to the Regulation 19 Draft Greater Cambridge Local Plan Consultation

September 2026

UK0045379.9373

Document Information

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Revisions

Rev	Date	Details
01	03/09/2026	Initial Issue
02	07/09/2026	Internal Review
03	08/09/2026	Client Initial Review
04	16/09/2026	Client Further Review
05	24/09/2026	Final Version

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1. Introduction

1.1.1 On behalf of Axis Land Partnerships Limited (Axis), we write in response to the Proposed Submission Greater Cambridge Local Plan (Draft Plan). Greater Cambridge Shared Planning (GCSP) have published this Draft Plan as part of their Regulation 19 Consultation.

1.1.2 Axis Land Partnerships is a respected family-owned strategic land promoter that sits within the Sir Robert McAlpine group of companies. The company's family-owned ethos is embedded throughout the schemes it promotes, driving a long-term perspective that prioritises quality, stewardship and positive community outcomes. Axis can call upon extensive resources ensuring the delivery of schemes through the planning process and construction phases.

1.1.3 We provide these representations to the Draft Plan as a whole, but with particular regard to Axis' land interests at Foxton (the Site). The Site is located on land adjacent to Foxton Station and provides a unique opportunity to deliver a new residential-led development of strategic scale, in a highly sustainable location.

1.1.4 The Site has been promoted through previous iterations of the plan-making process. These representations follow previous submissions made by Axis in connection with the following consultations:

- The Site was originally submitted to GCSP in 2020, in response to an initial 'Call for Sites' exercise;
- The Site was subsequently submitted in response to the GCLP "First Proposals" (Regulation 18: Preferred Options 2021) Consultation (December 2021);
- The Site was assessed in the draft Greater Cambridge Housing and Employment Land Availability Assessment (HEELA) 2025 under Site ID ref: 115171 (HEELA Site ID 40084);
- The Site was submitted as part of the Site Submission Update process in March 2025 to demonstrate that the Site remains available, suitable, and deliverable;
- Representations were submitted to the Greater Cambridge Local Plan Regulation 18 Consultation in January 2026; and
- The Site was identified in the updated HEELA (July 2026) but was not assessed further because no new technical information or feasibility plans were submitted for consideration.

1.1.5 The Site remains available, suitable, and deliverable in line with the previous submissions made.

1.1.6 The emerging Local Plan is being produced in accordance with the 2024 National Planning Policy Framework (NPPF). However, it is relevant that since the Regulation 18

version of the Draft Plan was published, the Government has adopted a revised NPPF. This version, referred to as the 2026 NPPF, introduces what the Government describes as: *"a default 'yes' for homes within reasonable walking distance of well-connected stations"*. The strategic value of the Site has, therefore, been ratified since previous Local Plan consultations.

1.1.7 The Site at Foxton is located directly adjacent to Foxton railway station. Foxton Station is well-connected, providing regular service to Cambridge City Centre (13 minutes), Cambridge South (7 minutes) and London (circa 1 hour).

1.1.8 Cambridge Biomedical Campus (CBC) is located at Cambridge South and is the largest employer in the region, with plans to expand further. A major constraint to further expansion of the CBC is the availability of homes in close proximity to the site. The Site at Foxton provides a unique and strategic opportunity to support the future growth of CBC, as a suitable, available and deliverable site able to come forward within the next 5 years.

1.1.9 The principle of delivering a residential-led development on the Site is supported through the 2024 and 2026 NPPFs and the Combined Authority's growth ambitions for the region. The Site's strategic value must be reflected in the Draft Plan.

1.1.10 These representations are supported by the following appendices:

- Appendix A – Site Location Plan;
- Appendix B – Land at Foxton, Economic Case;
- Appendix C – Land at Foxton, Vision Document; and
- Appendix D – Land at Foxton, Flood Risk and Drainage Note.

1.1.11 When read in conjunction with these representations, the appendices support the case that the Site should be included as a residential-led allocation in the Draft Plan.

1.2 Soundness of the Draft Plan

1.2.1 There are fundamental issues relating to the soundness of the Draft Plan which need to be resolved prior to adoption, if, when read as a whole, the policies of the plan are to meet the requirements of the 2024 NPPF.

1.2.2 The Draft Plan acknowledges the significant housing pressures in the area and identifies a strategy to meet in full the national standard Local Housing Need (LHN) of a minimum of 48,069 new homes through the plan period to 2045.

1.2.3 However, the proposed strategy for housing delivery in the Draft Plan will not result in sufficient homes being constructed fast enough to meet urgent housing needs, and will not provide an appropriate distribution of new housing to cover the needs of the wider Cambridge area.

1.2.4 There is a fundamental overreliance on new settlements (i.e. those delivering over 2,500 units within the plan period) that will realistically require a scale and complexity of infrastructure which is likely to delay meaningful housing delivery within the first few years

of the plan period. Due consideration must be given to the speed of the deliverability of these sites and the ability of GCSP to deliver its housing requirement within the plan period. Axis consider it to be more sustainable to extend an existing settlement, using a site that is located immediately adjacent to an existing key transport node such as Foxton station, rather than create a new settlement with a reliance on delivery of new, complex, large scale infrastructure.

1.2.5 The housing strategy set out within the Draft Plan is, therefore, unsound in that it is:

- Not positively prepared and does not reflect the evidence that supports the Plan, particularly with regard to over-looking sites located in the southern part of Cambridge and those that are sustainably located to support planned growth;
- Not positively prepared to deliver sufficient housing for the area both in terms of an undersupply in overall housing target to meet the growth ambitions in the region, and the timing of delivery through a delayed and inconsistent supply throughout the plan period;;
- Not justified, given the amount of land available to GCSP that would be readily available to provide additional housing in the early years of the plan, and considering alternative strategies available that would deliver a more proportionate and balanced housing strategy for Cambridge;
- Ineffective due to an over-reliance on new settlement housing sites located in the north of Cambridge that require a scale and complexity of infrastructure that would delay housing delivery within the first few years of the plan period;
- Not consistent with national policy, failing to significantly boost the supply of homes, ignoring wider unmet housing needs and immediate housing affordability pressures, particularly in the southern half of the County and in locations to support economic growth such as at Cambridge Biomedical Campus.

1.2.6 Although the emerging Local Plan is being produced in accordance with the 2024 NPPF and so the 2026 adopted NPPF is not relevant for the purpose of plan making, it is material that the 2026 NPPF Policy S5: Principle of Development Outside Settlements confirms that only certain forms of development should be approved outside settlements. This includes a presumption in favour of new homes delivered close to well-connected railway stations.

1.2.7 These representations set out this case in detail whilst also identifying how the Site can contribute towards resolving these fundamental issues of soundness.

1.2.8 The representations also examine a number of draft policies that are unsound and not consistent with national policy.

2. Land at Foxton

2.1.1 This Section describes the context of the Site and its development potential.

2.2 Site Context

2.2.1 Land at Foxton is identified on the Site Location Plan provided at Appendix A.

2.2.2 The Site is located to the north west of Foxton village, directly adjacent to the settlement boundary and Foxton railway station. The Site falls outside of the Green Belt.

2.2.3 Foxton is designated as a Group Village in the adopted Greater Cambridge Local Plan and the Draft Plan, but this does not reflect the potential of the village to support growth in South Cambridge, close to the Cambridge Biomedical Campus (CBC), and the wider Cambridge region. This is explored in more detail in the subsequent Section.

2.2.4 Foxton is located approximately 11 kilometres south-west of Cambridge and approximately 9 kilometres south-west of the CBC, one of Europe's leading life science and healthcare clusters.

2.2.5 The Site is in a highly sustainable location adjacent to Foxton railway station on the Cambridge to London mainline. Foxton benefits from a direct rail connection with regular service to Cambridge South (7 minutes), Cambridge City Centre (13 minutes) and London (circa. 1 hour).

2.2.6 CBC is located at the newly opened Cambridge South Station, easily accessible from the Site. The Site's relationship with one of the UK's most important employment locations is, therefore, very strong. The Site also sits on the A10 corridor, a key transport route south – north into Cambridge.

Foxton Station

2.2.7 Paragraph 77 of the 2024 NPPF recognises that '*the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes)*'.

2.2.8 Land at Foxton is an extension to an existing village and is adjacent to a train station. The Site accords with paragraph 77 of the 2024 NPPF on this basis.

2.2.9 Although the Draft Plan is being produced in accordance with the 2024 NPPF and so the 2026 adopted NPPF is not relevant for the purpose of plan making, it is material that the Government has taken the ambitions of paragraph 77 further and introduced what it describes as: *"a default 'yes' for homes within reasonable walking distance of well-connected stations"* in the 2026 NPPF. This has been a theme of the Government's

growth ambitions and approach to planning policy reflected originally in the December 2025 Draft NPPF.

2.2.10 Land at Foxton is located directly adjacent to Foxton railway station, which underpins the suitability of the Site for development. The strategic value of the Site has, therefore, been ratified by the 2026 NPPF. For clarity, we consider how Land at Foxton accords with Policy S5 of the latest NPPF below.

2.2.11 Policy S5 (Principle of Development Outside Settlements) of the 2026 NPPF prescribes the criteria for approving residential development adjacent to well-connected train stations. It is clear in stating that: '*these should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework*'. This is a strong presumption in favour of developing sites that meet the prescribed criteria.

2.2.12 An assessment of the suitability of Land at Foxton for residential and mixed-use development against criterion of Policy S5 is provided in Table 1 below.

Table 1 – Assessment of Land at Foxton in respect of the 2026 NPPF Policy S5

Policy S5 Part H Criteria	Assessment of Land at Foxton
i. Be within reasonable walking distance of a well-connected station (applying the definitions in the glossary at Annex B);	The developable area of the Site is within the prescribed 800m walking distance and 10-minute walking time to the station. Foxton Station is within the Top 80 Travel to Work Area with a frequency of service that adequately serves key locations such as Cambridge South, Cambridge and London. The Site is also a logical location should further investment be made into the frequency of service and has more than reasonable prospects of being served by an increased frequency in the future.
ii. Be physically well-related to the station or the settlement within which the station is located;	The Site is physically well related to the station and the settlement boundary. It is just outside the settlement boundary and directly adjacent to the station. Its relationship to both is excellent.
iii. Be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; and	The Site will secure an appropriate level of infrastructure to ensure the proposed scale of development can be suitably accommodated. The Site presents a unique opportunity to deliver a self-sustaining development whilst facilitating wider infrastructure improvements that will benefit surrounding the local community and the wider region.
iv. Not prejudice any proposals for long-term comprehensive development in the same location	The Site would not prejudice any proposals for long term comprehensive development in the same location as none exist.

2.2.13 It is clear that the Site aligns with the 2026 NPPF's strong presumption in favour of developing sites that are adjacent to well-connected train stations. Taking this into account, Land at Foxton can clearly be identified as a logical location for residential-led mixed use development.

2.2.14 The Site is suitable for inclusion as an allocation in the Draft Plan on the basis that is complies with paragraph 77 of the 2024 NPPF and Policy S5 of the 2026 NPPF.

2.2.15 The housing strategy should be reviewed to consider the allocation of alternative sites, with due consideration given to those in well-connected sustainable locations, to help support housing growth in the region.

Cambridge Biomedical Campus (CBC)

2.2.16 The Cambridge Biomedical Campus (CBC) is one of Europe's leading centres for healthcare, life sciences, biomedical research and education. It brings together world-class research institutions, teaching hospitals, universities and global life sciences businesses in a single location, creating a unique ecosystem that facilitates the translation of research into clinical practice and patient care.

2.2.17 The Campus is recognised by the UK Government as a key component of the Cambridge life sciences cluster and a critical asset in supporting ambitions for Cambridge to become a global science and innovation powerhouse. The CBC is the largest employer in the region, with plans to expand further. The Case for Cambridge (March 2024) sets out the UK Government's ambition to position Cambridge as a world-leading centre for science, research, and innovation, underpinning national economic growth. It highlights CBC as a key part of that, but emphasises that Cambridge's success depends on delivering sustainable, infrastructure-led growth that balances homes, jobs, and environmental constraints.

2.2.18 Housing and infrastructure constraints risk limiting the ability of CBC to expand and attract talent. Housing delivery has not kept pace with job creation, resulting in severe affordability and availability pressures. Employment at CBC is anticipated to grow from 22,000 to 40,000 in the coming years. Additional housing demand is therefore significant. This will require a substantial increase in local housing to sustain the skilled workforce essential to its global competitiveness.

2.2.19 The Cambridge Biomedical Campus Housing Study (Lichfields, 2024) is clear in its assessment of CBC's housing need:

- 38% of CBC workers are stretched in meeting current housing costs;
- 30% of CBC workers are unable to afford rents in the open market;
- Entry level house prices in Cambridge are 13.7 times earnings for workers at CBC (increasing to 14.8 times earnings for those on lower incomes in the health sector);
- 14,000 - 16,000 affordable homes are required to meet current and future needs; and
- 40% of CBC workers current dissatisfied with their commute.

2.2.20 Therefore, the scale of the problem is evident. If the Greater Cambridge health and life sciences success story is to be realised, in particular at CBC, then GCSP must match economic growth with housing delivery. Land at Foxton is one of the very few locations capable of meeting this need in a timely and sustainable way.

2.2.21 The Site's proximity to Foxton Station, combined with the direct rail connection to the new Cambridge South Station (7 minutes and two services an hour), makes it exceptionally well connected to the Campus. The CBC Housing Study highlights that 40% of employees

are dissatisfied with their current commute. The reliability, frequency and speed of service from Foxton to CBC would undoubtedly improve this.

2.2.22 The development can deliver in the region of 1,500 homes at policy compliant affordable levels to help CBC overcome its greatest barrier to growth: a lack of housing. This housing would include accessible, affordable homes for key workers, researchers, clinicians and specialist staff. The importance of this in the context of Cambridge's growth ambitions should not be underestimated. It is key to the success of CBC and the wider region.

2.2.23 Land at Foxton is uniquely positioned in one of the most accessible locations in the region for strategic growth, in line with the Government's mandate for growth and at a scale to match the pressures within the science and technology sectors.

2.2.24 The Economic Case provided at Appendix C sets out the importance of this issue, and the critical role that Land at Foxton will play in the future of the CBC.

2.3 Development Potential

2.3.1 The proposed vision for Land at Foxton is sets out in the Vision Document provided at Appendix B. The vision for the Site has evolved through previous iterations of the Local Plan making process.

2.3.2 The Site has an area of approximately 98 hectares and is located between the villages of Foxton, Shepreth, and Barrington, to the north west edge of Foxton. The development of the Site for a residential led, mixed-use neighbourhood of new homes, employment opportunities, community facilities and extensive green infrastructure will allow Foxton to reach its potential as a strategic location in South Cambridgeshire, centred on a highly accessible and well-connected station.

2.3.3 At its heart, the development will deliver:

- In the region of 1,500 new residential dwellings, in a mix of housing types and including significant affordable housing;
- Exceptional walking and cycling connectivity, within the Site and beyond to surrounding villages;
- New mixed-use development to complement existing facilities in Foxton, potentially including a mix of commercial, employment and community related land uses;
- An integrated multi-modal travel and mobility hub adjacent to Foxton station, enhancing accessibility and promoting sustainable travel modes;
- Education provision to serve new and existing residents;
- Improvements to water quality and infrastructure to serve the development and local area;
- The opportunity to work with other stakeholders to address the congestion and conflicts where the London-Cambridge railway line crosses the A10;
- An improved accessibility solution around Foxton station and the A10; and

- A substantial quantum of open and accessible green space, addressing local green infrastructure deficiencies and providing a significant Biodiversity Net Gain.

2.3.4 The development of the Site for a residential led, mixed-use neighbourhood of new homes, employment opportunities, community facilities and extensive green infrastructure will deliver regionally significant development in the south of Cambridge in line with the Government mandate for the region.

2.3.5 The vision is to create an enduring place where people of all ages and backgrounds can live, work, learn and thrive in close proximity to Cambridge and its innovation economy. The delivery of much-needed homes, including affordable housing, will leave a lasting legacy of improvement to the south of Cambridge with positive social, environmental and economic impact.

2.3.6 The development will be water-sensitive and climate-resilient throughout, with an innovative approach to future foul and potable water management. The large quantum of open and accessible green space to be delivered on site will aid this, addressing local green infrastructure deficiencies and providing a significant Biodiversity Net Gain.

2.3.7 Finally, and importantly, the development can facilitate improvements, including infrastructure improvements, to relieve congestion and conflicts where the London-Cambridge railway line crosses the A10.

2.3.8 It is well understood that this bottleneck has severe local impacts that detract from the quality of life of local people, as well as having wider social, economic and environmental impacts for the wider region.

2.3.9 Development of the Site creates unparalleled opportunity for Axis to work with the local community and other stakeholders, including Network Rail, Cambridge County Council, the forthcoming Development Corporation, and others to address this long-standing issue.

2.3.10 In this way, the vision for Land at Foxton supports significant growth and high-quality placemaking. The site is uniquely positioned to help deliver the Government's ambition for sustainable growth in Greater Cambridge and providing a new community in a highly accessible location, outside the Green Belt, that will contribute directly to national and regional objectives while benefitting the local environment and community.

3. Housing Delivery in Cambridge

3.1.1 This Section assesses GCSP's approach to housing delivery in the Draft Plan.

3.2 Housing Requirement

3.2.1 The Draft Plan identifies a Local Housing Need (LHN) based on the Government's standard method of 2,289 dwellings per annum (dpa), equating to 48,069 homes required over the plan period (Draft Policy S/JH).

3.2.2 The Draft Plan sets out how these numbers will be met in Draft Policy S/DS. This is restated in Table Two below.

Table 2 – Total Housing Supply to Meet Identified Housing Need for 2024-2045

Homes to be delivered	Homes 2024-2045
Current Supply	*38,378*
New Sites	*13,654*
Total supply	*52,032*
Headroom provided by total supply in relation to housing need	*3,963 (8.2%)*

3.2.3 The Draft Plan does, therefore, increase the housing target beyond the base LHN by providing a total supply of 52,032 homes. This 8.2% uplift is supported in principle. However, we would urge GCSP to consider that there is potential for additional growth within Greater Cambridge, as per the previously submitted Regulation 18 representations.

3.2.4 A housing strategy should not be considered effective simply because its total supply equals or marginally exceeds the numerical requirement across the plan period. The LHN should be a minimum requirement. In Greater Cambridgeshire, the economic drivers mean that the ambition must be to maximise housing delivery to support good economic growth in a sustainable way. The Local Plan should seek to deliver more housing to exceed calculated LHN in a wider geographical spread than is currently proposed. Currently, housing delivery is focused in the north of Cambridge, which creates an unsustainable imbalance. Furthermore, what matters is whether the homes are likely to be delivered when required and whether the strategy contains sufficient alternative supply if identified sites are delayed, reduced in capacity or affected by infrastructure constraints.

3.2.5 On this basis, there are several key indicators suggesting that a higher housing requirement would be justified in this case, namely:

- To adequately respond to and support Greater Cambridge's economic growth potential and meet an unmet need for market and affordable housing;

- To provide sufficient flexibility to manage delivery risk, reducing the current reliance on a number of large and complex strategic new settlements; and
- To make effective use of opportunities in sustainable, well-connected locations, particularly in the south and south west.

3.3 Economic Growth Opportunities

3.3.1 The Draft Plan identifies a need to provide 73,300 additional jobs to support the Greater Cambridge's knowledge intensive sectors and provide a diverse range of local jobs. GCSP have taken a central forecast from the Greater Cambridge Employment and Housing Evidence Update 2025 (EHEU) to underpin the employment figures in the Draft Plan. This assumes growth of around 3,500 additional jobs per annum or more through to 2045.

3.3.2 However, the EHEU identified that a higher growth forecast was likely, placing greater weight on rapid growth in the recent past, particularly in key sectors. This will be reinforced by the Government's mandate for growth in the region.

3.3.3 On this basis, there is likely to be demand for more jobs than currently planned for. This is not reflected in the Draft Plan, but is nonetheless a realistic scenario. Given the ambitions of the Government and the Cambridge Growth Company, and the significant investment (£400 million of Government funding announced 23 October 2025) into Cambridge to support its future growth, there is no doubt that there will be additional growth.

3.3.4 The EHEU concludes that the Government's Standard Method would support the forecast for future jobs. However, it is evident that the Draft Plan has not catered for the high growth scenario that is more likely to take place.

3.3.5 Additional growth to support the ambitions of the Government and Cambridge Growth Company should be incorporated into the Draft Plan. The Plan should identify a higher housing requirement and allocate additional deliverable and developable sites, including Land at Foxton, to provide greater certainty to housing delivery throughout the plan period.

3.4 Reliance on New Settlement Sites

3.4.1 The Draft Plan substantially relies on a limited number of large, strategic scale sites to meet Greater Cambridge's housing requirement. While strategic development will be necessary on some scale to support Cambridge's future growth, the concentration of housing delivery included in the Draft Plan within complex, long-term schemes creates a significant risk to the effectiveness and resilience of the Plan's development strategy.

3.4.2 The Draft Plan caters for housing distribution of the following nature (Figure 9 of Draft Plan):

- 11% in the Cambridge Urban Area (including windfalls);
- 30% on the Edge of Cambridge;

- 44% in new settlements; and
- 15% in the Rural Area (including windfalls).

3.4.3 Large new settlements can deliver substantial numbers of homes and important supporting infrastructure, but delivery commonly depends upon the timely resolution of complex matters. A reliance of 44% housing delivery in new settlements is heavily weighted and requires the resolution of strategic scale infrastructure alongside.

3.4.4 Consequently, even relatively modest delays affecting one or more major allocations could have a disproportionate effect on the overall housing trajectory. This is a precarious strategy that will fail to deliver timely housing delivery.

3.4.5 Capacity and delivery expectations associated with strategic sites can change materially as technical evidence and infrastructure requirements are refined. It would therefore be inappropriate for the Plan to assume that every strategic allocation will deliver precisely in accordance with its stated capacity and anticipated trajectory over a 21-year plan period.

3.4.6 There must also be consideration given to the timing of housing trajectory delivery, rather than simply total quantity. The trajectory shown in the Draft Plan relies upon peaks in delivery, while delivery is expected to fall below the annual housing need in several years. Indeed, the trajectory highlights there to be no substantial delivery from new allocations prior to 2032/33. This demonstrates the underlying concern that the Plan's ability to meet its requirement depends upon a limited number of strategic sites achieving substantial and sustained rates of delivery within particular periods (2032/33 onwards). This is a precarious model for housing delivery that does not guarantee deliverability over the plan period, rendering the Draft Plan ineffective.

3.4.7 The identification of sufficient housing land does not, in itself, establish that the Draft Plan will be effective. A sound strategy must demonstrate that homes can be delivered consistently and at the point at which they are needed. It should also provide sufficient flexibility to respond to delays, changes in infrastructure programmes, reduced site capacities, slower market absorption and other unforeseen circumstances. Where the requirement is treated as a minimum target, but the supply is heavily concentrated within a small number of complex locations, there is limited scope to compensate for under-delivery.

3.4.8 The Lichfields Start to Finish research document (February 2025), identifies that on average it takes 6.6 years from validation of the first planning application to the first dwelling being completed on scheme of 2,000 or more dwellings.

3.4.9 Table Three below shows the delivery of new settlements during the emerging Plan period, as described in the Draft Plan. Four of the new settlements over 2,000 units are yet to receive planning permission. It is our understanding that three of these (Cambourne North, Cambridge East and Grange Farm) are yet to have formal planning applications submitted. This totals 9,050 units (17% of the total supply).

3.4.10 If we assume that the majority of applications do not come forward until after the Draft Plan is adopted (assuming adoption in its current form), then the earliest these applications are likely to be submitted is the 2028/29 year. Taking the Lichfield's analysis

into account, this would mean most new settlement sites will not deliver first homes until 2034/35 – 2035/36.

3.4.11 This assumption is also made on the basis that the relevant sites are available and deliverable at the earliest opportunity. All these sites have significant infrastructure requirements which are only likely to further restrict and delay delivery.

3.4.12 There are, therefore, significant question marks about the ability of the Draft Plan to meet the overall housing target in a timely manner. Our expectation is that if the Draft Plan were to be adopted in its current form, then the GCSP would quickly fall behind its housing requirement targets both in terms of Five-Year Housing Land Supply (5YHLS) and Housing Delivery Test (HDT).

3.4.13 Indeed, several of the committed new settlement sites have fallen behind in their delivery. It would be reasonable to include a circa 10-20% lapse rate against all planning permissions that have not started to account for a reasonable assumption of delay, especially in the current economic climate. Applying a 10% lapse rate to the 18,219 committed homes would reduce the supply by 1,822 within the plan period. This is 80% of the annual LHN and 46% of the headroom allowed for in the Draft Plan. Depending on the timing of this impact, this could further expose the GCSP's 5YHLS position or HDT score and undermines the entire housing trajectory.

Table 3 – Delivery of New Settlements During Emerging Plan Period

Settlement	Number of Homes to be delivered in Plan Period	Total Number of Dwellings	Extant Permission	Percentage of Homes Delivered in Plan Period
Bourn Airfield	**3,500**	**3,500**	**Yes**	**100%**
Waterbeach New town	**5,721**	**10,975**	**Yes**	**52%**
Northstowe	**6,382**	**10,180**	**Yes**	**63%**
Eddington (Phase 1)	**2,616**	**5,500**	**Yes**	**48%**
TOTAL	***18,219***			
Cambourne North	**2,550**	**13,000**	**No**	**20%**
Cambridge East	**3,950**	**8,000**	**No**	**49%**
Grange Farm	**2,550**	**4,500**	**No**	**57%**
Eddington (Phase 2)	**2,500**	**5,500**	**No**	**45%**
TOTAL	***11,550***			

3.4.14 The GCSP's housing trajectory is also reliant on the new settlements of 2,000+ dwellings each delivering 300 units per annum (with an initial five years and final five years at reduced rates of 50, 100, 150, 200 and 250 dwellings). This level of delivery far exceeds the highest average annual build-out rate for schemes of 2,000+ dwellings found in the Lichfields Start to Finish report of 100-188 dpa. This further exacerbates the precarious and problematic approach to housing trajectory included in the Draft Plan.

3.4.15 In its current form, the Draft Plan fails to provide a strategy which would meet the area's objectively assessed needs within the plan period. The strategy is not deliverable and so the Draft Plan fails to be effective or positively prepared in this way.

3.4.16 It is evident that the Plan would benefit from a more diverse portfolio of allocated sites, comprising a range of geographies, scales, markets and delivery models. This would reduce dependence on individual strategic locations and enable housing delivery to be maintained if one or more major allocations were delayed. Such diversification would not undermine the role of the Plan's existing strategic sites. Rather, it would improve the overall resilience of the strategy and increase confidence that the minimum housing requirement can be met in a full and timely manner.

3.4.17 Land at Foxton is particularly well suited to fulfilling this role. The Site has previously been identified through the Housing and Employment Land Availability Assessment as having capacity for approximately 1,500 homes and employment floorspace. It adjoins a well-connected railway station, lies outside the Cambridge Green Belt and is capable of delivering a comprehensively planned, residential-led mixed-use community supported by new infrastructure, services, employment opportunities and extensive green infrastructure.

3.4.18 The Site would also introduce an additional source of supply within close proximity to Cambridge and the CBC, the benefits of which have already been set out in these representations.

3.4.19 Importantly, Land at Foxton should not be viewed simply as another large strategic site replicating the risks inherent elsewhere in the strategy. Its scale and location differentiate it and make it truly available and deliverable without the need for lengthy processes such as Green Belt release or transport infrastructure required to serve new settlements. The Site would complement the other allocations and provide greater certainty to GCSP's housing delivery.

3.4.20 Furthermore, it is uniquely located to provide the opportunity to facilitate improvements to relieve the congestion and conflicts at the Foxton level crossing.

3.4.21 The omission of the Site is a missed opportunity by GCSP to introduce greater flexibility into the housing strategy and address a long-standing bottleneck for the benefit of the local community and the wider region. We urge them to reconsider this as part of this Local Plan Review.

3.5 Spatial Strategy

3.5.1 In identifying its preferred strategy, GCSP considered a range of potential sources of housing supply. Chapter Four of the Sustainability Appraisal (SA) sets out the various

strategic spatial options explored by GCSP in preparing the Draft Plan. Since 2019, there has been a cumulative total of 24 different iterations of spatial options.

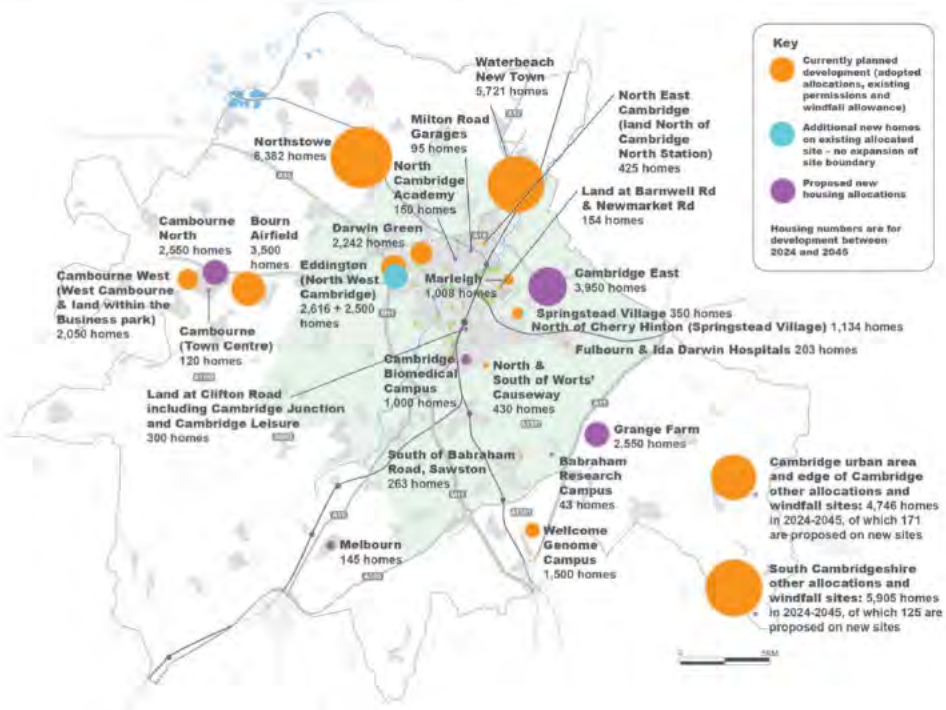
3.5.2 Despite some exploration of growth opportunities around transport nodes, there is no appreciation or consideration for the sustainability of sites along key southern transport routes. Indeed, the SA references the latest strategic spatial options as having *'limited development distributed across Rural Centres, Minor Rural Centres, and Group Villages with very good Public Transport Access'* in both the southern cluster and the rest of the rural area villages.

3.5.3 The Plan's own evidence, therefore, recognises that public transport accessibility and proximity to employment are relevant considerations in determining the most sustainable distribution of growth. This accords with paragraph 77 of the 2024 NPPF and Policy S5 of the 2026 NPPF regarding siting development in sustainable and accessible locations.

3.5.4 Despite this, there is a simple dismissal of sites for consideration along well-connected and strategically located routes, with connections to nationally important economic nodes such as Cambridge, South Cambridge, London, and the wider Oxford-Cambridge arc. The spatial strategy does not make effective use of the development opportunities available at the most sustainable rural transport locations.

3.5.5 The spatial strategy directs a substantial proportion of growth towards the Cambridge urban area and the edge of Cambridge in the north. These locations are proposed to play an important role in housing delivery, but as identified above, this is not guaranteed. The Plan does not establish a sufficiently balanced distribution of growth across Greater Cambridge. This is evident in Figure 1 below.

Figure 1 – Illustrative Map Showing Locations of New Housing Development from 2024 to 2045 (Draft Plan Figure 6)



3.5.6 The Draft Plan's spatial strategy creates several concerns:

- It increases dependence on a narrow range of complex strategic locations and related infrastructure in those areas;
- It provides insufficient flexibility if strategic infrastructure is delayed;
- It limits opportunities to diversify housing delivery across different markets;
- It does not make full use of existing railway stations and transport corridors; and
- It is not aligned with comprehensively planned employment growth.

3.5.7 The Draft Plan does not make sufficiently effective use of land in highly accessible locations. Figure 2 below makes this point clear, in that when compared with Figure 1 there appears a clear disparity between the delivery of major transport projects and corresponding housing delivery in the south west of Cambridge.

Figure 2 – Map of Existing and Proposed Major Transport Projects (Draft Plan Figure 10)



3.5.8 A more positive strategy would recognise the role that rail-connected development can play in reducing reliance on the private car, supporting access to employment and aligning housing with infrastructure.

3.5.9 These are compelling reasons to supplement the Draft Plan with a wider portfolio of sustainable sites offering different locations, scales, markets and delivery characteristics that better align with strategic infrastructure delivery. This would better align the Draft Plan with paragraph 77 of the 2024 NPPF and reflect the ambitions of Policy S5 of the 2026 NPPF.

3.5.10 On this basis, to make the Draft Plan sound and to make it consistent with national policy, the GCSP should broaden the portfolio of allocations to recognise the importance of sites close to railway stations, and to include a more balanced mix of locations, scales and delivery models to better align the spatial strategy with logical locations for growth.

3.5.11 If the Draft Plan was to be adopted in its current form, it would fail the tests of soundness as a plan that is:

- Not positively prepared – unable to meet the area's objectively assessed needs;
- Unjustified – with an inappropriate housing strategy which does not consider reasonable alternatives based on robust evidence;
- Ineffective – as the housing trajectory is undeliverable within the plan period; and
- Inconsistent with national policy – without consideration for siting new development in sustainable locations that are well located, currently supported by the necessary infrastructure and facilities, and include a genuine choice of transport modes.

4. Assessment of Proposed Policies

4.1.1 This Section responds to the draft policies of relevance to the Site.

4.2 Draft Policy S/JH: New Jobs and Homes

Position	Positively Prepared?	Justified?	Effective?	Consistent with National Policy?
Object	*No*	*No*	*No*	*Yes*

4.2.1 Draft Policy S/JH: New Jobs and Homes sets out the need for jobs and homes in Greater Cambridge between 2024-2045. The Draft Plan plans for 73,300 additional jobs required as well as 48,069 homes meeting the needs for the total population.

4.2.2 Axis has significant concerns with the soundness of the approach taken to providing new jobs and homes in the Draft Plan. This Policy is addressed in full in the preceding section of these representations.

4.3 Draft Policy S/DS Development Strategy

Position	Positively Prepared?	Justified?	Effective?	Consistent with National Policy?
Object	*No*	*No*	*No*	*No*

4.3.1 Draft Policy S/DS sets out that strategy for the plan period to 2045 and beyond for the location of jobs and homes. Strategic scale allocations are located in the first instance within the Cambridge urban area, on the edge of Cambridge, at new settlements and in rural southern clusters.

4.3.2 Axis has significant concerns with the soundness of the approach taken to creating a development strategy in the Draft Plan. This Policy is addressed in full in the preceding section of these representations.

4.4 Draft Policy S/SH: Settlement Hierarchy

Position	Positively Prepared?	Justified?	Effective?	Consistent with National Policy?
Object	*No*	*No*	*No*	*No*

4.4.1 Draft Policy S/SH Settlement Hierarchy sets out that residential development and redevelopment will be permitted within the settlement extents as defined on the Policies Map, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development. The approach to the Settlement Hierarchy is broadly supported. However the balance of development within settlement types should be adjusted to reflect the deliverability of sites.

4.4.2 The Draft Plan identifies Foxton as a Group Village within the settlement hierarchy, with residential development up to an indicative maximum scheme of 8 dwellings.

4.4.3 Throughout the Draft Plan, Foxton is treated primarily by reference to its existing designation as a Group Village, rather than its functional role as a rail-connected location within the southern Cambridge growth corridor. The approach is unduly restrictive and fails to recognise that settlement hierarchies should inform, rather than determine, the distribution of development. A settlement's present size and range of services reflect historic patterns of growth. They do not necessarily provide an appropriate basis for deciding where comprehensively planned new development should occur over a plan period, particularly where development itself is capable of delivering new services, facilities and strategic infrastructure.

4.4.4 As highlighted in the previously submitted Regulation 18 representations, the assessment of Foxton has failed to adequately recognise the strategic advantages arising from its direct access to a mainline railway station and its established rail connection into Cambridge. The role of rail accessibility has been consistently overlooked or significantly undervalued throughout the Site assessment process. For this reason, the Draft Plan directs very limited growth towards settlements benefitting from existing railway infrastructure, representing a significant missed opportunity to maximise the use of sustainable transport assets that are already in place.

4.4.5 This conflicts with the paragraph 77 of the 2024 NPPF and the Government's ambitions set out in the 2026 NPPF regarding the delivery of housing adjacent to well-connected stations. The 2026 NPPF proposes minimum development densities of 35 dwellings per hectare around well-connected stations and 45 dwellings per hectare around those with higher connectivity. This reflects a clear objective to maximise opportunities for sustainable, transit-oriented development.

4.4.6 The 2024 NPPF recognises that planning for a large number of new homes can often best be achieved through supporting larger scale development in well located areas, supported by necessary infrastructure and facilities that provide a genuine choice of transport modes. In the Settlement Hierarchy, greater weight should therefore be afforded to settlements like Foxton, containing railway stations.

4.4.7 Settlements such as Foxton, which are located on strategic public transport corridors and benefit from direct rail access, possess a significantly greater capacity to accommodate sustainable growth than other villages within the same tier of the hierarchy. This distinction should be explicitly recognised through both the settlement strategy and site allocation process. Figure 11 should include reference to locations of well-connected railway stations in and around Cambridge, to demonstrate that the proposed spatial strategy is sound in this respect.

4.4.8 Without a material change in the approach to the settlement hierarchy in the Draft Plan, GCSP risk it being found unsound at Examination on the basis of this inconsistency with national policy.

4.5 Draft Policy S/DE: Defined Development Extents

Position	Positively Prepared?	Justified?	Effective?	Consistent with National Policy?
Object	*No*	*No*	*No*	*No*

4.5.1 Draft Policy S/DE states outside defined development extents, development will not be permitted except for allocations within made neighbourhood plans, rural exception sites meeting local need for affordable housing, or where development is supported by other policies in the Plan. The Site is located outside the defined development extent and is not allocated within the neighbourhood plan.

4.5.2 Draft Policy S/DE is not positively prepared or consistent with national policy. Paragraph 83 of the 2024 NPPF states that *'To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services'*. Draft Policy S/DE does not support the opportunity for Foxton to grow and thrive. It has been established that the Site is a sustainable location for growth, however Draft Policy S/DE is restrictive in that it would not allow Foxton to grow beyond its current development extents. This is not consistent with 2024 NPPF.

4.5.3 Furthermore, Draft Policy S/DE will conflict with Policy S5 of the 2026 NPPF. Policy S5 addresses developments outside settlements and confirms that certain forms of development should be approved outside settlements. This includes residential and mixed used development which would be within reasonable walking distance of a well-connected station and be physically well related to the station or the settlement within which the station is located. An assessment of the Site against these criteria is provided in the preceding sections of these representations.

4.5.4 Therefore on adoption of the Draft Plan, Draft Policy S/DE will immediately conflict with Policy S5 of the 2026 NPPF. Annex A of the 2026 NPPF confirms that policies examined and adopted under the 2024 NPPF which are materially inconsistent with national decision-making policies in the 2026 NPPF should be given very limited weight. Amending Draft Policy S/DE now will avoid this.

4.6 Draft Policy CC/WE: Water Efficiency in New Developments

Position	Positively Prepared?	Justified?	Effective?	Consistent with National Policy?
Object	*No*	*No*	*No*	*No*

4.6.1 Draft Policy CC/WE requires new development to demonstrate highly water efficient design to minimise consumption of water and protect water requirements. Axis supports this ambition, in the context of wider water availability concerns within the region. Land at Foxton will target the prescribed standards, which states 80 litres-per-person-per-day

usage. This will be met through efficient sanitaryware, appliances and fittings together with some form of water re-use or recycling.

4.6.2 The Flood Risk and Drainage Note at Appendix D sets out the suitability of the Site in regard to water concerns in the region and endorses Axis' support for this Draft Policy.

4.6.3 Part 5 of the Draft Policy requires accordance with non-descript future standards where, at any point in the future, they are *'more stringent or at significant variance with this policy'*. This is not an appropriate approach for the Draft Plan to take. The Draft Plan should undertake a needs-tested assessment to define policy. The policy wording requires compliance with future policy or legislation that has not been tested or assessed. The Draft Policy is therefore unjustified, ineffective and not positively prepared.

4.6.4 Draft Policy CC/WE should be sufficiently flexible with regards future standards, to ensure that unviable or unachievable standards that are not objectively assessed via the Local Plan process are not enforced on developments. This has potential implications on housing delivery, which, as already demonstrated in these representations, there are existing concerns regarding.

4.7 Draft Policy CC/IW: Integrated Water Management, Sustainable Drainage and Water Quality

Position	*Positively Prepared?*	*Justified?*	*Effective?*	*Consistent with National Policy?*
Object	*No*	*No*	*No*	*No*

4.7.1 Draft Policy CC/IW requires an integrated approach to water management. It is relevant that the Sites abuts the Foxton Wastewater Recycling Centre (FWRC). This means that there could be an opportunity to expand the FWRC, if it would help wider fresh and foul water issues in south west Cambridge. Axis are committed to engaging with Anglian Water (AW) to understand AW's investment plans for the FWRC going forward. In its current form, the Draft Policy does not provide explicit support or substantial weight to development that improves water infrastructure. The Draft Plan includes the notion that Greater Cambridge is one of the driest areas in the UK, and Cambridge Water's supply zone is classified as an area of 'serious water stress' by the Environment Agency. On this basis, significant weight should be afforded to proposals that provide opportunities to improve integrated water management infrastructure, whether on-site or off-site. The Policy should support development that provides local or even regional improvements to water infrastructure also, ensuring that developments with plans to aid regional water stress are afforded the correct level of support.

4.7.2 Draft Policy CC/IW as it currently stands is not positively prepared in that is does not provide a strategy that seeks to meet the area's objectively assessed needs. A change to the wording to explicitly support development that improves integrated water management infrastructure, both for the development and more widely, is required. This would ensure the Draft Plan is positively prepared, justified, effective and consistent with Chapter 10 of the NPPF and Policy W4 specifically, in planning for future upgrades and granting substantial weight to the benefits of new water infrastructure.

4.8 Draft Policy BG/BG: Biodiversity and Geodiversity

Position	Positively Prepared?	Justified?	Effective?	Consistent with National Policy?
Object	*No*	*No*	*No*	*No*

4.8.1 Draft policy BG/BG sets out that major development must provide a minimum of 20% biodiversity net gain (BNG) to be provided on-site where this is feasible and effective, or off-site where onsite options for BNG have been evidenced to be exhausted as agreed with the Local Planning Authority (LPA). The proposed 20% BNG exceeds statutory gain requirements. GCSP's approach is underpinned by the recognised need to enhance biodiversity across Cambridgeshire, which currently has one of the lowest proportions of land managed for nature in England. This need is reflected in the Cambridgeshire Doubling Nature Vision and is reinforced by the relatively low coverage of designated sites and priority habitats within Greater Cambridge compared to other areas of England.

4.8.2 The 2024 Planning Practice Guidance (PPG) on Biodiversity Net Gain states that Plan-makers should not seek a higher percentage than the statutory objective of 10% biodiversity net gain, either on an area-wide basis or for specific allocations for development unless justified. This is reflected in Policy N1 of the 2026 NPPF. The requirement for 20% BNG has not been set for specific site allocations, and this lack of mandate means that these sites fall back on the Draft Plan requirement of 20%. There is no evidence that 20% BNG is deliverable or achievable on any sites.

4.8.3 Draft Policy BG/BG is therefore inconsistent with the PPG and should reflect the prevailing national policy position of a 10% BNG requirement. The Draft Policy is also not positively prepared, justified or effective in that it is likely to impact on housing delivery within the plan period. The proposed site allocations are untested in this respect, and a 20% BNG requirement effectively doubles the amount of land required for mitigation planting where an on-site solution is proposed. This conflicts with the best use of land principles contained within the NPPF and has implications on the amount of land within these allocations available for development. There are already significant concerns with the delivery of sufficient housing within the plan period, as set out in earlier sections of these representations. The Draft Policy as currently drafted will only exacerbate this.

4.9 Draft Policy I/MH: Mobility Hub Facilities

Position	Positively Prepared?	Justified?	Effective?	Consistent with National Policy?
Object	*No*	*No*	*No*	*No*

4.9.1 Draft Policy I/MH states that proposals for new mobility hubs in appropriate locations will be supported. The approach to mobility hub facilities is supported and recognised for its contribution in encouraging modal shift and the use of more sustainable transport modes. The supporting text adds that these facilities will be supported subject to necessary impact assessments and a business case to demonstrate the commercial viability.

4.9.2 In its current form, the Draft Policy does not provide substantial weight to development that provide mobility hubs in appropriate locations. Without this, the Draft Policy lacks soundness. The 2024 NPPF is clear in its directive that development should be located in sustainable locations, where there is a genuine choice of transport modes. The benefits of mobility hub facilities in sustainable locations should therefore be afforded the requisite weight. It would be helpful if the Draft Policy identified some appropriate locations, such as Foxton, where there has been a long-term aspiration for the provision of a mobility hub.

4.9.3 Foxton station is located on the edge of the village. The introduction of a mobility hub would bring the station into the heart of the community and promote the use of public transport through the provision of amenities, employment uses, and local facilities. The proposed multi-modal mobility hub would be linked to accessibility improvements to the train station and A10 interface. These aspirations for a high-quality interchange between car, bus, rail and active travel infrastructure would have a positive impact in a sustainable location. The Draft Policy should, therefore, explicitly support the delivery of a mobility hub at Foxton.

4.9.4 Further wording should be incorporated to better explain how these requirements could integrate with the delivery of draft Policy WS/NC, with detail added on potential viability testing and needs testing.

4.10 Draft Policy WS/NC: Meeting the Needs of New and Growing Communities

Position	*Positively Prepared?*	*Justified?*	*Effective?*	*Consistent with National Policy?*
Object	*No*	*No*	*No*	*No*

4.10.1 Draft Policy WS/NC requires new developments to deliver services and facilities necessary to mitigate the impact of the development on existing local facilities. This supporting information states new major developments will need to include a wide range of services and facilities to establish successful communities.

4.10.2 In its current form, Draft Policy WS/NC does not provide explicit support or substantial weight to development that provides services that do not only mitigate the impact of the development but add further value beyond this. Without this, the Draft Policy lacks soundness. The Site at Foxton has the potential to be transformative for the area, introducing a range of facilities and services that are not only generated by the development but go beyond this remit and serve Foxton on a wider scale.

4.10.3 Draft Policy WS/NC also requires residential development to contribute towards both indoor and outdoor sports. All contributions should be site specific and means tested; there should not be a requirement to provide indoor sports where there is no demand or need.

4.10.4 The benefits of providing appropriate infrastructure and facilities, means tested and on a broader scale than the development itself, should therefore be afforded the requisite

weight in policy terms. The Draft Policy must be amended in this way to ensure effective implementation and soundness.

4.11 Draft Policy BG/EO: Providing and Enhancing Open Spaces

Position	Positively Prepared?	Justified?	Effective?	Consistent with National Policy?
Object	*No*	*No*	*No*	*No*

4.11.1 Draft Policy BG/EO set out that new development must address the open space needs it generates though a mix of on-site provision and/or financial contributions for off-site open space provision, enhancement and/or management.

4.11.2 The Draft Policy requires all major developments that are predominantly residential led to provide accessible green space, play and youth space and food growing space. This policy is broadly supported in principle, but it must be further refined to ensure it meets the tests of soundness. For example, it is not clear how the growing space would be managed. Also, it is unclear how the provision of open space is compatible with BNG requirement and Urban Greening. It should also be recognised that long term maintenance of large areas of open space can burden future residents with unexpected service changes. There is no provision for scheme delivery or viability in this context either.

4.11.3 This Draft Policy is justified by a recognised under-provision of accessible greenspace in Greater Cambridge. This is particularly in relation to strategic-scale open spaces, that is district and sub-regional spaces of over 100 hectares. Also, the supporting text notes Accessible Greenspace is defined in the glossary, however, this definition is missing.

4.11.4 Finally, it should be clarified however whether the amount of play space and food growing space is included within the total amount of accessible open space.

4.11.5 Where these developments cannot be delivered on site a financial contribution will be secured. The flexibility of the wording of this policy is welcomed, but further details on how financial contributions will be calculated should be provided. The Draft Policy therefore requires further clarification and redrafting in order to ensure it meets the tests of soundness.

4.12 Draft Policy I/SI: Safeguarding Important Infrastructure

Position	Positively Prepared?	Justified?	Effective?	Consistent with National Policy?
Object	*No*	*No*	*No*	*No*

4.12.1 Draft Policy I/SI seeks to safeguard existing rail freight facilities and sidings at Foxton for rail freight and interchange facilities. The aspirations of the Draft Policy are understood, but there should be a more nuanced approach to the policy wording. Further guidance on

what evidence will need to be submitted to justify that future development would not prejudice the rail freight or interchange facility should be included.

4.12.2 Indeed, the Redrow scheme that has been permitted and subsequently developed at the Former Cemex Cement Works in Barrington indicates that the development of housing close to the existing line will not prejudice its use. The necessity of the Draft Policy is therefore questioned in this context. In its current form, the Draft Policy does not support the aspirations of a sound Plan.

4.13 Draft Policy H/SH: Specialist Housing

Position	*Positively Prepared?*	*Justified?*	*Effective?*	*Consistent with National Policy?*
Object	*No*	*No*	*No*	*No*

4.13.1 Draft Policy H/SH states that unallocated strategic sites of 1,000 dwellings or more will be expected to provide at least 10% of homes as specialist housing. This policy focuses on the need of older people and disabled people, although it is recognised that other specialist housing will be supported if there is appropriate evidence of need. The Draft Policy states proposals will be expected to have regard to the evidence base supporting the Local Plan which considers the needs of a wide range of groups.

4.13.2 This Draft Policy is not prepared in line with the tests of soundness set out in the NPPF. There are no allocation policies requiring a defined proportion of specialist housing, extra care housing, retirement housing, care homes, or older persons' accommodation. The Draft Policy's applicability to unallocated sites only is unjustified and renders the policy ineffective, in that it will fail to deliver specialist housing across the majority of its housing stock (ie allocated sites). The Policy will therefore fail to meet the meet the area's objectively assessed needs effectively.

4.13.3 The Draft Policy also has an overly focused approach to delivering for the needs of older and disabled persons. While this is understood, there is an evidenced unmet need for specialist housing to support CBC and its growth aspirations. The demand for this type of housing is addressed in earlier sections of these representations and at Appendix B.

4.13.4 The Draft Policy also does not provide flexibility for the required provision to be tested and the requirement, on top of other planning obligations, could result in schemes being made unviable. There should be an opportunity for the provision of specialist housing to be needs tested on a site-by-site basis and so this policy is not supported at this stage, given the requirement is not fully justified.

4.13.5 Without changes made to the Draft Policy as set out above, it will remain unsound.

4.14 Draft Policy H/AH: Affordable Housing

Position	*Positively Prepared?*	*Justified?*	*Effective?*	*Consistent with National Policy?*
Object	*No*	*No*	*No*	*No*

4.14.1 Draft policy H/AH states that major housing development will provide at least 40% of the new homes on site as affordable housing. The policy requires that new affordable housing is phased proportionally within the build out of the development to enable proper integration.

4.14.2 The NPPF states development proposal should meet or exceed up-to-date development plan requirements for the proportion and mix of affordable housing tenures relevant to the location, including the minimum proportion of social housing. Whilst GCSP's ambitious requirement for 40% affordable housing will challenge the viability of many schemes when considered alongside other policy requirements (BNG, open space etc). The Draft Policy does not include wording to enable flexibility in the way affordable housing is built out or reviewed. On a phased development unrealistic affordable housing requirements could affect a site's deliverability. This will have implications for the GCSP in terms of overall housing delivery, not just affordable housing.

4.14.3 A lower affordable housing requirement that makes the delivery of schemes viable, will provide more affordable homes than a higher requirement that results in schemes not being delivered. This will ensure a Plan that meets the area's objectively assessed needs.

4.14.4 Axis would support the addition of wording to provide greater flexibility on affordable housing provision and to ensure that developments can successfully meet the requirements of the development plan without unduly restricting delivery. The Draft Policy should be amended to reflect this.

4.15 Draft Policy BG/UGF: Urban Greening Factor

Position	*Positively Prepared?*	*Justified?*	*Effective?*	*Consistent with National Policy?*
Object	*No*	*No*	*No*	*No*

4.15.1 Draft Policy BG/UGF states that major development must demonstrate how the development will achieve Urban Grening Factor (UGF) scores of at least 0.5 for predominantly residential development outside Cambridge Defined Development Extent, except where it can be demonstrated that more than 50% of the Site area equates to accessible greenspace.

4.15.2 This policy is broadly supported, and Axis welcomes the flexibility the policy provides in clarifying the requirement applies to the whole development rather than individual phases. However, no justification has been included to demonstrate why the UGF score for development outside of the defined development extent must exceed the requirements for developments within the defined development extent. This must be clarified to ensure a justified and effective policy.

4.15.3 It would be helpful if Draft Policy BG/UGF included an explanation as to how UGF relates, and is compatible with, BNG and open space requirements. Page 509 of the Draft Plan clarifies that UGF and BNG are separate requirements but there is inevitable interrelation between the two. This must be clarified in the Draft Plan to ensure a justified and effective policy and to ensure a deliverable supply of housing, so that development viability is not overly constrained as a result of unnecessary double counting.

5. Conclusions

5.1.1 These representations set out Axis' objections to, and comments upon, the Proposed Submission Greater Cambridge Local Plan. These objections confirm that the Draft Plan in its current form is unsound. Axis has significant concerns with the current strategy for housing delivery and spatial growth, which is not sufficiently ambitious, justified or effective when considered against Greater Cambridge's economic growth aspirations, the scale of identified housing need, and the opportunities presented by highly sustainable locations, such as Land at Foxton.

5.1.2 To make the Plan sound, GCSP should:

- Review whether the proposed housing requirement is sufficiently ambitious having regard to Greater Cambridge's economic growth agenda;
- Provide additional flexibility and contingency within the housing supply strategy;
- Broaden the portfolio of allocated sites to reduce reliance on a limited number of complex strategic locations;
- Reconsider the role of Foxton within the settlement hierarchy, having regard to its exceptional rail accessibility and relationship with key employment centres; and
- Allocate Land at Foxton to support the delivery of homes, infrastructure and sustainable economic growth over the plan period.

5.1.3 On this basis, Axis requests kindly that Land at Foxton is included in the Draft Plan as a suitable, available and deliverable site.

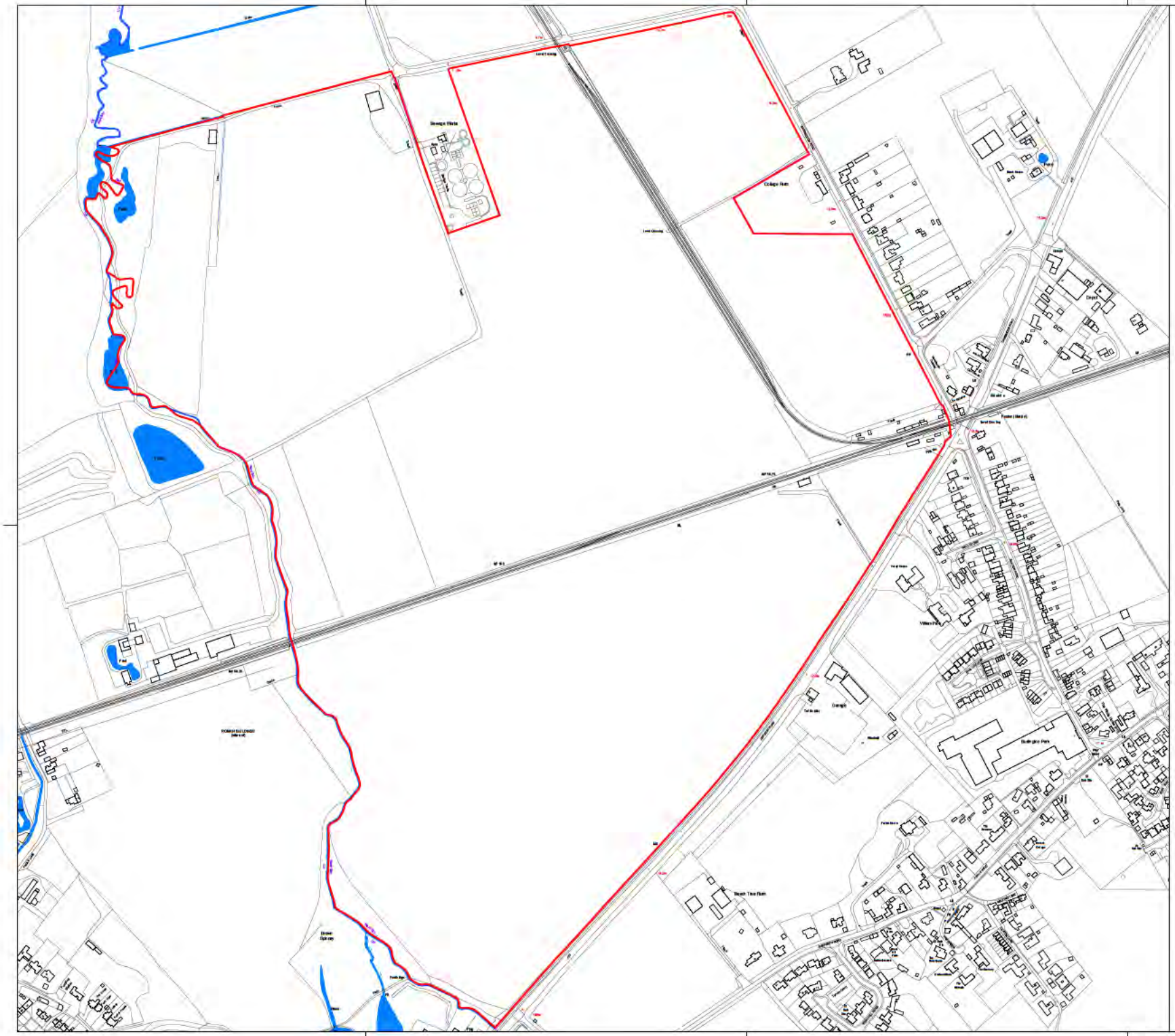
5.1.4 As noted, the Site provides a unique opportunity for Axis to work with stakeholders and the local community to address the need to upgrade Foxton Station, deliver a travel hub and potentially address or mitigate the congestion caused by the level crossing on the A10. This opportunity to solve strategic issues, alongside significant housing delivery in a location that accords with both the 2024 and 2026 NPPFs, should not be missed.

5.1.5 Axis also object to a number of draft policies, which are relevant to the Site. These policies should be reviewed and redrafted to increase their flexibility and to ensure that development can be viably delivered to meet Greater Cambridge's growth aspirations.

5.1.6 We trust that the above representations are helpful and will be taken into consideration so that the submission version of the Draft Plan is an effective, justified and positive Local Plan that is consistent with national policy. We welcome discussion with GCSP ahead of the Submission and Examination to discuss the Draft Plan, and the Land at Foxton Site more specifically.

Appendices

Appendix A – Site Location Plan



NOTES

1. This drawing is to be read in conjunction with all other drawings and specifications.
2. Do not scale off this drawing. Written dimensions to be taken only.
3. Any discrepancies found between this drawing and other drawings and specifications in the construction documents must be referred to the Landscape Architect prior to work commencing.
4. This drawing must not be copied in whole or in part without prior written consent of SLR Consulting Limited.

CDM REGULATIONS 2015

The designs on this drawing are prepared with reasonable skill and care in the consideration of identifying hazards and in giving due regard to their elimination or minimisation. Reference must be made to the health and safety information prepared by the Principal Designer - or - where the designs on this drawing contain significant hazards within the meaning of the CDM Regulations 2015 these are highlighted thus:

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KEY PLAN



Issue	Revision	Initial	Date

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Client
Axis Land Partnerships

Project
Land at Foxton

Cambridgeshire

Drawing Title
Site Location Plan

Scale Bar
0m 25m 50m 75m 100m 125m

North

Scale: 1:2500@A1 Date: 16/01/2026

By: ns Status: INFORMATION

Checked: cdg Approved: pmas

Drawing Number
260916-Foxton-Site-location

Rev
-

Computer File: P:\260916_FMT1_Foxton\SHEET_Foxton\260916-FOXTON-SITE-LOCATION.DWG

Appendix B – Land at Foxton, Economic Case



Land at Foxton Economic Case

September 2026

Insight

Insight
Powered by the Growth Company

Report completed/submitted by:	Olivia Wilson, Ines Mackenzie-Hardy, Amarilis Herrera, Nathan Shoesmith, Zoe Crampton
Proof check completed by:	Margaret Collins
Date:	24th September 2026
Report reviewed by:	Margaret Collins
Date:	24th September 2026

Disclaimer: This report reflects the professional opinion of GC Insight Limited. It is based upon information available at the time of its preparation. The quality of the information, conclusions and estimates contained in the report is consistent with the agreed scope of works, as well as the circumstances and constraints under which this report was prepared.

The report was prepared for the sole and exclusive use of Axis Land Partnerships. GC Insight Limited is not liable to any third party who intends to rely on or has relied or is currently relying upon the contents of this report, in whole or part.

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Executive Summary

Station Fields: Increasing labour supply to catalyse the growth of the Cambridge Biomedical Centre (CBC)

Proposed Development

Up to 1,500 Homes
Over 15 years, including 40% Affordable

4,000 sq. m
Employment and community space

Commercial Floorspace
To support SMEs, including flexible workspace

New Social Infrastructure
To support the local community



Local Drivers for Change

- "Default yes" for housing around stations
- Housing and support for economic growth central to Labour Government's new manifesto
- National support for life sciences, recognising its economic potential
- Cambridge and the CBC recognised in policy as central to the success of life sciences
- Significant economic uncertainty and need for jobs now

Labour Supply Impacts (Up to 1.5k homes)

3,750
Increase in resident population

2,420
Increase in working age population

2,010
Rise in economically active population

1,840
Rise in people qualified to level 4+

Operational and Fiscal Impacts

234 Jobs
Supported through employment generating uses (156 direct and 78 indirect)

£97m NPV
Household Expenditure (15 yrs)

£69.5m NPV
In GVA through direct job creation (15 yrs)

£12.5m NPV
Council tax & Business Rate receipts (15 yrs)

Wider Impacts

- Increasing labour supply to catalyse growth of the Cambridge Biomedical Centre
- Supporting agglomeration and productivity growth
- Supporting new infrastructure including a bridge bypass for Foxton
- Providing much needed homes in a sustainable location next to rail
- Ability to start contributing to economic growth now

Image source: Cambridge Biomedical Campus Official Website

1 Introduction

Purpose of Report

WSP, on behalf of Axis Land Partnerships (Axis), are preparing an evidence base to support the promotion of development at Land at Foxton (the 'site'), which is located in Foxton, Cambridgeshire. The site has the potential to deliver up to 1,500 homes along with employment (including co-working space) and community uses.

The site is situated 10km from central Cambridge and 8km from the Cambridge Biomedical Campus (CBC). CBC is a Centre of biomedical research of international importance, recognised as such in government policy (Case for Cambridge, 2024). Around 22,000 people are currently employed on the campus, and CBC has an ambition to double their workforce over the next 20 years. A major constraint on growth is the ability of employees to get from their homes to the campus.

Most of the new housing proposed is to the west and north of Cambridge. There are two major transport projects that would link any new housing to CBC. The first is the Cambridge South East Transport (CSET) busway, however this is still awaiting formal approval. The second is East West Rail, with the final Phase of the project connecting Bedford to Cambridge at the planning stage and still subject to DCO approval, with funding yet to be fully agreed and completion unlikely until mid-2030s.

The draft Greater Cambridge Local Plan Regulation 19 consultation document published in July 2026 does not allocate land at Foxton for development. WSP, on behalf of Axis, is preparing a response to the consultation in support of the site. This report will inform the response, helping to make the economic case for the Proposed Development. It focuses on two key points which are as follows:

- The site has the potential to support the future growth of CBC, with Land at Foxton able to come forward within the next 5 years. Other sites are likely to take far longer to come forward as they are dependent on investment in major infrastructure.
- The site would be located in close proximity to the existing Foxton railway station which will connect to the new Cambridge South station (located at CBC). Government policy makes a strong case in favour of locating new residential development close to railway stations. This has been most recently reinforced in the August 2026 NPPF and the Planning and Infrastructure Act which received Royal Assent in December 2025.

This report has been prepared by GC Insight, a purpose-driven social enterprise offering advisory research and evaluation consultancy. We have over 20 years' experience of informing and supporting local economic growth through the application of our analysis and insight. We have a national presence with offices in London, Birmingham, Manchester, and Glasgow.

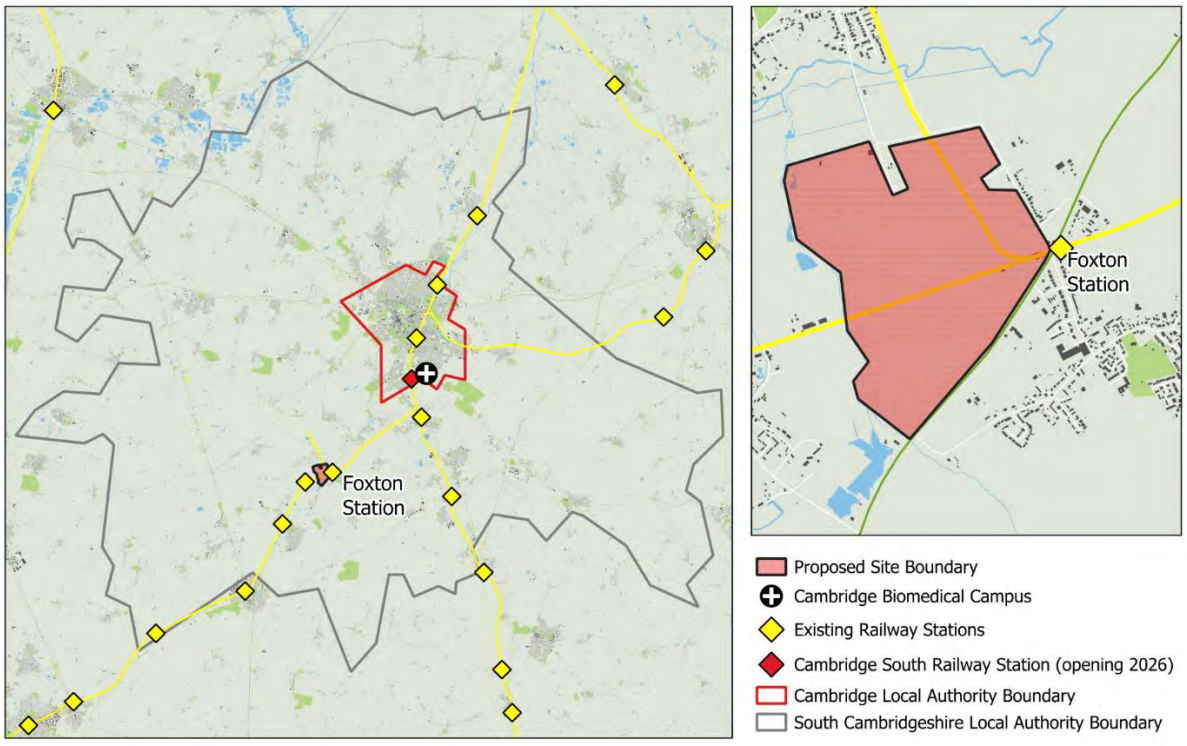
The Site and its Location

The site is located between the villages of Foxton, Shepreth and Barrington, to the southwest of Cambridge. It is 10km from central Cambridge and 8km from the Cambridge Biomedical Campus (CBC). The site is around 99 hectares in size and lies outside of the Cambridge Green Belt.

The site is located adjacent to Foxton railway station, meaning that it can be accessed within minutes on foot. The station links Cambridge to London's Kings Cross, with two services per hour during peak times. The new Cambridge South railway station, located on the CBC site, has recently (June 2026) opened and connects the CBC directly with destinations including London, Stansted Airport, and Birmingham.

Services between Foxton and Cambridge South will take approximately 7 minutes. In addition, Foxton is linked to CBC by a cycle path.

Figure 1.1 Site Location



Overview of Proposed Development

Early-stage versions of the masterplan for Land at Foxton suggest that the site has the potential to deliver the following:

- Up to 1,500 homes over a period of 15 years, 40% of which will be affordable.
- 4,000 sq m employment and community uses, with around three quarters allocated for E class uses (including retail, office and light industrial) and a quarter allocated for community uses. The commercial provision will include space for small businesses (including flexible workspace). The community space will meet local needs. Initial discussions have focused on the potential for a health centre, but the exact community use will be determined at a later stage and subject to a needs assessment.

Report Structure

The remainder of the report is set out under the following headings:

- **Section 2: Key policy and economic drivers**: summarises the comprehensive policy framework and the socio-economic drivers which help make the case for the Land at Foxton development.
- **Section 3: The Cambridge Biomedical Campus (CBC)**: provides an overview of the Campus and sets out why housing is needed to support its future growth.
- **Section 4: Comparative advantage over other sites**: considers the alternative sites as identified in the Draft Greater Cambridge Local Plan and sets out why Land at Foxton is better placed to meet the needs of CBC.

- **Section 5: Delivering significant economic benefits**: sets out why there is a need for jobs and economic growth now and quantifies the social and economic impact which could be realised by the development of Land at Foxton.
- **Section 6: Delivering wider benefits**: articulates the important wider benefits which could be realised by bringing forward the Land at Foxton development.

2 Key Policy and Economic Drivers

The proposed development at Land at Foxton is supported by a comprehensive policy framework that prioritises housing delivery, economic growth, and sustainable development. This section sets out the policy case for the site, demonstrating its alignment with national, regional, and local objectives. It also summarises the key socio-economic drivers which support the case for Land at Foxton. The analysis is organised under five key themes:

1. The case for Housing
2. Policy support for Housing close to Rail Stations
3. Policy support for economic growth
4. National support for Life Sciences
5. The importance of Cambridge and the case for the Cambridge Biomedical Campus

Further detail is provided in Appendix 1 and 2 of this report.

The case for Housing

National Policy Drivers

Housing delivery is a cornerstone of the UK Government's growth agenda. The Labour Government's **Plan for Change** (2024) and **Our Plan to Build Homes** (2024) commit to delivering **1.5 million homes during the current Parliament (to 2029)**. Building more homes is a key driver for supporting the realisation of the Government's number one mission of growing the economy.

The **Planning and Infrastructure Act** (2025) received Royal Assent in December 2025 and sees significant reforms which aim to accelerate the delivery of housing and major infrastructure within England and Wales. A series of measures aim to accelerate approvals, unlock sites, and ensure housing growth is supported by utilities and environmental enhancements, helping meet the government's target of 1.5 million new homes. The Act also included provision for Development Corporations with stronger delivery powers. The Greater Cambridge Development Corporation (GCDC) was formally established by Government on 23rd July 2026 and covers the administrative areas of Cambridge City and South Cambridge with a remit to deliver infrastructure-led growth. It will achieve this by bringing forward housing and employment sites and supporting the growth of Cambridge as a globally significant science and innovation cluster. The site represents an important opportunity for the GCDC to deliver on their mandate for growth.

Local Housing Need

The **Regulation 19 (Proposed Submission) Greater Cambridge Local Plan** identifies a minimum requirement for **48,069 new homes between 2024 and 2045 and identifies a planned housing supply of 52,032**.. This figure significantly exceeds previous targets and underscores the urgency of delivering new housing as well as reflecting the area's continued growth ambitions.

Affordability pressures compound this challenge:

- Entry-level[1] house prices in Cambridge have risen by **171% over 20 years**, reaching **£370,000**, while South Cambridgeshire averages **£326,500**.
- These prices equate to **11.7 times local earnings**, compared with a national ratio of **6.8**.

[1] "Entry-Level" in this context refers to the lower quartile of housing prices.

- Rental costs have surged, with average rents now around **£1,783 per month**.

Table 2.1: Housing Need and Affordability Indicators

Indicator	Cambridge	South Cambridgeshire	National Average
Entry Level House price (£)	370,000	326,500	190,000
Entry Level House Price-to-earnings ratio	11.7	10.3	6.8
Monthly rent (£)	1,783	1,384	1,422

Source: ONS Lower quartile house prices for administrative geographies, 2023; ONS House price to residence-based earnings ratio, 2024; ONS Price Index of Private Rents, 2025

There are a number of local trends which support the case for housing on Land at Foxton:

- At a local level, the **population for the Local Impact Area (LIA)[2] has been growing at a faster rate** (7%) than the national average (4%) over the last five years. This supports the case for additional housing locally in order to meet the additional demand. The population is projected to keep increasing at a faster rate than nationally (14% compared to 9%), keeping the demand steady for the next ten years.
- The **population within the LIA is forecast to age** at a faster rate in line with national averages, with a growing proportion of people aged 65 and over. This could make it harder for Cambridge to access the readily available workforce it needs in the absence of sufficient housing to attract a younger population.
- In Cambridge (where CBC is located) the economic activity rate and employment rate is high, however there is a tight labour market, due to the fact that levels of **unemployment are low**. The unemployment rate for the LIA is 2.5%, compared to 4.7% nationally. This makes it ***difficult for businesses to access the labour force they need***.
- Commuting flows shows the strong relationship between the two local authorities within the LIA, with large numbers commuting from South Cambridgeshire to Cambridge to work. In 2021, over 14,000 people commuted to Cambridge to work from South Cambridgeshire compared to only 5,000 commuting the other way. This highlights the **important role of South Cambridgeshire in meeting the workforce needs of Cambridge**, supporting the case for additional housing in this area.
- Whilst **deprivation levels are low** across the LIA as a whole, it is clear that the main deprivation challenge is around barriers to housing and services, especially in South Cambridgeshire. This is most likely due to its rural geography.

Land at Foxton offers a solution by providing up to **1,500 homes**, including **40% affordable housing**, thereby addressing acute affordability issues and supporting inclusive growth.

Policy support for Housing close to Rail Stations

National planning policy increasingly prioritises development in locations that maximise sustainable transport options. The **National Planning Policy Framework (NPPF)** (August 2026) introduced a permanent presumption in favour of **suitably located development**, with a specific emphasis on **sites near rail stations**. The proposals include:

- A "default yes" for housing around stations within existing settlements and around well-connected stations outside settlements, even where this involves Green Belt land.

[2] Defined as the Cambridge and South Cambridgeshire local authorities combined

- Qualifying well-connected stations are those which are located in the top 80 Travel to Work Areas by Gross Value Added (GVA). They also need to have a service frequency (in the normal weekday timetable) of four trains per hour overall, or two trains per hour in any one direction.
- Minimum density requirements of 35 dwellings per hectare around qualifying well-connected stations and 45 dwellings per hectare around well-connected stations where the station has a service frequency at least twice the minimum threshold, to optimise land use and support sustainable growth.
- Recognition that developments near rail stations reduce car dependency, improve access to jobs and services, and contribute to climate objectives.

This policy direction reflects the Government's commitment to integrating housing and transport planning to deliver sustainable communities. It also aligns with wider objectives in the **Planning and Infrastructure Act** (2025), which seeks to accelerate housing delivery in locations that can leverage existing transport infrastructure.

Land at Foxton meets the criteria above for a presumption in favour of housing close to rail stations. Foxton is located in the Cambridge Travel to Work Area (TTWA). The latest GVA data confirms this area has the 13th largest GVA output compared to other TTWA areas nationally. There are also four trains per hour from Foxton at peak times. Finally, the site will deliver a minimum of 35 dwellings per hectare to reflect its location close to the station. The site therefore meets the criteria to achieve a 'default yes' for residential development next to a station.

Policy support for Economic Growth

National, regional, and local policy frameworks consistently emphasise the need to drive economic growth through strategic investment in housing, infrastructure, and employment. The UK Government's **Modern Industrial Strategy (2025)** sets out a 10-year plan to deliver certainty and stability for high-growth sectors, including life sciences (see below). This strategy positions the **Oxford-Cambridge Growth Corridor** as a priority cluster for innovation and investment, recognising the region's role in driving national productivity.

The **Case for Cambridge (2024)** reinforces this ambition, describing Cambridge as a critical engine for the UK economy and warning that housing and infrastructure constraints risk undermining future growth. It calls for significant new housing provision and transport improvements to unlock the potential of major employment sites such as the Cambridge Biomedical Campus (CBC).

Regional policy echoes these priorities. The **Cambridgeshire and Peterborough Local Growth Plan (2025)** aims to make the region the fastest-growing economy in the UK by 2050, with life sciences identified as a key sector. The plan highlights the importance of ***aligning housing delivery with economic growth objectives, ensuring that skilled labour can access employment opportunities efficiently***.

Within the plan, there is a focus on four region-wide opportunity zones which aim to spread growth and investment. One of these is Global City Cambridge, which aims to strengthen the area's science and tech cluster and unblock key infrastructure gaps. Regional housing pressures are repeatedly raised through the Local Growth Plan, and the plan recognises the need to ***create both the housing and commercial space required to support growth in the region***. ***Enhancing infrastructure*** is recognised as a key priority and new developments such as Land at Foxton could have an important role to play in supporting the area's significant ambitions for growth.

Locally, the **Regulation 19 (Proposed Submission) Greater Cambridge Local Plan** seeks to balance homes and jobs, supporting sustainable growth and reducing barriers to labour mobility. It recognises

that developments near transport hubs and strategic employment sites will play a vital role in achieving these goals.

Section 5 of this report highlights the concerns over economic growth nationally. It highlights the UK's fragile economy, with significant levels of uncertainty over future growth, and some reporting that the UK is at risk of a recession. Cambridge has experienced a 9% increase in employment growth since 2019, which is well above national levels (5%). In order to continue to deliver strong levels of economic growth, there is a need to ensure that there is sufficient housing serving Cambridge so that it does not act as a constraint, which prevents the city from realising its true potential.

National support for Life Sciences

The Government's **Modern Industrial Strategy (2025)** highlights life sciences as one of eight growth-driving sectors critical to national prosperity (the sectors are often referred to as IS-8). The UK Government's **Life Sciences Sector Plan (2025)** sets a clear ambition: to position the UK as the leading life sciences economy in Europe and the third globally by 2030. To achieve this ambition, the sector plan acknowledges that the UK will need to be at the forefront of global innovation, including through groundbreaking discoveries, scaling companies and a thriving ecosystem. The plan identifies the **Oxford-Cambridge Growth Corridor** as a priority cluster for life sciences, emphasising the need for developments that can accommodate a skilled workforce and enable collaboration within the sector.

The importance of Cambridge and the case for the Cambridge Biomedical Campus

The **Case for Cambridge** (March 2024) sets out the UK Government's ambition to position Cambridge as a **world-leading centre for science, research, and innovation**, underpinning national economic growth. It highlights Cambridge's exceptional productivity and global reputation in life sciences, technology, and advanced research, describing the city as critical to the UK's aspiration to become a "science superpower". The document emphasises that Cambridge's success depends on delivering sustainable, infrastructure-led growth that balances homes, jobs, and environmental constraints.

The document specifically refers to the **Cambridge Biomedical Campus (CBC)** as a flagship employment site within the life sciences cluster. It notes CBC's global importance for healthcare innovation and research, while warning that housing and infrastructure constraints risk limiting its ability to expand and attract talent.

A central theme is the urgent need to address **housing shortages**, which the Government warns are **jeopardising future growth**. Despite strong economic performance, housing delivery has not kept pace with job creation, resulting in severe affordability pressures. The report calls for significant new housing provision, alongside investment in water supply, transport, and social infrastructure.

The existing **South Cambridgeshire Local Plan** (2018) recognises the Cambridge Biomedical Campus (CBC) as an international centre of excellence for patient care, medical research and healthcare education. **Policy E/2** confirms that an extension to the Cambridge Biomedical Campus will be supported.

Policy S/CBC of the **Regulation 19 (Proposed Submission) Greater Cambridge Local Plan** states that the **Cambridge Biomedical Campus** (including Addenbrooke's Hospital) is a **nationally important site**. It:

- Recognises the campus and its expansion area (through Green Belt release) as appropriate for healthcare, research, education, and related development.

- Emphasises the need for a coordinated masterplan, Place Book, design codes, Infrastructure Delivery Strategy, Amenity Strategy, phasing arrangements and transport assessment to support national health services and life-sciences research.

The Cambridge Biomedical Campus Supplementary Planning Document (SPD) which was adopted in **April 2025** underscores CBCs role as an **international centre of excellence** for patient care, biomedical research and healthcare education. The SPD confirms the need for continued expansion to maintain its role as a world-class hub for healthcare, biomedical research, and education. Future phases should deliver supporting infrastructure, public realm improvements, and enhanced pedestrian and cycle links. Overall, the document positions CBC's expansion as **essential for meeting national and regional health and life science's needs**, with growth tied to high-quality design and integrated planning.

Our own analysis confirms that the health sector (31,000 jobs) and the professional, scientific & technical sectors (43,000) which align with CBCs strengths are two of the largest sectors in the LIA. The area has relative strengths in these sectors compared to nationally, and these sectors have been growing (particularly the health sector which supported 6,000 more employees over the last 5 years). In terms of sub-sectors, life sciences (5,000 jobs) and research & health (3,000 jobs) are significant.

The occupational and skills profile in the LIA and South Cambridgeshire is aligned with the skills requirements of CBC, which employs highly qualified people in professional occupations. The proportion of people working in professional, managerial or associate occupations in the LIA (66.1%) is well above the national average of 54.3%. Similarly, a far higher proportion are qualified to RFQ4 and above (62.3%) compared to national (48%) averages.

The next section sets out further information about the Cambridge Biomedical Campus (CBC) and makes the case as to how Land at Foxton can support this.

3 The Cambridge Biomedical Campus (CBC)

The Cambridge Biomedical Campus (CBC) is a nationally and internationally significant centre for healthcare, life sciences, and research. Its continued growth is critical to the UK's ambition to become a global leader in science and innovation. This section provides a comprehensive overview of CBC, explains its strategic importance with reference to policy, and sets out how its planned expansion will create an urgent need for housing, an issue that Land at Foxton is uniquely positioned to address.

The Cambridge Biomedical Campus (CBC)

The Cambridge Biomedical Campus is located on the southern fringe of Cambridge, adjacent to Addenbrooke's Hospital. It is the largest employment site in Cambridge and one of Europe's leading centres for healthcare, education, and life sciences research. The Campus integrates world-class biomedical research, patient care, and academic institutions, creating a globally significant cluster.



Source: Getty Images

CBC hosts a unique mix of organisations, including the following:

- **Healthcare providers:** Cambridge University Hospitals NHS Foundation Trust (Addenbrooke's and Rosie Hospitals) and the Royal Papworth Hospital NHS Foundation Trust.
- **Education and research facilities:** University of Cambridge and the Medical Research Council Laboratory of Molecular Biology.
- **Commercial life sciences companies:** including AstraZeneca and Abcam.

Currently, CBC employs approximately **22,000 people**, with the majority (71%) working in the health sector as illustrated below. It is a hub for clinical roles, scientific and technical staff, and administrative support, attracting talent from across the UK and internationally.

Table 3.1: Current Workforce Profile

Sector	Share of Workforce	Approximate No	Median Income
Health	71%	15,029	£31,000
Education & Research	16%	3,402	£39,000
Commercial Life Sciences	13%	2,796	£65,000

Source: Cambridge Biomedical Campus Housing Study, Lichfields (April 2024), p.28.

According to recent research, the CBC workforce comprises of people predominantly **aged between 26 and 50 years**. This is likely to suggest the need for housing suitable for young professionals and families. The fact that healthcare roles account for the highest proportion of the workforce suggests that a large portion of the workforce often work **shift patterns**. This proximity to CBC is critical for recruitment and retention.

Most workers at CBC live within or around Cambridge itself, but the CBC travel to work area extends around 30km from the Campus, with 80% of the workforce drawn from this area that includes Foxton and also covers Newmarket, Haverhill, Royston, Huntingdon and Ely

The importance of CBC

As outlined in Section 2, CBC's strategic importance is recognised at every level of policy. It is central to the UK Government's ambition to position Cambridge as a "science superpower" and to lead globally in life sciences. The **Case for Cambridge (2024)** describes CBC as a flagship employment site within the life sciences cluster, recognising that housing and infrastructure constraints risk limiting its ability to expand and attract talent.

National strategies reinforce this position:

- The **Modern Industrial Strategy (2025)** identifies life sciences as one of eight growth-driving sectors critical to national prosperity.
- The **Life Sciences Sector Plan (2025)** sets a clear ambition for the UK to be the leading life sciences economy in Europe by 2030, with the Oxford-Cambridge Growth Corridor highlighted as a priority cluster.

Regionally, the **Cambridgeshire and Peterborough Local Growth Plan (2025)** emphasises the need for housing and infrastructure to support economic growth in life sciences and related sectors. Locally, the existing **South Cambridgeshire Local Plan** (2018) confirms the significance of the Cambridge Biomedical Campus and allocates land for its expansion (Policy E/2). This is followed through into the **Regulation 19 (Proposed Submission) Greater Cambridge Local Plan** which recognises CBC as a nationally important site and also allocates land for its expansion (Policy S/CBC).

CBC's Expansion Plans

The Cambridge Biomedical Campus (CBC) has ambitious plans to grow over the next 20–25 years. By 2050, CBC's workforce is projected to increase from **22,000 to 40,000 employees**, an uplift of **18,000 jobs**[3]. Two-thirds of this growth will be in the commercial life sciences sector, with the remainder in healthcare and research. A breakdown of jobs growth by broad sector is summarised below.

[3] CBC Housing Study, Lichfields (2024)

Table 3.2: CBC Workforce Growth Projections

Sector	Current Jobs	Future Jobs (2050)	Increase
Health	15,000	20,000	+5,000
Education & Research	3,400	4,400	+1,000
Commercial Life Sciences	2,800	14,800	+12,000
Total	22,000	40,000	+18,000

Source: CBC Housing Study, Lichfields (2024)

Future plans include:

- **New healthcare facilities:** including the Cambridge Children's Hospital and Cancer Research Hospital, with pre-construction work already underway.
- **Commercial expansion:** AstraZeneca has previously announced its intent to invest £650 million to expand laboratory and office space. Whilst this is currently paused, ensuring that here are sufficient homes to support a skilled workforce will be important to make this happen.
- **Research growth:** Additional facilities for translational medicine and biotech innovation are also proposed.

Why Housing is Critical to Support Growth

CBC's ability to realise its growth plans is contingent upon the availability of suitable housing. The Greater Cambridge area faces severe affordability pressures as outlined in the previous section. As a result, the CBC Housing Study (2024) identifies a need for 14,000–16,000 affordable homes by 2050, alongside additional market housing.

CBC themselves make the case that without significant new housing provision, the Cambridge Biomedical Campus (CBC) will struggle to recruit and retain staff, particularly in key healthcare roles that require proximity to the Campus due to shift patterns.

How can Land at Foxton help?

CBC is a nationally significant employment site and important in delivering the UK's life sciences strategy. Its planned expansion will create thousands of high-value jobs, but this growth is at risk without substantial new housing provision. The site is uniquely positioned to meet this need, offering a deliverable, well-connected site that aligns with national, regional, and local policy priorities. By providing housing at scale within proximity to CBC, the site will enable the Campus to realise its growth ambitions and maintain its global competitiveness.

Land at Foxton has the potential to deliver **1,500 homes** in total and **600 affordable homes**. This would help to contribute to the housing need identified by the Cambridge Biomedical Campus. The site is located only 8km from CBC and is adjacent to an existing train station. The train journey from Foxton to Cambridge South (adjacent to CBC) takes only 7 minutes, which means this site is well placed to deliver the workforce which CBC needs.

The current proposed housing mix for Land at Foxton is summarised below. This shows that the site will meet CBCs 'basic asks' as summarised in the CBC housing document. This includes the following:

- At least 30% of new homes as affordable tenures for rent (Social/Affordable Rent). *According to the proposed schedule, this would be realised with 26% affordable rent and 4% social rent.*
- At least 10% of new homes as intermediate housing tenures provided as a suitable mix such as First Homes, shared ownership or rent-to-buy tenures.

- A mix of affordable homes by size (1-bed to 4-bed) and type (flats and houses) to reflect needs. Land at Foxton would provide a mix of 1-4+ bedroom houses and flats as per the schedule below.
- An allocations mechanism for some housing to go towards local workers in hard to recruit to sectors, and/or other specified workers at the Campus (e.g. Local Lettings Plans).

Table 3.3: Housing Mix

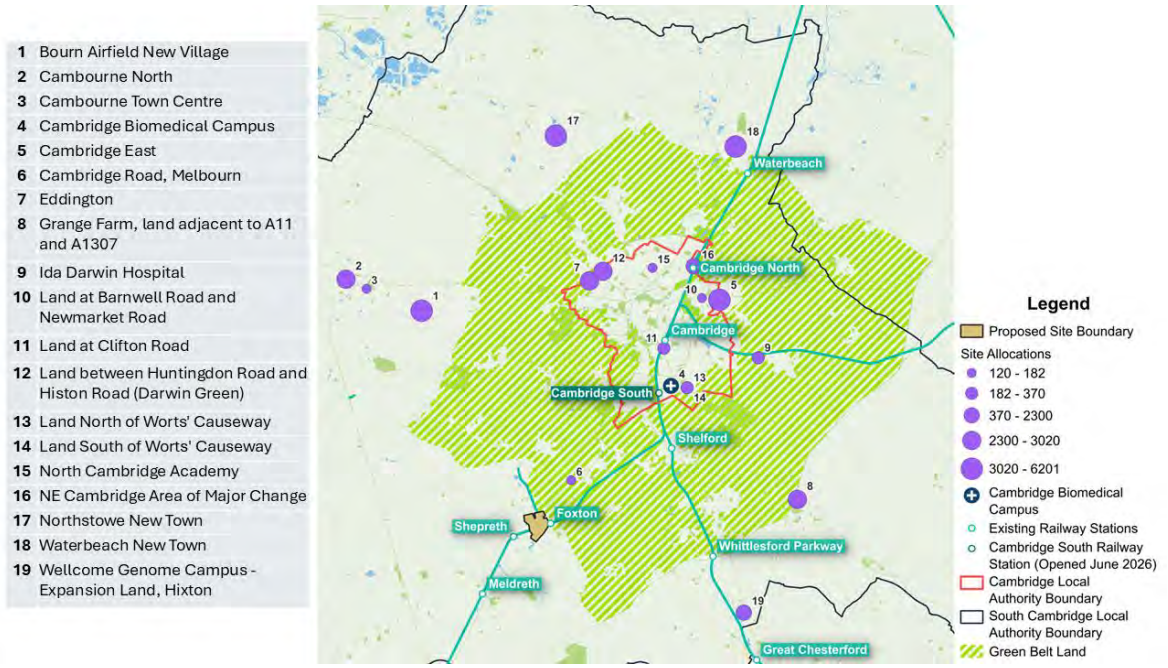
	Market		Social Rent		Affordable Rent		Shared Ownership		Total	
1 bed	5%	45	20%	12	20%	78	15%	23	**11%**	**158**
2 bed	30%	270	35%	21	35%	137	45%	68	**33%**	**495**
3 bed	40%	360	35%	21	35%	137	35%	45	**38%**	**563**
4+ bed	25%	225	10%	6	10%	39	10%	15	**19%**	**285**
Total	100%	900	100%	60	100%	390	100%	150	100%	1,500

As a result of the scheme, Land at Foxton has the potential to increase labour supply locally to specifically meet the needs of CBC. Section 5 of this report quantifies the impact which the scheme might have on labour supply, demonstrating that the occupational and skills profile of those living at the Site would align with CBCs requirements. This would result in a significant positive impact.

4 Comparative Advantage over Alternative sites

The draft Greater Cambridgeshire Local Plan sets out a list of new site allocations to meet updated housing targets. **Figure 4.1** illustrates the location of all proposed new housing sites which have the potential to deliver over 100 homes in the local plan period.

Figure 4.1 New Housing Allocations in Draft Local Plan (100+ homes)



Following a comparison of the sites (see Appendix 3), it is clear that Land at Foxton is far better placed to facilitate the growth of the Cambridge Biomedical Campus (CBC), thereby supporting economic growth. The key arguments in favour of this are summarised below.

The site is likely to come forward earlier than other proposed allocations

The site is not subject to constraints that are likely to delay construction, with current timescales suggesting delivery of housing could happen earlier compared to other proposed allocations (see **Table A3.1**).

A key example of delivery constraints includes the North East Site (S/NEC) allocation which was set to deliver 3,950 homes from 2032 onwards according to the previous Regulation 18 version of the Greater Cambridge Local Plan. However, delivery at this scale was reliant on the relocation of the Cambridge Waste Water Treatment Works, which the Government subsequently decided against funding. As a result, the potential for housing delivery at this site has been significantly scaled back in the Regulation 19 Plan to 650 dwellings.

Other sites are reliant on transport projects to come forward. In the case of Cambridge East, the absence of a masterplan means that overall site capacity could be subject to transport infrastructure constraints.

It is well supported by existing transport infrastructure

The site is well supported by existing transport infrastructure and therefore not reliant on future infrastructure projects to come forward to ensure it has suitable connectivity by train into the Cambridge city centre and to key employment areas such as the CBC.

The site is located in close proximity to Foxton Station, capitalising on the well serviced train route running out of the Southwest of Cambridge. Following the opening of South Cambridge Station, CBC is accessible by train in only 7 minutes. At present the proposed Melbourn site (S/RRA/CR), which could deliver just 120 homes, is the only allocation in the Draft Local Plan located near this stretch of railway and relevant stations.

In comparison, sites such as Cambridge East (S/CE), Grange Farm (S/GF), Cambourne North (S/CBN), Northstowe New Town (S/NST) and Eddington (S/NWC) are not well serviced by existing train routes, and instead reliant on local bus routes to travel into Cambridge.

Whilst there are plans for future infrastructure projects to come forward, which have the potential to improve accessibility, these are at an early stage and subject to uncertainty. The key projects are summarised below:

- **Cambridge Eastern Access Busway**: A proposal for more cycleways, bus lanes and better pavements along Newmarket Road. With proposals for a new travel hub just off Airport Way and a new busway through the current Cambridge Airport site. However, there is currently no agreed route, an updated design is required, and funding has not been agreed. Furthermore, significant utilities works planned by Cadent for Newmarket Road in 2028/29 will mean any construction work for these proposals cannot commence until late 2030.
- **CSET Busway**: a new public transport route connecting CBC to Great Shelford, Stapleford, Sawston, and a new travel hub near the A11/A1307, improving links to Babraham Research Campus and Granta Park. An application is currently being reviewed by DfT, and a public inquiry may take place before the end of 2026. Full funding to support construction is not yet fully secured.
- **EWR Cambourne to Cambridge Link**: East West Rail will link Cambridge with Oxford, Milton Keynes, and Bedford. A new link is proposed covering Bedford to Cambridge, and is included in the latest proposed rail route, however delivery is still dependent on DCO approval and the section to Cambridge not expected to be completed until the mid-2030s.
- **Cambourne to Cambridge Guided Busway (C2C)**: is a proposed route linking Cambourne to CBC via Bourn Airfield and West Cambridge, enhancing connectivity for western settlements. A decision from the Secretary of State for Transport on the Transport and Works Act Order for the scheme is still awaited and the Mayor of Cambridgeshire and Peterborough has voiced objections to the scheme, which creates a degree of uncertainty around delivery.

It supports faster journey times to the CBC

As highlighted in earlier sections of this report, the Site is located adjacent to Foxton Station ensuring fast journey times into Cambridge and the CDC, which will be as short as 15 minutes now that the South Cambridge rail station is operational (7 minutes by train).

Two of the other key Proposed Site Allocations also benefit from fast journey times to the CBC, including North East Cambridge (S/NEC) and Cambridge Biomedical Campus (S/CBC). However, these sites face delivery constraints. As stated above, the North East Cambridge site (S/NEC) also faces substantially scaled back housing delivery. Furthermore, the Cambridge Biomedical Campus (S/CBC) requires Greenbelt land to be released in order to deliver all phases of construction (and has the potential to only deliver 1,000 dwellings).

5 Delivering significant economic benefits

Land at Foxton has the potential to deliver significant social and economic benefits, benefiting the local and national economy. As demonstrated in the previous section, the site does not have the same delivery risks compared to other sites identified in the Draft Greater Cambridge Plan and is therefore capable of coming forward more quickly responding to a need for jobs and economic growth now.

The need for economic growth

The UK economy has faced repeated shocks during the 2020s, including the COVID-19 pandemic and public-health restrictions from 2020 into 2022 and The energy-price and cost-of-living shock that intensified following Russia's invasion of Ukraine in 2022. There has been a sharp rise in UK interest rates from late 2021 and substantial changes in US tariff policy since 2025 following the introduction of tariffs by US President Donald Trump. Together, these events and ongoing challenges present a challenging social and economic environment.

In early 2025, new US trade tariffs further disrupted global markets, compounding challenges for UK businesses. The UK's change to a **Labour Government** (in July 2024) brought a renewed focus on growth. However, so far, the economy has experienced limited economic growth under the new government, against a backdrop of challenging economic circumstances both in the UK and globally.

The **Autumn Budget** 2025 introduced welfare reforms and increased public spending, with the Office for Budget Responsibility forecasting that annual borrowing would need to rise by £16 billion as a result (2025–2029). In March 2026, the **OBR made predictions on growth in the economy** and suggested that real GDP growth is expected to slow from 1.4% in 2025 to 1.1% in 2026.[4] This is 0.3 percentage points lower than in November 2025, reflecting weaker-than-expected GDP outturns in late 2025, further evidence of a loosening labour market, and subdued business surveys. It is expected that GDP growth will improve, rising to an average 1.6 per cent a year from 2027 to 2030 as productivity growth increases and the negative output gap closes.

Recent national data indicates that **unemployment** in the UK was **4.9% for the period April–June 2026**, a decrease of 0.2 percentage points from August-October 2025[5]. There are now approximately 1.78 million people unemployed, reflecting weakening hiring activity and a fall in payroll employment numbers.

CPI inflation was 2.9% in September, which is above the Monetary Policy Committee's 2% target. Business confidence also remains low with **economic uncertainty** cited by 29% of firms according to the ONS Business Insights and Conditions Survey in August 2026. This is a decrease of 4 percentage points since November 2025[6].

The UK economy remains in a challenging but somewhat more stable position than indicated by late-2025 data. The economy avoided a technical recession and returned to growth during the first half of 2026, while inflation has fallen closer to the Bank of England's 2% target. However, growth remains relatively weak, unemployment is elevated and business uncertainty persists. Alongside continued uncertainty around global trade and geopolitical developments, the OBR's weaker outlook for UK growth in 2026 indicates that significant economic headwinds remain.

[4] Economic and fiscal outlook March 2026
[5] Employment in the UK December 2025.pdf
[6] Business insights and impact on the UK economy - Office for National Statistics

Given the significant levels of uncertainty in the economy with low levels of growth and a subdued outlook, there is clearly a need to support economic growth. Land at Foxton has the potential to deliver economic benefits in the short-term, creating new jobs and delivering economic output, which is needed now. The new housing has the potential to support the growth of the Cambridge Biomedical Campus (CBC) by providing much-needed labour supply to catalyse the growth of the life sciences sector around Cambridge which is a national priority.

The impact of Land at Foxton

Construction Impacts

The investment required to redevelop Land at Foxton for the proposed uses will create demand for construction workers during the build period. It is estimated that the proposed redevelopment would generate demand for around **112** FTE temporary construction workers per annum over a 15-year build period. These jobs will be a mixture of on-site and supply chain roles. The figure is an average and could be higher at peak periods of construction activity.

The large supply chain associated with the redevelopment of the building can result in substantial indirect and induced impacts. According to work by Professor Ball (Lichfields, 2018)[7] one direct job in the construction sector supports 0.5 indirect jobs in the supply chain. Applying a multiplier of 1.5 implies that the development supports an additional 56 indirect jobs per annum. This brings the total number of direct, indirect and induced jobs to **168** FTEs per annum.

The cumulative economic output associated with construction activity is estimated at **£157 million in Gross Value Added (GVA)** (Net Present Value). This reflects direct and indirect jobs over the 15-year period.

It is expected that a proportion of the jobs supported during the construction phase will be accessible to residents of South Cambridgeshire and Cambridgeshire more widely. In addition, there are likely to be opportunities to support continuing and new apprenticeships, work placements and training.

Operational Impacts

Contribution to Housing and Affordable Housing Need

Land at Foxton will make a significant contribution to local housing supply, delivering up to **1,500 new homes.** This is equivalent to 3% of the Greater Cambridge Local Plan's total requirement (48,096 homes, 2024–2045). The development will meet the local affordable housing target, providing **600 affordable homes** (40% of total units).

The delivery of new housing will deliver a number of benefits for the local area including helping to attract and retain a working age population, supporting young families and first-time buyers, adding to the diversity of housing stock available in the local area and reducing the council's housing waiting list.

Demographic and Labour Supply Impacts

In order to estimate the demographic and labour supply impacts of the proposals, we have drawn upon case study information for a similar scheme known as **Trumpington Meadows**. Based on this, the potential demographic and labour supply impacts for the Site are summarised in **Table 5.1**.

Land at Foxton would house around 3,750 additional residents. The new development would boost labour supply by over 2,000 people, an increase of 2.4% for South Cambridgeshire. Significant numbers of

[7] The Economic Footprint of House Building in England and Wales, Lichfields, 2018

people would be highly qualified, around 1,835 people (65% of those aged 16 and over), and in the region of 1,370 people (43% of those in employment) would be working in professional occupations. As a result, many are likely to have the skills and occupational profile relevant to the Cambridge Biomedical Campus (CBC), helping to support its future growth.

Table 5.1 Potential demographic and labour supply impacts of proposals

	1,500 homes
Increase in resident population	3,750
% increase in current population for South Cambridgeshire	2.1%
Increase in working age population (16-64 years)	2,419
Residents which are economically active	2,007
% change in economically active residents (South Cambridgeshire)	2.4%
Increase in residents qualified to Level 4+	1,836
Increase in residents working in professional occupations	1,369

Source: GC Insight, drawing upon national statistics. Figures all rounded

Household Expenditure

The cumulative household expenditure generated by new residents over the 15-year period is projected to be **£96.8 million (NPV)**. This expenditure will support approximately **139 FTE jobs** once the site is fully operational. Around 26 of these are anticipated to be located within South Cambridgeshire. Additional household expenditure in the area will help to boost the sustainability and vitality of local services, town centres and amenities.

Employment

The masterplan for Land at Foxton includes **4,000 sq m of employment and community space**, supporting an estimated **156 direct FTE jobs** as illustrated in the table below.

The commercial provision will include space for small businesses, including flexible workspace. The community space will meet local needs (e.g. a health centre) and will be determined at a later stage.

Table 5.2 Employment Impacts by Use Class

Use Class	Floorspace (sqm)	Direct FTEs
Retail	1,000	51
Community	1,000	13
Office	1,000	73
Light industrial	1,000	18
Total	**4,000**	**156**

Source: floorspace areas provided by the client. Calculations made by GCI using standard employment densities

A recent report[8], found that the median annual income of employees at CBC was £36,000, similar to Cambridge (£35,000) and South Cambridgeshire (£37,000) as a whole. Whilst this figure varied across sectors, it provides an estimated figure for potential employee salaries that could be supported onsite. This suggests that the site has the potential to support salaries of over **£5.5 million** annually once fully operational.

Indirect and induced (supply chain and employee spend) impacts are expected to generate a further **78 FTEs**, resulting in a total of **234 FTE jobs** supported by the scheme. The median annual income for

[8] CBC-Housing-Study-Report-Final-May24.pdf

employees is estimated at **£36,000**, with total salaries exceeding **£8.4 million** per annum. The operational phase is projected to deliver **£69.5 million (NPV)** in GVA over the construction period.

Agglomeration and Productivity Effects

The role of housing in supporting agglomeration and productivity effects is widely recognised at all policy levels. Locations with a larger labour pool within shorter commutes makes them a more attractive investment proposition for companies seeking diverse talent, enabling better skills matching, improved retention and stronger prospects for growth with a shared pool of resources. However, the circumstances that are most likely to lead to these impacts and the strength of the relationship between housing and agglomeration effects varies.

Recent research for Homes England[9] specifically referred to Cambridge and found that the unavailability of housing is a key push factor for some businesses deciding whether to locate or stay in the area. It found that a 5% increase in housing stock would be associated with a 10% reduction in house prices and a 3.1% increase in productivity.

Within the research, stakeholders cited key 'pull factors' to Cambridge as being its pool of skilled workers amongst other things. By providing a substantial supply of housing, including affordable housing, in close proximity to CBC, Land at Foxton will facilitate labour mobility and pooling (enabling more productive job-worker matches) at a faster rate, and in turn support continued agglomeration and productivity growth. As set out above, the Proposed Development will increase the labour supply in proximity to CBC by around 2,728 persons (based on benchmark economic activity rates). This is a substantial potential pool of labour within seven minutes commute distance of CBC as well as central Cambridge which will contribute to the areas attractiveness to like-minded companies potentially seeking to locate at CBC.

Fiscal Benefits

The scheme is estimated to generate **£11.8 million (NPV)** in Council Tax revenue over 15 years, representing an approximate 1% increase in South Cambridgeshire's annual income. Business rates revenue is projected at **£0.7 million (NPV)** over the delivery period. These fiscal benefits would make a significant contribution towards the delivery of services locally.

[9] Homes England, July 2025, Housing Affordability and Productivity

6 Wider Benefits

As well as the quantifiable benefits identified in the earlier section, Land at Foxton has the potential to contribute to a number of wider benefits. Whilst not easily quantifiable they remain highly important and of significance to both the local and national economy. This section brings together information from the remainder of the report to collectively highlight these wider benefits. In summary Land at Foxton will provide:

- A catalyst for the growth of the Cambridge Biomedical
- A well-connected location close to the railway station
- The potential to deliver sustainability, health and well-being benefits
- The potential to support new infrastructure, including a bridge bypass for Foxton
- New business space, supporting SMEs
- New community infrastructure to foster social cohesion
- Delivering accessible open space

A catalyst for the growth of the Cambridge Biomedical Campus (CBC)

The site is a strategic enabler for the continued expansion of the Cambridge Biomedical Campus (CBC), one of Europe's largest life sciences clusters and a critical driver of the UK's innovation economy. The CBC Housing Study (May 2024) identifies a shortfall of over 3,000 homes required to support projected workforce growth, with a particular emphasis on housing for key workers in life sciences and healthcare. The site directly addresses this need by delivering up to 1,500 homes, including 40% affordable housing, alongside employment and community spaces.

The provision of new homes will enhance labour mobility and help resolve skills shortages, ensuring CBC remains globally competitive and resilient to economic uncertainty. The development aligns with national and local policy objectives for housing delivery and economic growth, supporting the life sciences sector's expansion.

A well-connected location close to the railway station

The site is located adjacent to Foxton railway station, with it being approximately a 5-minute walk from the middle of the proposed Site boundary to the station. This station is serviced by trains into Cambridge's town centre, and further afield to London Kings Cross. The recently opened Cambridge South railway station, located on the CBC site, provides services between Foxton and Cambridge South taking approximately 7 minutes. As mentioned elsewhere in the report there is a strong policy emphasis in favour of locating new residential development close to railway stations.

There is also a dedicated cycle route, the Melbourn Greenway, linking Land at Foxton to CBC along the A10 cycle path. This will enable sustainable commuting and reduce reliance on private vehicles. Integrated pedestrian and cycle networks will be provided, ensuring seamless connections to local services and green spaces.

Regarding local services and amenities, Foxton Village is serviced by a small convenience store and offers residents amenities such as the village hall and outdoor play area for younger residents. This offer could be expanded by the delivery of a new centre for Foxton as well as an increase in local services and a new village core as part of the proposed development.

Compared to housing sites proposed in the Draft Local Plan, the site offers unrivalled integration with rail infrastructure and sustainable transport options, making it the most strategically located option for growth.

Delivering sustainability, health and wellbeing benefits

The site promotes a modal shift towards public transport and cycling, reducing congestion and carbon emissions associated with car-based commuting. The ability to cycle to CBC and other employment centres supports physical activity and wellbeing, aligning with national and local health objectives.

An uplift in active travel can generate economic benefits which relate to the knock-on effects of improved health (lower health care costs and a healthier and happier population). Research on the value of a person partaking in physical activity suggests that the overall wellbeing value of an individual being fairly active (30 – 149 minutes of exercise per week) is around £1,200 and active (150+ minutes of exercise per week) as around £2,600[10]. If, for example, 20 residents at Land at Foxton (1%) increased their physical activity levels as a result of moving to a Site in such close proximity to active travel routes, this could generate social value impacts as high as **£26,000 (2025/26 prices) per year**[11]. It must be noted that this is an example, and at this point the number of people who may increase their activity levels as a result of the Proposed Development is unknown.

The development will deliver green corridors, integrated open spaces, and active travel infrastructure, creating a healthy and sustainable living environment. These features will encourage active lifestyles and provide access to nature, supporting mental and physical health.

Delivering new business space and supporting SMEs

The scheme includes new business space alongside flexible workspace designed to accommodate SMEs and start-ups. This will help to foster innovation and complement the residential offer. The inclusion of business space will attract a wide range of sectors, including retail, financial and professional services firms. It will allow people living at Land at Foxton to work closer to home, supporting sustainability objectives. Research has suggested that there has been a rising demand for more flexible workspace following on from the pandemic[12]. New employment provision will create local jobs and strengthen the economic base, ensuring Land at Foxton contributes to both housing and employment growth. A mix of uses, including employment and services will help to create a better sense of place for people living locally, making the development more attractive to people wishing to relocate. These services would also be accessible to people living in neighbouring villages.

Potential to deliver new Community Infrastructure to foster social cohesion

The CBC Housing Study sets out its placemaking asks which are based on a survey of its workers. One of these is that development and growth should be **close to, or provide, amenities** (e.g. shops, healthcare, schools, parks) to make sustainable communities and places.

Land at Foxton has the potential to deliver new social and community infrastructure (SCI). This will ensure that the development becomes a vibrant and inclusive community. Whilst proposals for new community infrastructure have not yet been finalised, any new provision will respond to locally identified needs, creating a sense of place and fostering social cohesion.

[10] The social value of sport and physical activity in England - year two update

[11] This assumes half move from being physically inactive to fairly active, and the other half move from being fairly active to active

[12] What's Next for Flex: Rising Demand Supports Viability of Flexible Office Industry | CBRE

Delivering accessible open space

It is estimated that around half of the overall development area of Land at Foxton could be multi-functional open space. This could include uses such as semi-natural open space, natural and equipped play spaces, parkland, community growing opportunities, SUDS and areas for nature/biodiversity. Public open space would be accessible to both residents and the general public, opening up access to land which was previously inaccessible.

7 Conclusions

The evidence presented in this report demonstrates a compelling and urgent case for bringing forward the Land at Foxton development. The site is uniquely positioned to help address the critical housing, labour supply, and infrastructure challenges facing Greater Cambridge. The key points made in this report are summarised below.

A Deliverable and Strategic Response to Housing Need

Greater Cambridge faces a severe and persistent housing shortage, driven by strong population growth, escalating affordability pressures, and rapidly rising demand linked to the area's high-performing knowledge economy. House prices and rents continue to outpace earnings, constraining recruitment, dampening productivity, and hindering economic inclusion. The site provides a highly deliverable opportunity to make a meaningful contribution to the region's future housing needs, with capacity for 1,500 homes, 40% of which will be affordable.

The scheme can begin delivery within the next five years and is not constrained by dependencies on major infrastructure projects. In contrast, several of the draft Local Plan's proposed allocations face major risks to delivery, including reliance on unfunded transport schemes or the relocation of strategic infrastructure. The Site therefore provides an immediate and reliable mechanism for boosting housing supply, accelerating delivery, and addressing the acute affordability pressures felt across South Cambridgeshire and Cambridge.

Enabling the Growth of the Cambridge Biomedical Campus

The Cambridge Biomedical Campus (CBC) is one of Europe's most significant life sciences clusters and a nationally important strategic asset. CBC's strategic importance is recognised at every level of policy. It is central to the UK Government's ambition to position Cambridge as a "science superpower" and to lead globally in life sciences. The Case for Cambridge (2024) describes CBC as a flagship employment site within the life sciences cluster, recognising that housing and infrastructure constraints risk limiting its ability to expand and attract talent.

CBCs planned expansion, which will see employment rise from 22,000 jobs to 40,000 by 2050, will require a substantial increase in local housing to sustain the skilled workforce essential to its global competitiveness.

The site is one of the very few locations capable of meeting this need in a timely and sustainable way. Its proximity to Foxton Station, combined with the direct rail connection to the new Cambridge South Station (7 minutes by train), makes it exceptionally well connected to the Campus. The development could deliver up to 1,500 homes to help CBC overcome its greatest barrier to growth, a lack of housing including accessible, affordable homes for key workers, researchers, clinicians and specialist staff.

The occupational and skills profile of future residents loving on the site aligns closely with CBC's workforce requirements, ensuring that the scheme does not simply add capacity but directly contributes to the talent pipeline that the life sciences sector depends upon.

The site would house over 3,750 additional residents. The new development would boost labour supply by over 2,000 people. Most residents would be highly qualified, around 1,835 people (65% of those aged 16 and over), and in the region of 1,370 people (43% of those in employment) would be working in professional occupations. As a result, many are likely to have the skills and occupational profile relevant to the Cambridge Biomedical Campus (CBC), helping to support its future growth

Significant Economic, Fiscal and Social Benefits

The proposed development offers substantial economic benefits. Over the build period, land at Foxton will support around **168** FTEs per annum, including direct, indirect and induced construction jobs. It will also generate **£180 million** in GVA over the 15-year constriction period.

Once operational, the development will support over **234** direct and indirect jobs through the delivery of commercial and community floorspace. As a result, it could deliver **£69.5 million (NPV)** in GVA over a 15-year period.

The new homes could accommodate over **3,750** additional residents. They would be expected to generate household expenditure of **£96.8** million (NPV) over a 15-year period. Some of this would benefit local shops and businesses close to the site (both new and existing). This spend would support a further **139** jobs.

The Site also has the potential to generate considerable fiscal benefits, including an estimated **£11.8** million (NPV) in additional Council Tax revenue and **£0.7 million** (NPV) in business rates over 15 years. These resources will strengthen the financial capacity of South Cambridgeshire District Council to meet growing demand for services and infrastructure.

The provision of new homes will also result in significant agglomeration or productivity benefits. Recent research for Homes England[13] specifically referred to Cambridge and found that the unavailability of housing is a key push factor for some businesses deciding whether to locate or stay in the area. It found that a 5% increase in housing stock would be associated with a 10% reduction in house prices, and a 3.1% increase in productivity.

The site would also generate a range of wider strategic benefits. The proposals include the delivery of new business space—incorporating flexible workspace to support SMEs—alongside new community facilities and a bridge bypass for Foxton. The development would provide high-quality, accessible green infrastructure, including parkland, natural and equipped play spaces and opportunities for community growing. In addition, the scheme is designed to encourage a shift towards sustainable travel modes such as public transport and cycling, helping to reduce congestion and reliance on car-based commuting. These measures have the potential to deliver significant public health benefits.

Due to the poor state of the national economy, there is a need to support jobs and economic growth now. The national economy remains fragile, with unemployment at 4.9% in June 2026, still well above rates since early 2021 (excluding pandemic peaks). CPI inflation was 2.9% in September still above the Monetary Policy Committee's 2% target. Business confidence remains low with economic uncertainty cited by 33% of firms in an ONS survey in November 2025, the highest since early 2022[14].

The UK economy is showing clear signs of strain, with official data pointing to recession risks. The **OBR's predictions on growth in the UK economy** states that real GDP growth is expected to slow from 1.4% in 2025 to 1.1% in 2026.[15] This is 0.3 percentage points lower than in November, reflecting weaker-than-expected GDP outturns in late 2025, further evidence of a loosening labour market, and subdued business surveys.

[13] Homes England, July 2025, Housing Affordability and Productivity
[14] Business insights and impact on the UK economy - Office for National Statistics
[15] Economic and fiscal outlook March 2026

Land at Foxton is capable of delivering the homes necessary to support the growth of the Cambridge Biomedical Campus sooner than any of the other proposed sites in the Draft Greater Cambridge Local Plan. In turn, it will be able to support economic growth and prosperity.

A.1 Policy Review

Summary

National, regional, sub-regional and local policies support the case for the Land at Foxton development in a number of ways:

- The site is in close proximity to the rail network, with local policies highlighting the importance of new developments being close to public transport/active travel infrastructure. The new NPPF also has provisions which could favour developments around train stations.
- The site is near to the Cambridge Biomedical Campus which will need suitable housing infrastructure to attract and retain skilled talent to support the workforce – the site is referred to in the previous Cambridge Local Plan as a centre for strategic employment growth and is also identified in the Regulation 19 (Proposed Submission) Greater Cambridge Local Plan as being of 'national importance'.
- Policy S/CBC of the Regulation 19 Local Plan states that the Cambridge Biomedical Campus (including Addenbrooke's Hospital) is a nationally important site and it references the need for a coordinated masterplan to support national health services and life sciences research. The Cambridge Biomedical Campus Supplementary Planning Document (SPD) confirms the need for continued expansion to maintain its role as a world-class hub for healthcare, biomedical research, and education, and recognises the importance of improved connectivity to the Campus.
- The region is referenced in national strategies such as the Modern Industrial Strategy as a key area of focus for future growth and investment across a number of sectors, including Life Sciences – this could raise demand for housing and the need for attractive, accessible housing sites.
- The ambition to position Cambridge as a word-leading centre for science, research and innovation is set out in the Case for Cambridge, and this emphasises Cambridge's successes depends on delivering sustainable, infrastructure-led growth that balances homes, jobs and environmental constraints. Housing shortages are referenced as jeopardising future growth, while the need for housing and infrastructure to support sites such as the Cambridge Biomedical Campus is also specifically referenced.

National

Modern Industrial Strategy

The UK Government's new **Modern Industrial Strategy** (2025) sets out a 10-year plan that aims to deliver the certainty and stability needed to drive investment in high growth sectors and deliver the national growth mission. The strategy is central to the Government's growth mission and gives particular focus to eight growth-driving sectors known as the IS-8 including Advanced Manufacturing, Creative Industries, Clean Energy Industries, Defence, Digital and Technologies, Financial Services, Life Sciences, and Professional and Business Services. For each of these sectors, the Government has set out priority clusters across the country – these sectors and specific areas are expected to be the focus of significant government support and funding aimed at driving growth.

The Oxford to Cambridge Growth Corridor is named as a priority cluster for multiple IS-8 sectors including Digital and Technologies, **Life Sciences**, and Defence, while the Cambridgeshire and Peterborough Combined Authority area is listed as a priority cluster area for Clean Energy Industries. This outcome of the cluster prioritisation process places significant focus on the Cambridgeshire region in

which Land at Foxton is located and presents possibilities for a range of new opportunities. The focus on the Life Sciences sector in particular as a priority cluster shows the Government's commitment and ambition for local growth in this sector. Future developments and sites such as the Cambridge Biomedical Campus (CBC) will need to be supported by infrastructure for local workers, with Land at Foxton offering an attractive proposition in this realm.

Life Sciences Sector Plan

The UK's **Life Sciences Sector Plan** sets a clear ambition: for the UK to be the leading Life Sciences economy in Europe by 2030; and for the UK to be the third most important Life Sciences economy globally, behind the US and China only, by 2030. To achieve this ambition, the sector plan acknowledges that the UK will need to be at the forefront of global innovation, including through groundbreaking discoveries, scaling companies and a thriving ecosystem. The delivery of the plan will be measured across 4 targets: investment in commercial R&D, access to scale-up capital, patient access, and foreign direct investment. The plan offers specific investments to achieve its aims and principally drive inclusive, sustainable and resilient UK economic growth.

The Sector Plan identifies the **Oxford to Cambridge Growth Corridor** as being key to unlocking growth in the sector. The region is a leader in research and development, translational medicine and AI adoption for healthcare outcomes, and is anchored by world-leading academic expertise. To increase the competitiveness and growth of the sector, new investments will be needed to improve infrastructure and access to facilities, including in this region. Two new BioNTech research and development hubs have been announced, with the first one in Cambridge focused on genomics, oncology and structural biology. The plan implies that new investments into the Life Sciences sector in the Cambridgeshire region will need to be supported by infrastructure, and this could include accommodation for a skilled workforce. The Sector Plan also recognises the importance of infrastructure investments such as East-West Rail to successfully deliver on the sectors' growth ambitions.

The Case for Cambridge

The **Case for Cambridge** (March 2024) sets out the UK Government's ambition to position Cambridge as a **world-leading centre for science, research, and innovation**, underpinning national economic growth. It highlights Cambridge's exceptional productivity and global reputation in life sciences, technology, and advanced research, describing the city as critical to the UK's aspiration to become a "science superpower". The document emphasises that Cambridge's success depends on delivering sustainable, infrastructure-led growth that balances homes, jobs, and environmental constraints.

A central theme is the urgent need to address **housing shortages**, which the Government warns are **jeopardising future growth**. Despite strong economic performance, housing delivery has not kept pace with job creation, resulting in severe affordability pressures. The report calls for significant new housing provision, alongside investment in water supply, transport, and social infrastructure. Key transport projects such as **Cambridge South Station** and East-West Rail are identified as essential to widening the labour catchment and supporting sustainable commuting.

The document specifically references the **Cambridge Biomedical Campus (CBC)** as a flagship employment site within the life sciences cluster. It notes CBC's global importance for healthcare innovation and research, while warning that housing and infrastructure constraints risk limiting its ability to expand and attract talent. The Government's vision for Cambridge supports the enablement of growth at CBC through improved connectivity and housing delivery, ensuring the Campus remains competitive on a global scale.

National Planning Policy Framework (NPPF)

The UK Government has pledged changes to the planning system in order to support the delivery of its national growth priorities. The latest edition of the NPPF was published and took effect for decision-making on 17 August 2026. It sets out the government's overarching planning policies for England which guides both plan-making and decision-making in local planning authorities.

Last year, the Ministry of Housing, Communities and Local Government has launched a **consultation on a revised National Planning Policy Framework** (December 2025). The proposed new framework would introduce a ***permanent presumption in favour of suitably located development***, with preferential treatment also given to developments which support local economies. There are proposals for a **"default yes" – for suitable proposals that develop land around rail stations** within existing settlements, and around 'well-connected' train stations outside settlements, including on Green Belt land.

The draft NPPF also includes proposals for a minimum density of 35 dwellings per hectare within reasonable walking distance of a well-connected station, rising to at least 45 dwellings per hectare where service frequency is at least twice the minimum required for a well-connected station– maximising opportunities for sustainable development, making the most of high levels of connectivity, and improving access to jobs and services. Well-connected stations will be those which are:

- Located within the top 80 Travel to Work Areas by Gross Value Added
- With a service frequency (in the normal weekday timetable) of four trains per hour overall, or two trains per hour in any one direction

On the first point, Foxton Station is located in the Cambridge TTWA. The latest GVA data confirms this area has the 13th largest GVA output compared to other TTWA areas nationally. On the second point, there are four trains per hour at Foxton during peak times. The new language in the framework which supports development around rail stations increases the attractiveness of the proposition of Land at Foxton, given its own close proximity to the rail network.

National Policy support for housing

The UK Government has set a clear ambition to build more new homes. Specifically, it has set out an ambition to build 1.5 million homes over the course of the current Parliament, which runs through to 2029. Building more homes is an important element of the current Government's manifesto set out in the Plan **for Change (2024)**. It is a key driver for supporting the realisation of the Government's number one mission of growing the economy. This ambition is set out in a range of documents and policies, some of which include:

- **Our Plan to Build Homes** (July 2024) – a policy paper which reintroduced mandatory housing targets for local councils and outlined the ambition to build 1.5 million homes over the course of the current Parliament.
- **Planning Reform Working Paper: Speeding Up Build Out** (May 2025) – this paper looks to address the persistent gap between permissioned and completed homes. It introduces a statutory reporting framework for residential developments of 50+ units and sets out potential powers and penalties that local authorities would be able to exercise to support development.
- **Homes England Strategic Plan 2025-2030** – this plan sets out the overall strategy and an investment roadmap for the government's housing agency in order to align with the national ambition for housing development.
- **Planning and Infrastructure Act** (2025) – this legislation received Royal Assent in December 2025 and sees significant reforms which aim to accelerate the delivery of housing and major infrastructure within England and Wales. The Act will streamline planning processes, reduce delays from legal challenges, and empower local authorities to set planning fees and reinvest in faster decision-making. It introduces cross-boundary spatial strategies, strengthens land

assembly powers through development corporations, and aligns housing delivery with critical infrastructure such as water supply and grid connections. These measures aim to accelerate approvals, unlock sites, and ensure housing growth is supported by utilities and environmental enhancements, helping meet the government's target of 1.5 million new homes.

- **National Plan to End Homelessness** (2025) – this plan reiterates the 1.5 million homes target as a core component of the national strategy to tackling homelessness, while it provides significant investment in supported housing.

Regional and Sub-Regional

Get Cambridgeshire and Peterborough Growing - Local Growth Plan

Get Cambridgeshire and Peterborough Growing. The Cambridgeshire and Peterborough Local Growth Plan (October 2025) provides a strategic framework aimed at making the region the fastest-growing economy in the UK and a global innovation powerhouse by 2050. It sets out **six target sectors** - **Life Sciences**, Advanced Manufacturing & Materials, Digital Technologies, Defence, Agri-Food & Agri-Tech, and Energy & Clean-Tech – which currently contribute around 28% of the region's GVA and are expected to grow to around 40% by 2050. As part of the plan, there is a focus on s*trengthening capacity to support homes and economic growth*.

Within the plan, there is a focus on four region-wide opportunity zones which aim to spread growth and investment. One of these is Global City Cambridge, which aims to strengthen the area's science and tech cluster and unblock key infrastructure gaps. Regional housing pressures are repeatedly raised through the Local Growth Plan, and the plan recognises the need to **create both the housing and commercial space required to support growth in the region**. **Enhancing infrastructure** is recognised as a key priority and new developments such as Land at Foxton could have an important role to play in supporting the area's significant ambitions for growth.

Cambridgeshire and Peterborough Independent Economic Review

The **Cambridgeshire and Peterborough Independent Economic Review** was launched to establish an evidence-based growth strategy, and a Final Report was delivered in 2018. The report identified three distinct sub-regional economies including:

- Greater Cambridge - providing a cluster of innovation activity. This includes Cambridge, South Cambridgeshire, and parts of Huntingdonshire and East Cambridgeshire.
- Greater Peterborough – with a focus on manufacturing industries; and
- The Fens – with a focus on agri-tech and rural industries

The review positioned the area as nationally significant but noted significant housing constraints, with demand exceeding supply. The report warned that average prices and commuting had risen and were "choking labour supply".

The CPIER report stresses that the most urgent infrastructure and development priorities lie in and around Cambridge. It states: *"Infrastructure issues are most urgent in and around Cambridge and must be dealt with as a first priority if the Gross Value Added (GVA) target is to be reached"* (p. 8) and concludes: *"Improvements in infrastructure, and further development, must start in and around Cambridge"* (p. 8). The report further highlights that *"The greatest infrastructure pressures are concentrated in Greater Cambridge, where congestion and housing shortages risk constraining growth"* (p. 74) and warns that *"Addressing the backlog of housing and infrastructure in and around Cambridge is essential to sustaining the innovation economy"* (p. 88).

While this document was published in 2018, the area does continue to face infrastructure challenges noted more recently in the region's Local Growth Plan. Housing schemes that can more easily connect skilled workers to major employment sites with shorter commutes could support the growth of priority sectors and respond to labour challenges.

Local

South Cambridgeshire Local Plan 2018

The *South Cambridgeshire Local Plan 2018* sets out a long-term vision for how the district should develop up to **2031**, focusing on delivering sustainable, well-planned growth that balances new homes, jobs, infrastructure and environmental protection. The Plan is closely aligned with the Cambridge Local Plan through a co-ordinated strategy for the wider Greater Cambridge area, recognising the functional relationship between the city and surrounding villages

The vision commits to providing the **required number of new homes and jobs** to meet objectively assessed needs, ensuring that housing delivery keeps pace with economic expansion in Greater Cambridge. This includes aligning new development with the area's role as a major economic centre, particularly in knowledge-intensive sectors.

Policy S/5 (Provision of New Jobs and Homes) confirms that over the period between 2011 and 2031, South Cambridgeshire will meet the objectively assessed need for 22,000 additional jobs to support the Cambridge Cluster. It will also meet the requirement for 19,500 new homes, including affordable.

The **Cambridge Biomedical Campus** (CBC) is recognised as an international centre of excellence for patient care, biomedical research and healthcare education. The Plan notes that it plays a local, regional and national role in providing medical facilities and medical research. **Policy E/2** (Cambridge Biomedical Campus Extension) confirms that an extension to the Cambridge Biomedical Campus will be supported for biomedical and biotechnology research and development within class B1(b) and related higher education and sui-generis medical research institutes.

Draft Greater Cambridge Local Plan for Consultation (Regulation 19 version)

Cambridge City Council and South Cambridgeshire District Council published the Proposed Submission Greater Cambridge Local Plan (Regulation 19) for consultation from 3 August 2026 to 5.00 pm on 25 September 2026. The Plan covers 2024-2045, although several strategic developments would continue beyond 2045. The plan is an important document for governing planning in the local area and covers areas including housing, jobs, infrastructure and environmental protections.

The plan has a number of elements relating to housing, including:

- Rules that sites of 10+ dwellings must include 40% affordable housing, subject to exceptions – development of this size also need an appropriate mix of dwelling sizes informed by the latest evidence
- Provisions to support co-living developments under certain conditions, including when located in sustainable, highly accessible areas that are well connected to local services and employment by public transport or active travel
- Where both houses and flats are proposed in South Cambridgeshire—or nomination rights are shared between the Councils—the affordable provision should have a similar proportional house/flat split to the market housing

Meanwhile, the Plan's sustainable transport and connectivity policy will require developers to contribute to improvements to public and community transport, and for developments to be located and designed to reduce the need to travel. This policy, which seeks to minimise travel distances and to help people use sustainable travel choices, could support developments near public transport such as the Land at Foxton proposal.

The plan states that a reasonable walking distance for major development is **400 metres from a bus stop or 800 metres from a railway station**. It emphasises the fact that the quality, frequency, affordability and reliability of the service and the complete journey remain relevant. Development must also mitigate cumulative transport, environmental, amenity and health impacts through direct works, conditions, planning obligations, CIL or successor mechanisms.

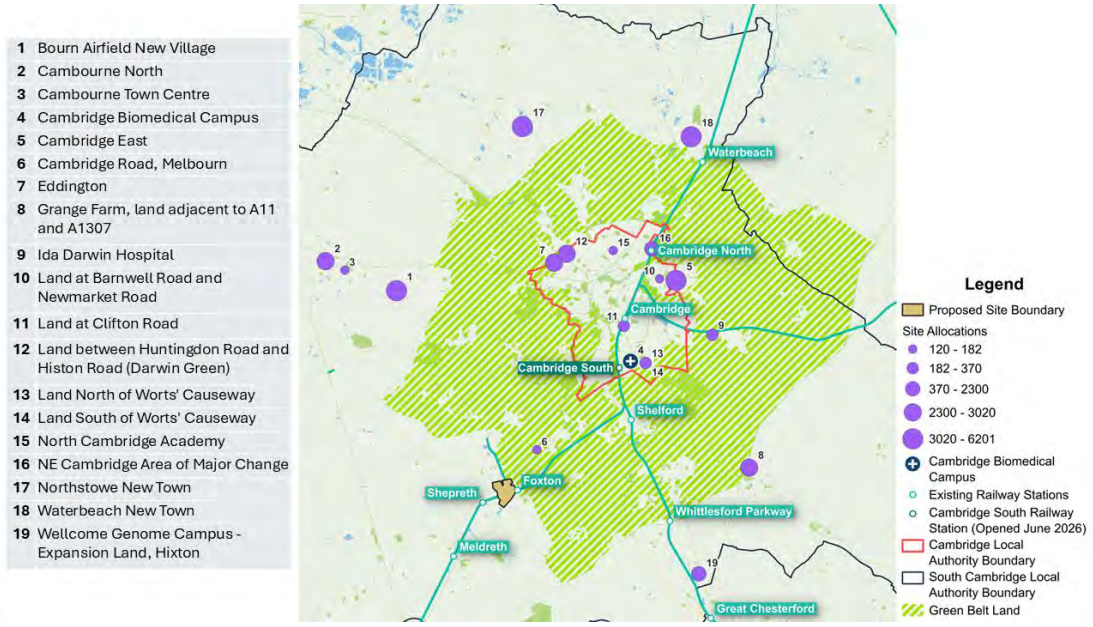
The Plan gives focus to growth in specific areas including urban areas of Cambridge, edge-of-Cambridge sites, and new settlements including around Cambourne North, Grange Farm, Northstowe, Waterbeach, and Bourn Airfield. Key sites which have the potential to deliver 1,000+ homes are summarised in the table below. A table which lists key sites with the potential to deliver 100+ homes is included within Appendix A.3.

Table A1.1 Key sites for growth

Proposed Site Name	Expected Number of Dwellings in Plan Period
Cambridge East	3,950
Eddington	2,500
Cambridge Biomedical Campus	1,000
Cambourne North	2,550
Grange Farm, land adjacent to A11 and A1307	2,550
Northstowe New Town	6,201
Waterbeach New Town	6,529
Land between Huntingdon Road and Histon Road (Darwin Green)	2,700
Bourn Airfield New Village	3,500
Wellcome Genome Campus - Expansion Land, Hixton	1,500

An illustrative map showing the locations of proposed new housing developments coming forward between 2024 and 2045 is also shown below.

Figure A1.1 Proposed Housing Allocations



Source: Greater Cambridge Local Plan 2024-25

Policy S/CBC of the draft Plan states that the **Cambridge Biomedical Campus** (including Addenbrooke's Hospital) is a **nationally important site**. It:

- Recognises the campus and its expansion area (through Green Belt release) as appropriate for healthcare, research, education, and related development.
- Emphasises the need for a coordinated masterplan, Place Book, design codes, Infrastructure Delivery Strategy, Amenity Strategy, phasing arrangements and transport assessment to support national health services and life-sciences research.

Cambridge Biomedical Campus Supplementary Planning Document (SPD)

Adopted in **April 2025** by both Cambridge City Council and South Cambridgeshire District Council, the SPD interprets and implements the 2018 Local Plans (Cambridge & South Cambs). It underscores CBCs role as an **international centre of excellence** for patient care, biomedical research and healthcare education, it also plays an important local, regional and national role in providing medical facilities and medical research

The SPD confirms the need for continued expansion to maintain its role as a world-class hub for healthcare, biomedical research, and education. It sets out principles for Phases 1–3 and anticipates a potential Phase 4 on land south and east of the current campus. Any future growth must be guided by a comprehensive masterplan, ensuring development is coordinated, sustainable, and well-connected to Cambridge South Station and the wider transport network.

The SPD emphasizes that future phases should deliver supporting infrastructure, public realm improvements, and enhanced pedestrian and cycle links. While its primary focus is on specialist uses, it allows for limited residential provision—particularly affordable or key-worker housing—to support the workforce. Overall, the document positions CBC's expansion as **essential for meeting national and regional health and life science's needs**, with growth tied to high-quality design and integrated planning.

The SPD recognises that the **Cambridge South railway station,** which opened in 2026, represents a significant development for the Campus and wider area, meaning that patients, visitors and employees will have much improved public transport connectivity to the Campus. Whilst the station is recognised as a primary destination station, it will mean that communities in the south of the city and beyond will have better access to the rail network. As such, the Campus is likely to have an increase in the number of people travelling through it to access the station, increasing pressure on the movement network. Following funding announced in the 2024 Spring Budget, work is also progressing on bringing forward the Cambridge South East Transport (CSET) public transport route, improving connectivity to the Campus and Cambridge South station from the south of the city.

Greater Cambridge Employment and Housing Evidence Update

The Greater Cambridge Employment and Housing Evidence Update (December 2022) conducts a property market review of economic and employment evidence and forecasting and considers implications of the evidence for the local area.

The report highlights strong demand in lab-based and industrial sectors, and in particular notes the growth potential in the life sciences market. The report considers that the need for offices is generally being met (as of 2022) and that this would be exceeded by expansions in supply through proposals at North East Cambridge, Cambridge East, Cambridge Biomedical Campus, and Babraham Research Campus. However, the report identifies that housing delivery of 2,463 dwellings per annum is required to meet the preferred central jobs scenario based on modelled changes to the labour supply and population.

A.2 Socio-economic Baseline

This section provides an overview of the socio-economic baseline for the area to understand the key issues which Land at Foxton might be able to help address. Data has been collected for the combined area of Cambridge and South Cambridgeshire local authority areas and is benchmarked against the region of the East of England and England as a whole.

Summary

- **Economic conditions remain challenging,** with the UK economy facing a series of shocks during the 2020s, including the pandemic, rising inflation and cost-of-living pressures, higher interest rates, geopolitical instability and changes in global trade policy. Growth has returned but remains relatively weak and business uncertainty persists.
- Changes to the **political context** have further reduced confidence. Since the election of the Labour Government in 2024, economic growth has been the central national policy objective but since then growth has been slow. The political context has evolved further with Andy Burnham becoming Prime Minister in 2026, only two years after Keir Starmer was voted into power.
- Ongoing **economic pressures remain a concern**: inflation has fallen closer to the Bank of England's target and interest rates have eased from recent peaks, while public spending plans have increased following the Autumn Budget 2025. However, growth forecasts remain modest, labour market conditions have softened, and significant economic and fiscal pressures remain.
- At a local level, the **population for the LIA is growing at a rate faster** than the national average, which supports the case for additional housing locally by creating more demand. The population is projected to keep increasing at a faster rate than nationally, keeping the demand steady for the next ten years.
- The population within the LIA is **forecast to age** in line with national averages, with a growing proportion of people aged 65 and over. This could make it harder for Cambridge to access the readily available workforce it needs and could also put pressure on health and care facilities in Cambridge.
- **Employment in Cambridge is growing**. Commuting flows shows the strong relationship between the two local authorities within the LIA, with large numbers commuting from South Cambridgeshire to Cambridge to work. This highlights the important role of South Cambridgeshire in meeting the workforce needs of Cambridge, supporting the case for additional housing in this area.
- There are clear **employment strengths in the health sector and particular strengths in life sciences, and research and health**. This supports the case for policies which support the growth of facilities like the Cambridge Biomedical Campus (CBC) which are important to this sector.
- In Cambridge the **economic activity rate** and **employment rate** is high, however there is a tight labour market, due to the fact that levels of unemployment are low. This makes it difficult for businesses to access the labour force they need.
- The **occupational** and **skills profile** in the LIA and South Cambridgeshire is aligned with the skills requirements of CBC, which employs highly qualified people in professional occupations.
- **Deprivation** in Cambridge and South Cambridgeshire is generally very low, however there are some pockets within the North East of Cambridge and the fringe areas of South Cambridgeshire. The main deprivation challenge in the area is around barriers to housing and services, especially in South Cambridgeshire, likely due to its rural geography.

National Socio-economic Trends

The UK economy has faced repeated shocks during the 2020s, including the COVID-19 pandemic and public-health restrictions from 2020 into 2022 as well as the energy-price and cost-of-living shock that intensified following Russia's invasion of Ukraine in 2022. Other challenges include the sharp rise in UK interest rates from late 2021 and substantial changes in US tariff policy since 2025 following a new policy by US President Donald Trump. Together, these events and ongoing challenges present a tough social and economic environment.

A new **Labour Government** was elected in the UK in July 2024, marking the first change in the Government political party since 2010. The party's election manifesto was focused on achieving 'change', with the priority mission of the Government set as '**growing the economy'**. The first year of the Government achieved limited growth, against a backdrop of challenging economic circumstances both in the UK and globally. These challenges remain, and the political context has changed further with Andy Burnham becoming Prime Minister in 2026.

The **Autumn Budget 2025** was presented by the Chancellor of the Exchequer Rachel Reeves on 26th November 2025. The government announced that it will extend the freeze to personal tax thresholds until April 2031 and introduce a cap on the National Insurance exemption for pension contributions made through salary sacrifice schemes, with only the first £2,000 of contributions exempt from April 2029. The Budget also confirmed the removal of the two-child limit in Universal Credit from April 2026, a measure expected to reduce child poverty significantly over the remainder of the decade. Alongside these changes, the government increased planned public spending, particularly to support welfare, public services and key investment priorities, resulting in higher expenditure in 2029/30 than previously forecast.

At the time of the Budget, the **Office for Budget Responsibility** predicted that public sector net borrowing would fall from 5.2 per cent of GDP £153 billion) in 2024-25 to 4.3 per cent of GDP (£133 billion) this year. It is then forecast to decline gradually over the medium term to reach 1.6 per cent of GDP (£59 billion) in 2030-31.

The **OBR's predictions on growth in the UK economy** states that real GDP growth is expected to slow from 1.4% in 2025 to 1.1% in 2026 as of the Office's economic and fiscal outlook in March 2026.[16] This is 0.3 percentage points lower than in November, reflecting weaker-than-expected GDP outturns in late 2025, further evidence of a loosening labour market, and subdued business surveys. It is expected that GDP growth will pick up to average 1.6 per cent a year from 2027 to 2030 as productivity growth rises and the negative output gap closes.

In July 2026, the **International Monetary Fund** projected global growth of 3.0% in 2026 and 3.4% in 2027[17], down from the average of 3.5 percent observed in 2024–25 and broadly unchanged on a cumulative basis compared with the forecasts in the April 2026 World Economic Outlook (WEO). The IMF describes activity as uneven, with technology-related investment offsetting part of the drag from war and energy disruption; renewed conflict and financial repricing remain downside risks.

The latest data available from the ONS indicates that employment in England, as of 2024, stood at around 28.4 million jobs[18] and in 2023 the value of the economy was estimated to be £1.9 trillion[19]. Between 2015 and 2024, total employment increased by around 2.4 million jobs (or +9.5%), whilst the

[16] Economic and fiscal outlook March 2026
[17] July 2026 World Economic Outlook Update: Global Economy in Crosscurrents of War and Technology
[18] Business Register and Employment Survey - Office for National Statistics
[19] Regional gross value added (balanced) by industry: all ITL regions - Office for National Statistics

growth in the value of the economy (as measured by GVA at 2022 prices) increased by 28% from 2009-2023.

According to the Bank of England in July 2026[20] twelve-month **consumer price index (CPI) inflation remains above the Monetary Policy Committee's 2% target** but has reduced considerably from its peak of nearly 8.5% in mid-2023. CPI inflation was **2.9% in September**, up from 2.6% in June and down 0.8 percentage points from November. Housing and household services, and furniture made the largest upward contributions to the monthly change in both CPIH and CPI annual rates; transport made the largest, partially offsetting, downward contribution. The current Bank Rate is 3.75%, a decrease from November 2025.

Recent national data indicates that **unemployment** in the UK was **4.9% for the period April–June 2026**, a decrease of 0.2 percentage points from August–October 2025[21]. There are now approximately 1.78 million people unemployed, reflecting weakening hiring activity and a fall in payroll employment numbers. Provisional payrolled employment was **30.3 million in July**, down 94,000 year-on-year.

Business confidence remains fragile and **economic uncertainty** was cited by 29% of trading businesses according to the ONS Business Insights and Conditions Survey in August 2026, a decrease of 4 percentage points since November 2025[22].

The UK economy remains in a challenging but somewhat more stable position than indicated by late-2025 data. The economy avoided a technical recession and returned to growth during the first half of 2026, while inflation has fallen closer to the Bank of England's 2% target. However, growth remains relatively weak, unemployment is elevated and business uncertainty persists. Alongside continued uncertainty around global trade and geopolitical developments, the OBR's weaker outlook for UK growth in 2026 indicates that significant economic headwinds remain.

Local Socio-economic Trends

Population

As of 2025, there were 324,513 people living in the Local Impact Area (the Cambridge and South Cambridgeshire local authorities). The population has grown by 7% in the past five years, a higher rate than the regional (5%) and the national average (4%).

Of the existing population, there is a larger proportion of working age people in Cambridge and South Cambridgeshire (67%) compared to the regional (61%) and national (63%) average. In addition, there is a smaller proportion of people over the age of 65 years (16%) compared to regionally (20%) and nationally (19%). This means that the area has a large potential workforce to draw from, particularly in Cambridge, where the proportion of the working age people is significantly higher than South Cambridgeshire (75% and 61% respectively).

Table A2.1: Age Breakdown (%) by different geographical areas, 2025

	Cambridge	South Cambridgeshire	LIA	East of England	England
0-15	20,448	33,782	54,230	1,217,123	10,539,750
%	14%	19%	17%	18%	18%
16-64	111,692	105,868	217,560	4,054,613	37,060,671
%	75%	61%	67%	61%	63%

[20] Monetary Policy Report - November 2025 | Bank of England
[21] Labour market overview, UK - Office for National Statistics
[22] Business insights and impact on the UK economy - Office for National Statistics

65+	17,732	34,991	52,723	1,342,065	11,234,391
%	12%	20%	16%	20%	19%
Total	149,872	174,641	324,513	6,613,801	58,834,812

Source: Local authority population estimates 2025

The latest population projections suggest that across England, the population is ageing rapidly. In the LIA the number of people aged over 65 years is projected to rise by 29% by 2035, which is on a par with the national average. However, the age group driving population growth in the LIA (which in total is 14% compared to 9% nationally) is the 16-64 age group, which is projected to rise by 14% compared to 8% nationally. This is positive for the LIA as it suggests that the working age population is likely to increase at a greater rate than the older population.

Table A2.2 Population Projections 2025-2035

	Cambridge	South Cambridgeshire	LIA	East of England	England
0-15	2%	-2%	0%	-8%	-9%
16-64	14%	14%	14%	8%	8%
65+	31%	28%	29%	29%	30%
Total	14%	13%	14%	9%	9%

Source: ONS Population projections for local authorities by single year of age and sex, 2022

Employment

As of 2024, there were 208,000 people employed in the LIA. Of these, 58% of employment is concentrated in Cambridge and 42% is concentrated in South Cambridgeshire. Employment in the LIA has seen a 3% increase since 2019, a smaller rate of growth than nationally (5%). Employment growth has been largely driven by Cambridge, which experienced a 9% increase since 2019.

Employment growth in the LIA has been driven largely by the health sector (+6,000 jobs) and the information and communications sector (+2,000 jobs). However, there has been a significant decline in the business administration and support services sector (-2,000 jobs). The Cambridge Biomedical Campus (CBC) predominantly attracts businesses from the health and life sciences sector, and this confirms the sector is growing, making the case for more housing to support this growth.

The highest level of employment was in the professional, scientific and technical sector, which accounts for 43,000 jobs in 2024, an increase of 1,000 jobs since 2019. In addition, there are high levels of employment in the education and health sectors (accounting for 31,000 jobs each). The education sector has stayed the same since 2019, however as stated above the health sector has experienced rapid growth.

A location quotient (LQ) measures the degree to which a local area is represented in certain sectors compared to the nation as a whole. A LQ >1 indicates a higher level of representation compared to the national average. According to this measure, and as shown in Table A2.3, the LIA has the highest level of specialisation in the professional, scientific and technical sector (2.14), information and communication sector (1.85), education sector (1.78) and health sector (1.10). A RAG rating has been used in Table A2.3 to illustrate where the area has low levels of specialisation (red) and above average levels of specialisation (green).

Sub sector analysis has also been carried out for the life sciences and health research sectors, both of which were identified as key sectors of interest. These have both grown since 2019- life sciences has gained an additional 1,500 jobs and health research has gained an additional 500. A LQ analysis has been carried out for these sectors, however these cannot be accurately compared with the broad sectors as employment will overlap. Nevertheless, it does indicate great strengths in these sub-sectors. These sub-sectors are clearly important to the local area.

Table A2.3 Location quotient analysis of employment in Cambridge and South Cambridgeshire, 2024

Sector	Employment (2024)	Employment Change 2019-2024	LQ
Agriculture, forestry & fishing (A)	1,500	-500	0.62
Mining, quarrying & utilities (B, D and E)	1,000	0	0.43
Manufacturing (C)	12,000	-1,000	0.82
Construction (F)	7,000	0	0.67
Motor trades (Part G)	2,500	-500	0.66
Wholesale (Part G)	5,000	500	0.65
Retail (Part G)	11,000	-1,000	0.65
Transport & storage (inc. postal) (H)	3,500	500	0.33
Accommodation & food services (I)	13,000	-1,000	0.62
Information & communication (J)	18,000	2,000	1.85
Financial & insurance (K)	1,500	-750	0.22
Property (L)	3,500	500	0.76
Professional, scientific & technical (M)	43,000	1,000	2.14
Business administration & support services (N)	10,000	-2,000	0.55
Public administration & defence (O)	4,500	1,000	0.49
Education (P)	31,000	0	1.78
Health (Q)	31,000	6,000	1.10
Arts, entertainment, recreation & other services (R, S, T and U)	9,000	1,000	0.97
Sub Sectors			
Life Sciences	5,000	1,500	6.8
Research and Health	3,000	500	21.6

Source: Business Register and Employment Survey, 2024

Economic Activity

As shown in Table A2.4, the LIA has a high economic activity rate and employment rate compared to the national average. Both Cambridge and South Cambridgeshire have high economic activity and employment rates, however, Cambridge's employment rate is slightly lower than South Cambridgeshire. This is likely to reflect the large student population in Cambridge.

Unemployment is relatively low at 2.5%, lower than the regional average of 4.0% and the national average of 4.7%. In addition, the proportion of people aged 16-64 who are claiming benefits is low at 2%, compared to 3.3% in the region and 4% nationally.

Table A2.4 Economic Activity in Cambridge and South Cambridgeshire, 2026

	Cambridge	South Cambridge	LIA	East of England	England
Economic Activity Rate (age 16-64)	82.4%	83.5%	83.0%	81.6%	79.5%
Employment Rate (age 16-64)	79.4%	82.3%	81.0%	78.3%	75.8%
Unemployment Rate (age 16-64)	3.6%	1.5%	2.5%	4.0%	4.7%
Claimants as a proportion of people age 16-64	2.0%	1.9%	2.0%	3.3%	4.0%

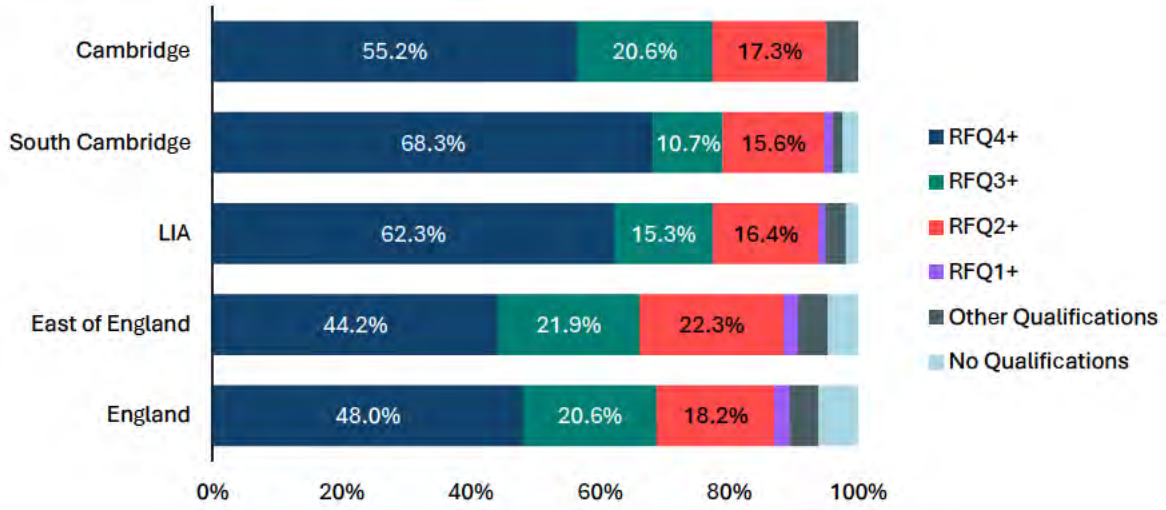
Source: Annual Population Survey, 2026; ONS Claimant Count, 2026

Occupational and Skills Profile

Cambridge and South Cambridgeshire's occupational profile is skewed towards professional occupations. The proportion of people working in professional, managerial or associate occupations in the LIA (66.1%) is higher than the regional average of 54.5% and the national average of 54.3%. The proportion of people working in other occupations is therefore lower than the regional and national benchmarks[23].

A higher proportion of people in the LIA possess qualifications of RFQ4 and above (62.3%) compared to the regional (44.2%) and national (48%) averages. There is also a lower proportion of people with no qualifications (1.9%) than the regional (4.7%) and national (6.1%) averages. This suggests that the local population is well qualified.

Figure A.2.2 Qualifications by RFQ, 2025



Source: Annual Population Survey, 2025

Commuting

Data from the 2021 Census reveals that overall, more people commute into the combined Cambridge and South Cambridgeshire area than out of the area for work, with 36,157 people commuting in and 13,649 people commuting out.

Table A2.5 shows that the largest inflows were from Huntingdonshire, West Suffolk and East Cambridgeshire, and the largest outflows were to Huntingdonshire, West Suffolk and North Hertfordshire. A significant number of people commute between Cambridge and South Cambridgeshire for work, with 5,374 people commuting from Cambridge to South Cambridgeshire and 14,014 people commuting from South Cambridgeshire to Cambridge for work. This highlights the important role of South Cambridgeshire in meeting the workforce needs of Cambridge, supporting the case for additional housing in this area.

[23] Annual Population Survey, 2025

Table A2.5 Net flow of commuters into Cambridge and South Cambridgeshire, 2021

Place of Residence	Inflow	Outflow	Place of Work
Huntingdonshire	6,820	2,207	Huntingdonshire
West Suffolk	6,782	1,472	West Suffolk
East Cambridgeshire	6,720	1,421	North Hertfordshire
North Hertfordshire	2,132	1,352	East Cambridgeshire
Uttlesford	1,830	1,146	Uttlesford
Fenland	1,316	799	Peterborough
Central Bedfordshire	1,161	453	Central Bedfordshire
Peterborough	840	356	East Hertfordshire
King's Lynn and West Norfolk	636	356	Fenland
East Hertfordshire	611	300	Stevenage
Total	**36,157**	**13,649**	**Total**

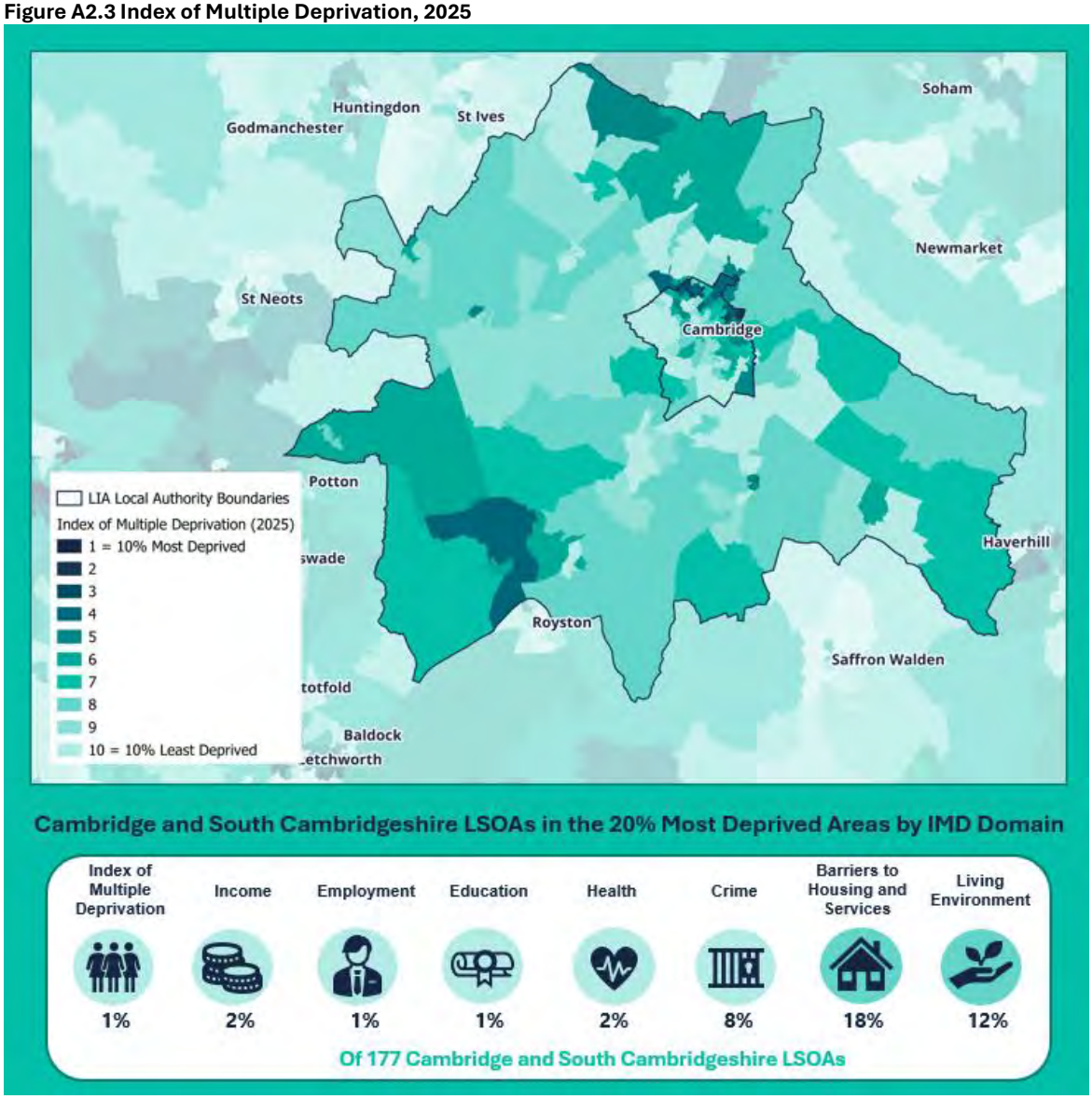
Source: Census, 2021

Deprivation

According to the Index of Multiple Deprivation (2025), just 1% of neighbourhoods within Cambridge and South Cambridgeshire are within the 20% most deprived areas nationally, and none are within the top 10%. Figure A2.2 shows that deprivation is concentrated within the north east of Cambridge and the South Cambridgeshire villages of Kneesworth and Bassingbourn.

Across the different deprivation domains, the area generally performs well on each of them, however 18% of LSOAs are within the top 20% most deprived areas by Barriers to Housing and Services and 12% are within the top 20% most deprived areas by Living Environment.

Figure A2.3 Index of Multiple Deprivation, 2025



Source: MHCLG English Indices of Deprivation, 2025

A.3 Alternative Locations

The draft Greater Cambridgeshire Local Plan sets out a list of new site allocations to meet updated housing targets. This section considers how Land at Foxton compares to these alternative locations.

Updated housing targets have been set in response to an anticipated increase in 73,300 additional jobs in Greater Cambridge between 2024 and 2045. The Draft Local Plan sets out a requirement for 48,069 additional homes (and 52,032 homes is identified in terms of housing supply) during this time, representing an uplift of 614 additional homes per year above the current adopted (2018) Local Plans. This reflects the government's housing need calculation for the area using the updated standard method.

Figure A3.1 below sets out the location of all proposed new housing sites which have the potential to deliver over 100 homes in the local plan period.

Figure A3.1 New Housing Allocations in Draft Local Plan

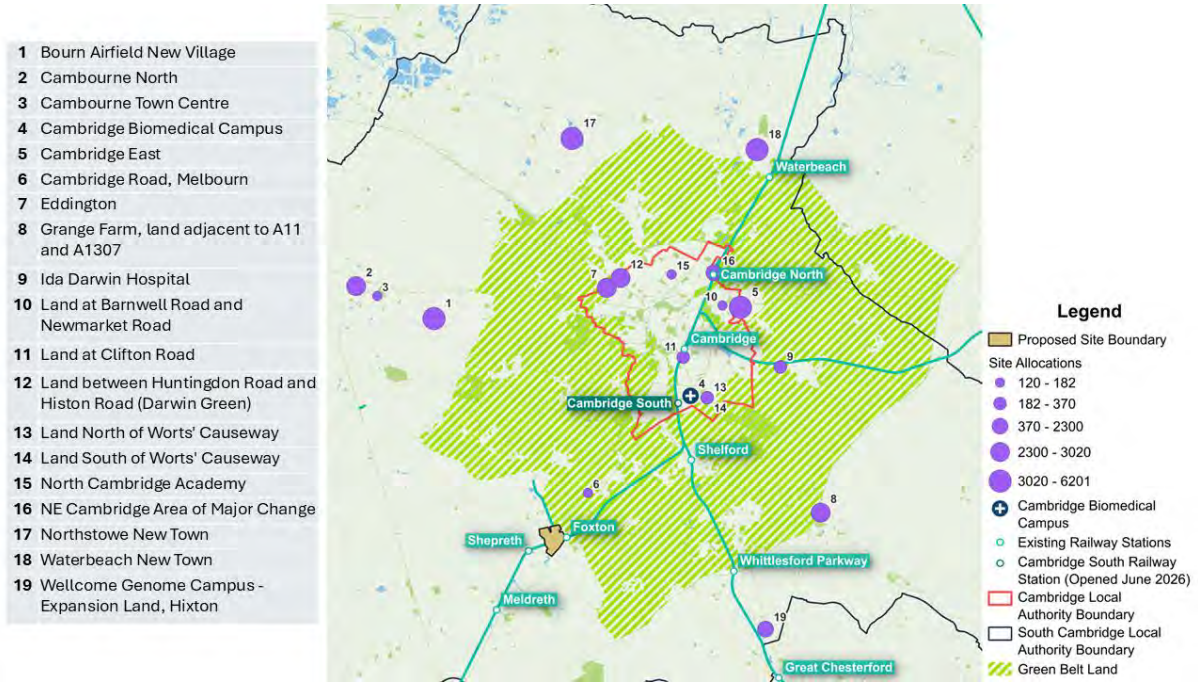


Table A3.1 below sets out further detail on the proposed site allocations put forward in the current draft local plan, including the scale of development and timing of delivery.

Table A3.1 Detailed list of Proposed Site Allocations in the Draft Cambridgeshire Local Plan

Site Name	Planning Status	Location	Distance from CBC by Road	Proximity to existing train station and approximate travel time to CBC by train?	Likely to benefit from future public transport proposals?	Scale of proposed housing and likely mix/type if known (in plan period)	Timing of delivery/completion	Any constraints to delivery
Land at Foxton	Promoted Not on greenbelt	Middle	5.6m	0.1m to Foxton Currently 35 minutes by train and then a bus. Estimated travel time once South Cambridge Station opens is 15 minutes in total (7 mins on train)	No	1,500 dwellings	2030 onwards	Bridge over level crossing (developer would provide)
North East Cambridge Area of Major Change	Regulation 19 strategic policy/ allocation S/AMC/NEC; brownfield-led Area of Major Change.	Central	6.3m	0.4m to Cambridge North Currently 35 minutes by train and then a bus. Estimated travel time once South Cambridge Station opens is c20 minutes.	Benefits from Cambridge North and planned sustainable transport/connectivity measures identified for the area.	650 dwellings (a significant reduction on the Reg 18 version proposal of 3,950 dwellings)	2024-2045	Relocation of Cambridge Waste Water Treatment Works. Subject to **uncertainty over relocation** following Government decision not to fund this. This could constrain the number of homes that could be delivered onsite in the Local Plan period.
Cambridge East	Proposed new allocation S/CE, includes	Central	4.2m	2.7m to Cambridge Currently 1 hour 10 minutes by train and then a bus (or 50 minutes by	Cambridge Eastern Access	3,950 dwellings	2032-2045	The absence of a fixed masterplan means overall site capacity remains **subject to**

	green belt release Land released from greenbelt in previous plans to support development			bus). Estimated travel time once South Cambridge Station opens is 50 minutes by train.	East West Rail			**transport improvements**. Dependent on Cambridge Eastern Access busway (there is no agreed route or funding secured) East West Rail (Draft Local Plan suggests East West rail is considering a new station in East Cambridge, but this station is not currently included in latest proposed rail line route[24])
Grange Farm, land adjacent to A11 and A1307	Proposed new allocation S/GF	Middle	7m	4.8m to Whittlesford No train route available without driving to station. Approx. 45-minute journey by bus	CSET busway	2,550 dwellings	2034-2045	Delivery of CSET busway which is **subject to uncertainty**. Extension of CSET across A11/A1307 junction. (Application for CEST busway currently being reviewed by DfT and public inquiry will take place in 2026. Funding for

[24] East West Rail | Route Update Announcement

								-project still subject to some risk.)
Cambourne North	Proposed new allocation S/CBN Not on greenbelt	Middle	13m	9m to St Neots No train route available without driving to station. Approx. 1 hour journey by bus. If East and West Rail line is completed, Cambourne station will be one stop away from Cambridge South which will significantly reduce journey times between the Site and CBC to around roughly 20/25 minutes.	East West Rail (new station at Cambourne linking town to new Cambridge South still awaiting full approval)	2,550 dwellings	2024-2045	Delivery of East West Rail (phase 3 of the East West Rail line will deliver a new station in Cambourne, however this is still awaiting DCO approval)
Eddington	Proposed allocation / intensification within North West Cambridge under S/ED.	Central	5.5m	3m to Cambridge No train route available without driving to station; approx. 1 hour 10-minute journey by bus	No	2,500 dwellings	2032-2041	Co-ordinated masterplanning, integration with existing Eddington/West Cambridge and provision of supporting infrastructure.
Cambridge Biomedical Campus	Proposed new allocation S/CBC A portion of development to be built on land released from	Central	0m	0m to Cambridge South Site located adjacent to CBC, journey times will be short and can be accessed on foot	East West Rail, CSET busway	1,000 dwellings	2034-2042	Co-ordinated campus masterplan, transport capacity, infrastructure and delivery of development on released Green Belt land.

	greenbelt (approx. 22ha)							
North Cambridge Academy	Proposed new allocation S/C/NCA Not on greenbelt	Central	5.8m	1.8m to Cambridge North	No	150 dwellings	2024-2045	Site-specific design, access and education/community requirements in the allocation policy; no separate strategic dependency stated in the trajectory.
Cambourne Town Centre	Proposed new allocation S/CB Not on greenbelt	Middle	13.2m	9.1m to St Neots	No	120 dwellings	2024-2045	Town-centre integration, design, access and compatibility with other centre uses.
Babraham Research Campus	Proposed new allocation S/BRC Located on greenbelt	Central	6.9m	1.3m to Whittlesford	CSET busway	43 dwellings	2024-2045	Green Belt release, campus-related eligibility/ relationship, landscape and transport requirements (i.e. improving movement within the campus and delivering connections to sustainable transport).

Cambridge Road, Melbourn	Proposed new allocation S/RRA/CR Not on greenbelt	Middle	8.1m	1.3m to Meldreth	No	125 dwellings	2024-2045	Site-specific access, design, landscape and infrastructure requirements; no separate strategic dependency stated in the trajectory.
Land at Clifton Road (including Cambridge Junction and Cambridge Leisure)	Proposed new allocation S/C/LCR Not on greenbelt	Central	1.8m	0.6m to Cambridge	No	300 dwellings	2024-2045	Integration with existing leisure uses, design, access, amenity and redevelopment phasing.
Land at Highfields (phase 2)	Proposed new allocation S/RRA/H Not on greenbelt	Middle	10.7m	7.7m to Cambridge	East West Rail	65 dwellings	2024-2045	Site-specific access, landscape, drainage and integration with the existing Highfields development.
Maarnford Farm, Duxford	Proposed new allocation S/RSC/MF Not on greenbelt	Middle	7.7m	1.5m to Whittlesford	No	60 dwellings	2024-2045	Site-specific access, landscape, heritage and infrastructure requirements; no separate strategic dependency stated in the trajectory.
Northstowe New Town	Outline permissions, S/NST	Middle	12m	Cambridge North is the nearest practical station: c.6m via the direct	Planned dedicated bus-only	6,201 dwellings	2024-2045	Phase-by-phase A14 corridor capacity; timely

	Not on green belt			Busway corridor (longer by ordinary road). Busway access takes about 14 minutes, followed by a direct train to Cambridge South	route through Northstowe, connected to the existing Cambridgeshire Guided Busway, with additional routes as the town grows			delivery of the town centre, local centres, community facilities and internal bus route; site-wide masterplanning/ phasing; foul and surface-water capacity/flood mitigation; landscape separation and potential Ouse Washes bird-habitat mitigation.
Waterbeach New Town	Outline permissions, S/WNT Not on green belt	Middle	9m	Existing Waterbeach station is approximately 1–2m from the nearer parts of the new town; the proposed replacement station is 2.4km north of the existing station, on the eastern edge of the development.	Relocated Waterbeach station, planned to open by summer 2028, plus the proposed Waterbeach–Cambridge segregated public-transport corridor and mobility hub	5,629 dwellings	2024-2045	Capacity/mitigation on the **A10 and A14**, southern access and public-transport corridor; breach-flood risk east of Bannold Drove; noise from the A10, railway and waste-management park; protection of Denny Abbey and other heritage/landscape assets.
Land at Barnwell	Regulation 19 existing	Central	3.5m	Cambridge is the nearest practical station, c.2.5m.	Cambridge Eastern	154 dwellings	2024-2045	Coordinated regeneration and

Road and Newmarket Road	allocation / committed regeneration site, S/C/BRN			Rail is not a practical route to CBC; allow c.30-40 minutes by bus.	Access / Newmarket Road sustainable transport improvements.			access; replacement/integration of community uses; significant Newmarket Road utilities works delay commencement until late 2030.
Land between Huntingdon Road and Histon Road (Darwin Green)	Existing strategic allocation with outline/reserved-matters permissions; not Green Belt.	Central	c.4.8m	Cambridge North c.2.5m. Direct rail to Cambridge South is short, but access to the station is required; c.30-40 minutes overall.	Benefits from the existing guided busway corridor and planned sustainable transport connections serving north-west Cambridge.	2,700 dwellings	2024-2045	Phased delivery, coordinated masterplanning and timely provision of schools, local centres, utilities and transport mitigation.
Land north of Worts' Causeway	Under construction	Central	c.1.7m	Cambridge South c.1.5m. Station access is quicker by cycle/bus than rail; c.20-30 minutes overall.	Encouraging active travel through public footpaths, retention of Worts' Causeway's use for buses only during peak periods	200 dwellings	2024-2045	Green Belt-edge landscape and townscape integration
Land south of Worts' Causeway	Under construction	Central	c.1.7m	Cambridge South c.1.5m. Station access is quicker by cycle/bus than rail; c.20-30 minutes overall.	No separate strategic public transport	230 dwellings	2024-2045	Access, ecology, drainage and supporting education/comm

					dependency stated.			unity infrastructure.
Ida Darwin Hospital	Existing brownfield allocation / committed redevelopment site;	Central	c.3.5m	Cambridge c.4m. Rail is not a practical route to CBC; c.35-45 minutes by bus.	May benefit from eastern corridor bus and active-travel improvements identified in the plan.	200 dwellings	2024-2045	Phased redevelopment of a former hospital campus; heritage/retained buildings, demolition or remediation, access, ecology and infrastructure integration.
Bourn Airfield New Village	Existing strategic allocation with outline permission, carried forward under Regulation 19;	Middle	c.11m	No practical train route without driving/busing to Cambridge or St Neots; allow c.55-70 minutes by public transport.	Cambourne to Cambridge public transport scheme and proposed East West Rail station at Cambourne.	3,500 dwellings	2024-2045	Delivery of the Cambourne-Cambridge public transport scheme; A428 corridor mitigation; site-wide phasing, utilities, schools, local centres and landscape/ecology measures.
Wellcome Genome Campus - Expansion Land, Hixton	Regulation 19 strategic allocation for expansion of the Wellcome Genome Campus,	Middle	c.8.5m	Whittlesford Parkway c.3.5m. Requires a bus/drive to the station, then a short direct train to Cambridge South; c.25-35 minutes overall.	Potential benefit from south-east Cambridge transport improvements and connections to the CSET corridor.	1,500 dwellings	2024-2045	Comprehensive campus masterplanning; A11/local access, utilities and water capacity; landscape, biodiversity and heritage mitigation.

NB future travel times are estimated and assumes that South Cambridgeshire Station which will service CBC will be accessible within approximately 5 minutes before/after Cambridge

A.4 Social and Economic Impact Assessment

Construction Impacts

The investment required to redevelop the Site for the proposed uses will create demand for construction workers during the build period. The number of temporary construction related workers has been estimated on the basis of a total estimated construction investment.

Regional (East of England) levels of turnover per FTE within the construction industry were applied to the overall construction investment to estimate the FTEs. On this basis, it is estimated that the proposed redevelopment would generate demand for around **112** FTE temporary construction workers per annum.

These jobs will be a mixture of both on-site and off-site pre-fabrication and supply chain employment through the various tiers of the supply chain. This estimate is also an average level of construction employment over the duration of the build period (15 years), the level of workers required could be higher at peak periods of construction activity.

The large supply chain associated with the redevelopment of the building can result in substantial indirect and induced impacts. According to work by Professor Ball (Lichfields, 2018)[25] one direct job in the construction sector supports 0.5 indirect jobs in the supply chain. Applying a multiplier of 1.5 implies that the development supports an additional 56 indirect jobs per annum. This brings the total number of direct, indirect and induced jobs to **168** FTEs per annum.

As well as demand for construction workers, there will also be benefits at the construction stage in relation to Gross Value Added (GVA) – a measure of economic output. Overall, the GVA supported by all direct and indirect jobs is estimated to be **£157m** (Net Present Value - NPV) across the 15-year construction period.

It is expected that a proportion of the jobs supported during the construction phase will be accessible to residents of South Cambridgeshire and Cambridgeshire more widely. In addition, there are likely to be opportunities to support continuing and new apprenticeships, work placements and training.

These impacts are estimated on the basis of the following:

- Average levels of turnover and GVA per FTE for the construction sector in the East of England and South Cambridge areas
- A construction start date of 2030 and an allowance for phasing and build-up of construction impacts over 15-years.
- An adjustment to current prices through the application of a standard social time preference rate (discount rate of 3.5% per annum) from 2027 onwards (in line with HM Treasury Green Book guidance).
- An adjustment for displacement equating to 25%, which reflects low levels of displacement.

Operational Impacts

Contribution to Housing and Affordable Housing Need

The Draft Greater Cambridge Local Plan sets out a target to deliver at least 48,096additional homes between 2024 and 2045, or 2,290 per year. This is an increase of some 520 additional homes per year

[25] The Economic Footprint of House Building in England and Wales, Lichfields, 2018

above the current adopted (2018) Local Plan and reflects the government's updated standard method housing need calculation for the area. Land at Foxton offers the potential to deliver up to **1,500** new homes and as a result, it could contribute 3% of the total requirement for homes over the plan period.

The Regulation 19 (Proposed Submission) Greater Cambridge Local Plan also sets out an affordable housing target of 40%. The site is proposing to meet this target, delivering **600** affordable homes.

The delivery of new housing will deliver a number of benefits for the local area including helping to attract and retain a working age population, supporting young families and first-time buyers, adding to the diversity of housing stock available in the local area and reducing the council's housing waiting list.

An indicative housing mix for Land at Foxton is shown in **Table A5.1**.

Table A4.1 Indicative housing mix

	Market		Social Rent		Affordable Rent		Shared Ownership		Total	
Unit type	60%	900	4%	60	26%	390	10%	150		**1,500**
1 bed	5%	45	20%	12	20%	78	15%	23	**11%**	**158**
2 bed	30%	270	35%	21	35%	137	45%	68	**33%**	**495**
3 bed	40%	360	35%	21	35%	137	35%	45	**38%**	**563**
4+ bed	25%	225	10%	6	10%	39	10%	15	**19%**	**285**

Demographic Benefits

In order to estimate the demographic and labour supply impacts of the proposals, we have drawn upon case study information for a similar scheme known as **Trumpington meadows.**

Trumpington Meadows



Source: Housing Design Awards

Trumpington Meadows is a housing development in the Cambridge Southern Fringe which aims to support the city's economic growth. The site was allocated for development within a Core Strategy and Area Action Plan, and outline planning permission for up to 1,200 1 to 5 bed homes was granted by Cambridge City Council and South Cambridgeshire District Council in 2009. Construction of 1,200 homes was completed in 2021 and of these, 40% are classed as affordable. The development is a 6-minute drive away from the Cambridge Biomedical Campus and a 33-minute walk.

Census data based on a best-fit of LSOA's reveals that the household characteristics are made up of 1-6 person households with 93% accommodating between 1 and four persons. The areas consists of a mixture of detached houses (28%) semi-detached houses (27%) and flats and maisonettes (26%). The

majority of homes are owned (53%), many of which are with a mortgage (31%). Just over a fifth of houses are privately rented (21%)[26].

As of 2024, the area had an estimated population of 6,755. Of these, 65% were of working age (16-64) years old), which is above the South Cambridge average (60%), and 25% were children aged 0-15, suggesting the area has attracted a high proportion of working-age parents with dependent children[27]. Of the working age population, 72% are economically active, higher than both the Cambridge average (59%) and the South Cambridge average (65%). The rate of unemployment is also low, at 2.2%[28].

Trumpington Meadows' population is also well qualified, with 65% of people holding a level 4 qualification and above, higher than the rest of Cambridge (56%) and South Cambridge (48%). The majority of residents also work in professional occupations (43%)[29]. The area's occupation profile is not very diverse, with less people working in medium or low-skilled jobs. There is a shortage of people in skilled trades (5%), sales and customer services jobs (4%), process, plant and machine operative jobs (2%) and elementary occupations (6%).

Drawing upon the assumptions above (based on **Trumpington Meadows**) the potential demographic and labour supply impacts for Land at Foxton have been calculated and are summarised in **Table A4.2**. The specific assumptions are as follows:

- the average household size would be 2.5 persons per dwelling
- all residents will be new to the area
- the working age population (16-64) population is 65% (as per Trumpington Meadows)
- the economic activity rate for those aged 16 years and over is 71.6% (as per Trumpington Meadows)
- the proportion of people qualified to level 4 and above is 65% (as per Trumpington Meadows)
- the proportion of people employed in high skilled qualifications is 43% (as per Trumpington Meadows)

Table A4.2 Potential demographic and labour supply impacts of proposals

	1,500 homes
Increase in resident population	3,750
% increase in current population for South Cambridgeshire	2.1%
Increase in working age population (16-64 years)	2,419
Residents which are economically active (16 years and over)65%*	2,007
% change in economically active residents (South Cambridgeshire)	2.4%
Increase in residents qualified to Level 4+	31,836
Increase in residents working in professional occupations	1,369

Source: GC Insight, drawing upon national statistics. Figures all rounded

Household Expenditure

It is also possible to provide a broad estimate of potential household expenditure resulting from the proposed Land at Foxton development. Additional household expenditure in the area will help to boost the sustainability and vitality of local services, town centres and amenities. The estimated household expenditure over the course of the next 15-year period, assuming housing is gradually delivered over this period, is likely to be in the region of **£97.3m** (NPV).

[26] ONS Census, 2021
[27] ONS Small Area Population Estimates, 2024
[28] ONS Census, 2021
[29] ONS Census, 2021

The estimated number of FTEs supported by annual household expenditure once the site is fully operational is estimated to be around **139** FTEs, around which approximately 26 of those jobs are expected to occur in South Cambridgeshire.

These impacts are estimated on the basis of the following:

- Average household weekly expenditure (ONS Spending Data) in the East of England between 2023 and 2025.
- A construction start date of 2030 and an allowance for phasing and the build-up of spending impacts 15 years.
- An adjustment to current prices through the application of a standard social time preference rate (discount rate of 3.5% per annum) from 2027 onwards (in line with HM Treasury Green Book guidance).
- An adjustment for displacement equating to 25% which reflects low levels of displacement.

Employment

The proposed development will also include around 4,000 sq m space for employment and community uses. An early-stage masterplan indicates that around two thirds of this space would be allocated for E class uses (including retail, office and light industrial) and a third allocated for community uses. The commercial provision will include space for small businesses, including flexible workspace. The community space will meet local needs (e.g. a health centre) and will be determined at a later stage.

The onsite employment impacts associated with each use class once all employment space has been delivered are summarised in **Table A5.3** below. This suggests that the site offers the potential to support an additional **195** FTE direct jobs.

Table A4.3 Employment Impacts by Use Class

Use Class	Floorspace (sqm)	Direct FTEs
Retail	1,000	51
Community	1,000	13
Office	1,000	73
Light industrial	1,000	18
Total	**4,000**	**156**

Source: floorspace areas provided by the client. Calculations made by GCI using standard employment densities

A recent report[30], found that the median annual income of employees at CBC was £36,000, similar to Cambridge (£35,000) and South Cambridgeshire (£37,000) as a whole. Whilst this figure varied across sectors, it provides an estimated figure for potential employee salaries that could be supported onsite. This suggests that the site has the potential to support salaries of over **£5.5 million** annually once fully operational.

Furthermore, off-site jobs supported through indirect and induced impacts are estimated at around **78** FTEs. This brings the total number of jobs supported once all onsite employment space is delivered to **234** FTEs.

As well as creating opportunities for local employment, there will also be benefits from the operational stage in relation to GVA. Assuming that employment space will be delivered gradually over the 15-year

[30] CBC-Housing-Study-Report-Final-May24.pdf

construction period, it is estimated that the onsite employment space could deliver a total GVA impact of **£69.5m (NPV)** during this time.

These impacts are estimated on the basis of the following:

- A construction start date of 2030 and an allowance for phasing and the build-up of spending impacts 15 years.
- An adjustment to current prices through the application of a standard social time preference rate (discount rate of 3.5% per annum) from 2027 onwards (in line with HM Treasury Green Book guidance).
- An adjustment for displacement equating to 25% which reflects low levels of displacement.

Agglomeration Benefits

The role of housing in supporting the economy in terms of agglomeration and productivity effects is widely recognised at all policy levels. Locations with a larger labour pool within shorter commutes makes them a more attractive investment proposition for companies seeking diverse talent, enabling better skills matching, improved retention and stronger prospects for growth with a shared pool of resources. However, the circumstances that are most likely to lead to these impacts and the strength of the relationship between housing and agglomeration effects varies.

Recent research for Homes England[31] explored both the quantitative and qualitative role of housing in productivity growth and demonstrates that Cambridge is an area where housing can support productivity growth and agglomeration effects. The research highlights that the unavailability of housing is a key push factor for some businesses deciding whether to locate or stay in the area.

In quantitative terms, the research found that there is a statistically significant impact of rising housing costs and affordability challenges on the productivity of London, the east and south east. Accordingly, a 5% increase in housing stock would be associated with a 10% reduction in house prices and a 3.1% increase in productivity. Qualitative research through a series of case studies across local authorities, including Cambridge, found that evidence of productivity growth and agglomeration effects associated with local industrial clusters (such as the life sciences in Cambridge) are inherently reliant on local conditions to thrive, including having access to the right talent, which in turn requires affordable housing to be available to workers. Stakeholders in Cambridge cited key 'pull factors' to Cambridge as being its pool of skilled workers amongst other things.

By providing a substantial supply of housing, including affordable housing, in close proximity to CBC, Land at Foxton will facilitate labour mobility and pooling (enabling more productive job-worker matches) at a faster rate, and in turn support continued agglomeration and productivity growth. As set out above, the Proposed Development will increase the labour supply in proximity to CBC by over 2,000 persons (based on benchmark economic activity rates). This is a substantial potential pool of labour within seven minutes commute distance of CBC as well as central Cambridge which will contribute to the areas attractiveness to like-minded companies potentially seeking to locate at CBC.

Fiscal Benefits

It is estimated that the proposed Land at Foxton development could support in the order of **£11.8m** (NPV) in **Council Tax** over the course of a 15-year period.

The current (2025-26) income from Council Tax for South Cambridgeshire is £20.4 million. Once all 1,500 homes are delivered, in a single year, the Council Tax income derived from the site could therefore

[31] Homes England, July 2025, Housing Affordability and Productivity

increase total council tax income for the area by around 1%. This would make a significant contribution towards the delivery of services locally.

Furthermore, the development is estimated to support **£0.7m** (NPV) in **business rates** over the 15-year delivery period.

These impacts are estimated on the basis of the following:

- Use of the average Council Tax charge for Band C homes within the South Cambridgeshire area, reflecting the large number of 3 and 4 bed homes being proposed.
- A proportion of 7% of total council tax is assumed to be allocated to South Cambridgeshire District Council, based on the council tax bill breakdown for 2026/27.
- A business rates multiplier (0.48) for 2026/27 which is then applied to the rateable value, calculated using the development's floorspace and the average rateable value per sqm for each business floorspace use in South Cambridgeshire (Valuation Office Agency data).
- An allowance for phasing and the build-up of fiscal impacts over time.
- An adjustment to current prices through the application of a standard social time preference rate (discount rate of 3.5% per annum) from 2027 onwards (in line with HM Treasury Green Book guidance).
- An adjustment for displacement equating to 25% which reflects low levels of displacement.



Insight

Appendix C – Land at Foxton, Vision Document

Land at Foxton

Land at Foxton is a once-in-a-generation opportunity to deliver a transformative, rail-connected community for Greater Cambridge. Combining new homes, jobs, community facilities and environmental enhancements, it will harness exceptional rail accessibility to create a healthy, low-carbon and well-connected place. Rooted in the Cambridgeshire landscape, the development will strengthen local identity, enhance biodiversity, improve water quality and provide a lasting solution to Foxton's transport challenges, setting a new benchmark for sustainable placemaking outside the Green Belt.

AXIS
LAND PARTNERSHIPS

Project Team

Client: Axis Land Partnerships

Planning: WSP

Masterplanning: SLR Consulting

Transport Planning: KMC

Drainage: Shaw Stephens Consulting

Ecology: Applied Ecology

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The Site



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Strategic Context

There is a background context of complex strategic issues creating an opportunity for sustainable growth at Land at Foxton.

National Planning Policy Framework (NPPF)
The latest NPPF introduces a strong presumption in favour of new homes delivered close to well-connected railway stations. The Government are clear in their mandate for growth in locations like Foxton.

Emerging Greater Cambridge Local Plan (Draft Plan)
The Draft Plan aims to deliver 52,032 homes over the plan period, against a need of 48,069. There are significant concerns with the level of housing proposed. Previous estimates have suggested that up to 57,000 homes could be required to match the ambition of maximising housing delivery in the region. Emerging site allocations are focused on new settlements in the north of Cambridge. These sites require a scale and complexity of infrastructure which could delay delivery within the first few years of the plan period.

Cambridge Biomedical Campus (CBC)
CBC is one of Europe's leading centres for healthcare, life sciences, biomedical research and education. It is located a 7-minute train journey from Foxton Station, at the newly opened Cambridge South station. Housing and infrastructure constraints risk limiting the ability of CBC to expand and attract talent. Land at Foxton can significantly boost the supply of homes, aiding unmet housing needs and immediate housing affordability pressures to support economic growth at CBC.

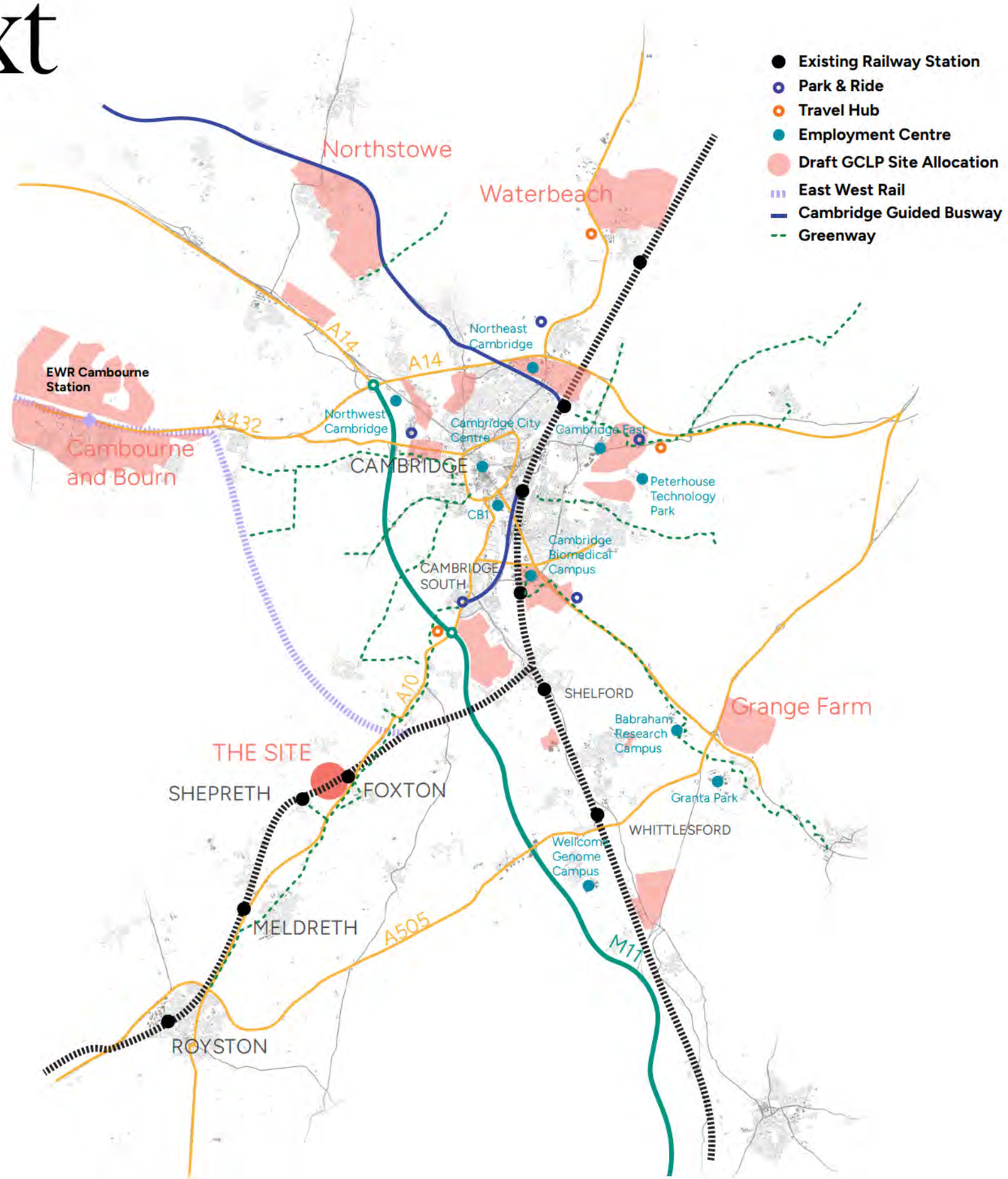
Infrastructure Improvements
Land at Foxton provides a unique opportunity for Axis to work with stakeholders and the local community to address the need to upgrade Foxton Station, deliver a travel hub and potentially address or mitigate the congestion caused by the level crossing on the A10. There could be opportunity to expand the Foxton Wastewater Recycling Centre (FWRC) to help wider fresh and foul water issues in south west Cambridge. Axis are committed to working with stakeholders to explore this opportunity to solve strategic issues, alongside significant housing delivery.

Greater Cambridge Development Corporation (DevCo)
Establishing the DevCo is a commitment of the Government to drive growth in the region. Delivering infrastructure-led development will be the cornerstone of the DevCo's role and activity as this will be essential to unlocking housing, growth and improving quality of life across the region. The Government's expectation is that the DevCo operate as a dedicated organisation with a long-term mandate, focused on consenting and delivering development like that proposed at Foxton.

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Strategic Context

There is gap to the SW of Cambridge in terms of identified development potential, despite the presence of excellent transport connections, infrastructure and employment centres.



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Local Plan Themes

Climate Change
The Site will aid the Greater Cambridge transition to net zero carbon by 2050 by siting development adjacent to a well-connected train station. This will encourage sustainable travel to key employers in the city region, reducing carbon emissions.

Biodiversity and Green Spaces
The Site will be landscape-led, delivering a large quantum of open and accessible green space for new residents and those in surrounding villages. A significant Biodiversity Net Gain is achievable, while improving the network of habitats for wildlife and addressing Green Infrastructure deficiencies.

Wellbeing and Social Inclusion
The Site will provide opportunities for mixed local centre type uses, including community spaces fostering wellbeing opportunities and carefully complimenting and enhancing existing local facilities for Foxton.

Great Places
The Site is outside the Green Belt and is a unique growth opportunity to extend Foxton sensitively. The character and identity of South Cambridgeshire will be complemented with well-designed, distinctive and integrated development.

Jobs
The Site will support the dynamic and mixed economy in Greater Cambridge by providing significant housing delivery within a short train journey of CBC and the City Centre. The site is uniquely placed to support the largest employer in the region.

Homes
The Government has explicitly identified Cambridge as a location of national importance for growth. The Site will provide significant housing to meet national, regional and local needs in line with this mandate for growth. The development will support housing that is affordable to rent and buy, and in a mix of types, to suit the diverse local communities.

Connectivity and Infrastructure
The Site is well-connected and highly accessible. It provides a unique opportunity to work with stakeholders to address local water availability issues, the need to upgrade Foxton Station, deliver a travel hub and potentially address or mitigate the congestion caused by the level crossing on the A10.


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Why Foxton?

We consider this to be the only location in the vicinity of Cambridge City that can deliver additional housing in a sustainable setting, with access to major employment sites within 10 minutes via an existing railway station, while remaining outside the Green Belt. We therefore promote the site for allocation within the emerging Local Plan as a significant and deliverable contribution to meeting the area's housing needs.

Over the following pages, we explore and explain the potential of Land at Foxton to deliver on multiple levels, locally and regionally, and set out our proposition for a sustainable evolution of the existing place.

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Vision Statement

To create a thriving, sustainable new community that supports the long-term growth of Greater Cambridge while enhancing the character, connectivity and environmental quality of South Cambridgeshire and its rural villages.

Land at Foxton presents an opportunity to create an enduring place where people can live, work, learn and thrive within a **highly accessible** and **landscape-led** setting. The site is uniquely positioned in one of the most accessible locations in the region for **strategic growth**. The development of the site for a residential led, mixed-use neighbourhood of new homes, employment opportunities, community facilities and extensive green infrastructure will deliver **regionally significant development** in the South of Cambridge in line with the Government mandate for the region.

Whether conceived as a distinct new settlement or as part of the evolution of the existing local communities, the development will be shaped by the **unique qualities of its landscape context** and the character of neighbouring villages. At its heart, the vision is to deliver **around 1,500 high-quality homes**, including affordable housing, supported by a wide range of community facilities, local services, employment opportunities and social infrastructure. This will form part of **the evolution of the existing local community** and **shape a new village edge** within the context and character of neighbouring villages. The development will promote **healthy and sustainable lifestyles** through exceptional walking, cycling and public transport connections centred around a **revitalised Foxton Station**.

A comprehensive network of parks, open spaces and green infrastructure will form the framework of the new community, creating opportunities for **recreation, biodiversity enhancement** and **climate resilience**. The development will adopt water-sensitive design principles and innovative approaches to water management, ensuring resilience to future environmental challenges.

The vision is for a place that contributes positively to the local area and wider region, creating **lasting social, environmental** and **economic benefits**. By delivering much-needed homes, strategic infrastructure and enhanced environmental assets in a **highly sustainable location**, land at Foxton is uniquely positioned to help deliver the Government's ambition for **sustainable growth in Greater Cambridge** and providing a new community in a highly accessible location, **outside the Green Belt**, will contribute directly to national objectives while benefitting the local community and wider Cambridge region.

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Initial Vision Illustration



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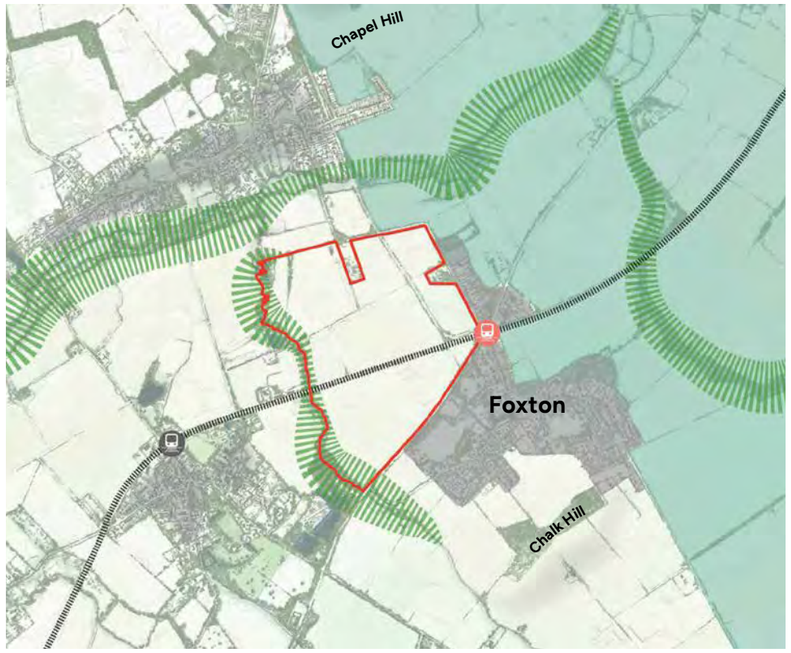
A Good Landscape Fit

To be a successful place the proposition for land at Foxton must be a good landscape fit. Shaping and articulating this proposition has required a careful and sensitive exploration of the site in the context of the existing settlement and surrounding villages. Foxton village shares specific characteristics with neighbouring Barrington and Shepreth: all three benefit from unique, discrete settings in which the built form is sheltered, cradled and enclosed by woodland and subtle topography. There is minimal intervisibility between the settlements which strengthens the distinct characteristic and identity of each, allowing them to stand as linked but independent places. The findings indicate the importance of supporting these settlements in their own right, rather than introducing an entirely new settlement proposition.

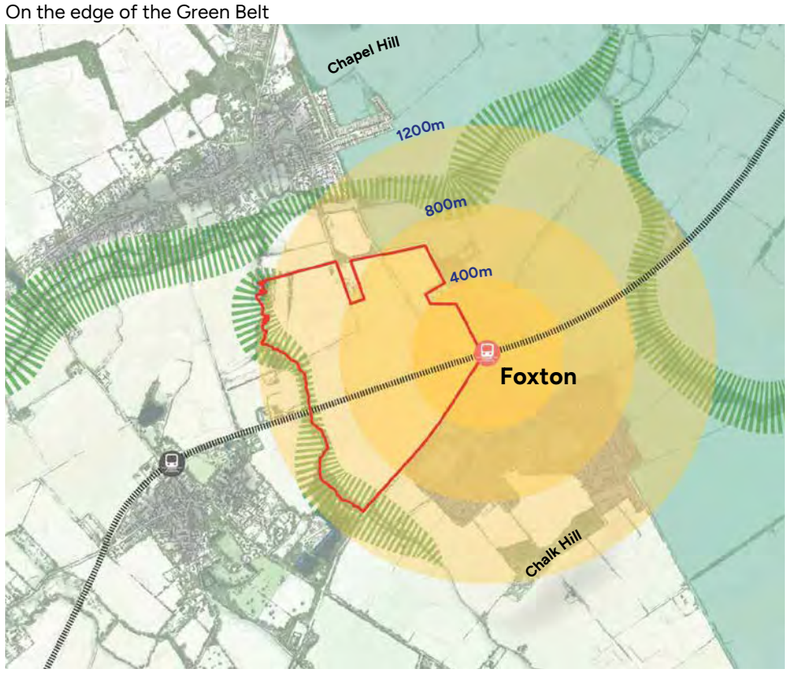
A holistic exploration of Foxton and its context have considered the surrounding landscape structure and setting, including the Green Belt, topography, hydrology and historical patterns of development. A combination of these elements generates the impression of a lightly populated landscape separated by woodland, riparian corridors and open fields. The adjacent diagrams illustrate these components and how they have shaped Foxton's development. There are clear directions of future organic growth which fit within this landscape structure and importantly also directions where no growth should be considered, in order to shape and evolve the place over time.



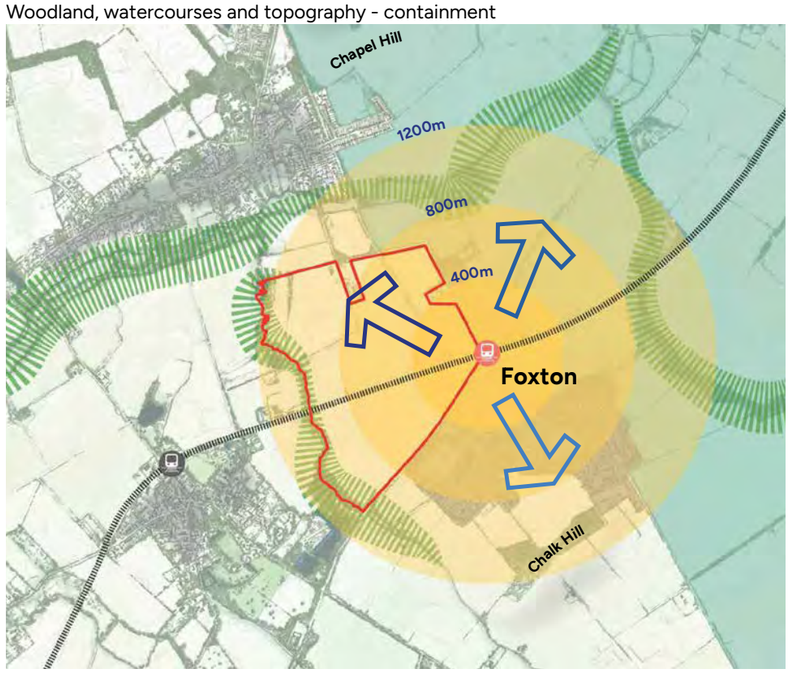
On the edge of the Green Belt



Woodland, watercourses and topography - containment



Working within the landscape



Considering direction of growth/no growth

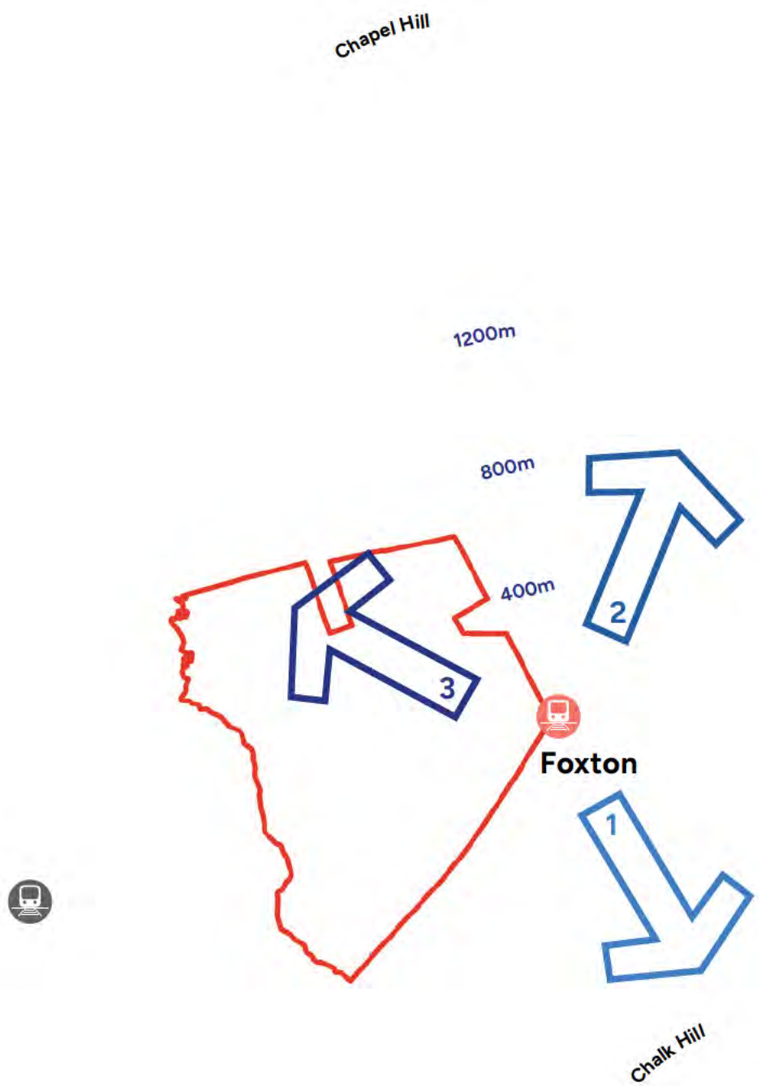
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Exploring Growth/No Growth

1. Southward expansion. Although on plan, it looks like a logical direction of growth, this area is considered a No Growth area due to the strong and positive presence of Chalk Hill and the wooded chalk ridge which have been identified as critical landscape features. As identified in the Neighbourhood Plan "the publicly accessible and locally planted woodland on the chalk ridge is an extremely important feature, both for the landscape and its community. It is beautiful and tranquil. The woodland encloses the settlement, drawing the eye towards it from all sides, and affording panoramic views from it southwards to the wider rolling chalklands." The southern area is elevated and visually prominent and any development in this area would harm the historic settlement pattern.

2. North-east expansion. Future expansion along the A10 in a north-east direction would follow linear settlement patterns which have historically been evident in the region and displayed by many of the surrounding villages. Development in this direction is currently restricted by Green Belt designation, but the proximity to Foxton Station and the ability to enhance and create a strong landscape boundary between new development and the existing wider landscape means it should not be fully discounted as a sustainable place for development in the future. Successful places should be able to explore sustainable growth if need be. Should the Green Belt policy be reconsidered in the future and with appropriate high-quality design and advance landscape planting, development in this area could progress without harming the open landscape and traditional settlement form of Foxton.

3. North-west expansion. Growth in this direction would be a natural and sustainable proposition, benefiting from proximity to Foxton Station, connections into the wider countryside and an existing strong landscape structure that could be further enhanced. There is the potential to 'knit' development across the A10 and support close connections between new development and the existing facilities and historic core of Foxton, allowing them to complement each other and create a wider offering for the village and other close by communities. There is sufficient space to ensure a high-quality development of an appropriate character and density with accompanying open space and an enclosing woodland boundary in keeping with Foxton, Barrington and Shepreth.



Exploring growth/no growth

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A Landscape-Led Approach

A landscape-led masterplan will respond directly to the site's strong landscape structure, which benefits from mature woodland belts and prominent watercourse corridor features. The proposals will also respect the unique, discrete settings of Foxton, Barrington and Shepreth, which sit cradled and enclosed by their own woodlands and subtle topography - preserving the minimal intervisibility that defines these distinct settlements.

The initial landscape capacity of the site has been assessed and will continue to be reviewed as the opportunities for creating **a distinctive place emerge**, incorporating **new blue-green infrastructure** corridors defined to support, soften, and enclose a robust, **context-sensitive development envelope**. These multi-functional corridors will form a **natural framework** for new homes, creating **strategic routes** through the Cam and Rhee valleys, protecting the **physical separation** of the villages and **safeguarding their respective identities** from creeping sprawl.

Within these corridors, Sustainable Drainage Systems (SuDS) will be integrated as **living water systems** and **biodiverse habitats**. They will be multifunctional blue-green assets that manage runoff while creating **rich habitats** to secure a **significant biodiversity net gain**.

The masterplan will respect the agricultural character of the area by **retaining and strengthening existing field-boundary hedgerows**. Planting **native species** such as field maple, beech, and wild cherry will **expand the tree canopy**, support **urban cooling** and create **resilient ecological networks**. To celebrate the open, spacious qualities of the landscape, the layout will **safeguard long-distance views** across the chalklands to Chapel Hill, as well as **cherished key views** to the historic church tower at Barrington.

Finally, the design will deliver **high-quality accessible natural green spaces** and **sensitive woodland planting** to buffer the Cambridge Green Belt, while delivering clear recreational networks that **link** residents seamlessly to permissive footpaths and **the wider Cambridgeshire countryside**.



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Place Brief and Benefits

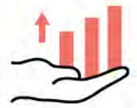
Land at Foxton has the opportunity to deliver a development of the following types:



Highly sustainable location with an existing railway station and excellent public transport connectivity.



Opportunity for local employment growth through new commercial and mixed-use development complimenting existing.



Direct support for Greater Cambridge growth ambitions and national objectives for sustainable development.



Protection and enhancement of local village identities and landscape character.



Outside the Green Belt, providing an opportunity for growth without impacting protected Green Belt land.



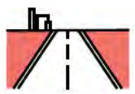
Opportunity to renew exploration of a Travel Hub on the site.



Significant green infrastructure provision, including parks, open spaces and landscape enhancements.



Close to major employment centres, including Cambridge Biomedical Campus and leading science, technology and healthcare clusters.



Strategic infrastructure investment to support wider growth along the A10 corridor.



Biodiversity Net Gain and strengthened ecological networks.



Capacity to deliver up to 1,500 residential dwellings, helping address Greater Cambridge's housing needs.



Enhanced walking and cycling connectivity promoting healthier and more sustainable lifestyles.



Water-sensitive and climate-resilient development, incorporating innovative water management approaches.



Long-term social, environmental and economic benefits for both local communities and the wider Cambridge region.



Delivery of significant affordable housing alongside market homes.



Support for existing villages, providing shared community facilities and social infrastructure.

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Homes for Everyone

A development large enough to meet **varying identified local needs.**

The development can deliver in the region of 1,500 homes at policy compliant affordable levels to help CBC overcome its greatest barrier to growth: a lack of housing. This housing would include **accessible, affordable homes** for **key workers, researchers, clinicians** and **specialist staff**. The importance of this in the context of Cambridge's growth ambitions should not be underestimated. **It is key to the success of CBC and the wider region.**

CBC is one of Europe's leading centres for healthcare, life sciences, biomedical research and education. Housing constraints risk limiting the ability of CBC to expand and attract talent. Housing delivery has not kept pace with job creation, resulting in severe affordability and availability pressures. Employment at CBC is anticipated to grow from 22,000 to 40,000 in the coming years. Additional housing demand is therefore significant. This will require a substantial **increase in local housing** to **sustain the skilled workforce** essential to its global competitiveness.

The CBC Housing Study (Lichfields, 2024) is clear in its assessment of CBC's housing need:

- 38% of CBC workers are stretched in meeting current housing costs;
- 30% of CBC workers are unable to afford rents in the open market;
- Entry level house prices in Cambridge are 13.7 times earnings for workers at CBC (increasing to 14.8 times earnings for those on lower incomes in the health sector);
- 14,000 - 16,000 affordable homes are required to meet current and future needs; and
- 40% of CBC workers current dissatisfied with their commute.

The scale of the problem is evident. Land at Foxton is one of the very few locations capable of meeting this need in a **timely** and **sustainable** way, with direct rail connection to the new Cambridge South Station (7 minutes and two services an hour).





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Water

Water availability is a major issue in Cambridge that has constrained housing delivery historically. Land at Foxton should not be similarly constrained in its delivery.

Foxton Wastewater Recycling Centre (FWRC)
The Sites abuts the FWRC and so there exists a potential opportunity to expand the FWRC, if it would help wider fresh and foul water issues in south west Cambridge. Axis are committed to engaging with Anglian Water (AW) to understand AW's investment plans for the FWRC going forward.

Flood Risk
The majority of the site lies within Flood Zone 1, with limited areas in Flood Zone 2 and Flood Zone 3 occur only adjacent to the watercourse in the north-west of the site and along part of the northern boundary. This land will be kept outside the developable area.
Minor surface water flooding exists in discrete low points across the site, reflecting localised topography rather than off-site flow paths, and will be resolved through the post-development drainage design.

Surface Water Drainage
Future strategy will deliver a full SuDS management train covering roofs, driveways, roads and open space via features such as swales, filter drains, permeable paving and soakaways, meeting the requirements of the National Standards for Sustainable Drainage Systems together with the SuDS Manual and the Cambridgeshire Flood and Water SPD.

Potable Water
Development will target Draft Plan Policy CC/WE, which states 80 litres-per-person-per-day usage. This will be met through efficient sanitaryware, appliances and fittings together with some form of integrated water re-use or recycling.



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Transport

Land at Foxton is located in a **highly sustainable location**, adjacent to Foxton Station, and on a key transport corridor along the A10.

The development can facilitate improvements, including infrastructure improvements, to **relieve congestion** and conflicts where the London-Cambridge railway line crosses the A10. It is well understood that this bottleneck has severe local impacts that detract from the quality of life of local people, as well as having wider social, economic and environmental impacts for the wider region.

Development of the Site creates unparalleled opportunity for Axis to work with the local community and other stakeholders, including Network Rail, Cambridge County Council, the forthcoming Development Corporation, and others to address this long-standing issue.

Level Crossing
Closure of the level crossing at Foxton has been discussed for many years. This is a priority issue for Network Rail, who have identified the Foxton level crossing as having a high risk rating. This is driven by the fact that the crossing is near a station, has a large number of users, has a long and straight approach which encourages deliberate misuse or user error, and a high frequency of trains.

The existing level crossing can be lowered for up to 20 minutes in peak hours. This has serious impact on traffic flow into Cambridge, and emergency service access along the primary A10 route between Cambridge and Royston.

Solutions to the level crossing, which may be in the form of a new bridge bypass, are **strategic matters** that need solutions developed by the strategic authorities, rather than falling to a single development. The Land at Foxton development will work with these strategic authorities to assist where possible in the development of such solutions.

Travel Hub
A Travel Hub has been a long term aspiration for this location. The Greater Cambridge Partnership ('GCP') were progressing proposals for a Travel Hub in this strategic location (and on land forming part of the site), but paused work following a review of their wider transport programme. Land at Foxton therefore provides an exciting **opportunity** to renew exploration of a Travel Hub on the site, providing travel benefits not only to the proposed development but existing residents of this area.

Transport-Led Placemaking
Land at Foxton could deliver a Travel Hub that includes some or all of the following featu
into a wider placemaking strategy

- Bus Interchange
- 24/7 delivery lockers
- Cycle and scooter hire
- EV parking bays
- Co-working spaces & meeting rooms
- Cycle workshop
- Cafe & pop-up stalls
- High quality public realm: places to linger and improvements to facilitate social interaction





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Embracing Wildlife

The Site does not have any statutory or non-statutory wildlife designations and does not support ancient woodland. It is dominated by arable land and improved grassland of low relative value in biodiversity terms. A stream runs along the western boundary of the Site, and together with adjoining small blocks of semi-natural woodland.

These baseline habitat conditions present a opportunity for **significant Biodiversity Net Gain** and a comprehensive approach to ecological enhancement, strengthening the site as a wildlife corridor. Habitat creation along the active rail-lines, around the existing Sewage Works, and to the western edge of the site will provide a large amount of **additional wildlife friendly habitat** to create new and improved wildlife connections through the Site.

Creating an **improved habitat corridor** along the western boundary, is consistent with, and would support, the objectives of the Cambridgeshire and Peterborough Local Nature Recovery Strategy (RD1A) and could benefit the internationally important population of rare barbastelle bats centred at Eversden and Wimpole Woods SSSI/SAC which is located 5.5 km to the northwest.





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Economic Benefits

The Land at Foxton development presents a compelling opportunity to address Greater Cambridge's acute housing shortage while supporting long-term economic growth. The scheme could deliver up to 1,500 homes, including 40% affordable housing, and is capable of being brought forward within five years without reliance on major infrastructure investment. Its location and rail connectivity make it ideally placed to support the expansion of the Cambridge Biomedical Campus, helping accommodate a growing workforce and boosting labour supply by over 2,000 people. Beyond housing, the development would generate significant economic benefits, including jobs, investment, additional council tax revenues, new business and community facilities, sustainable transport links, and green infrastructure, while helping relieve affordability pressures that currently constrain growth across the Cambridge region.

3,750
Increase in resident population

2,420
Increase in working age population

2,010
Rise in economically active population

1,840
Rise in people qualified to level 4+

234 Jobs
Supported through employment generating uses

£97 million NPV
Household Expenditure (15 years)

£69.5 million NPV
In GVA through direct job creation (15 years)

£12.5 million NPV
Council tax and Business rate receipts (15 years)



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Conclusion

Land at Foxton is uniquely positioned in one of the most accessible locations in the region for strategic growth. The development of the site for a residential led, mixed-use neighbourhood of new homes, employment opportunities, community facilities and extensive green infrastructure will deliver regionally significant development in the South of Cambridge in line with the Government mandate for the region.

Future development will deliver around **1,500 high-quality homes**, including affordable housing, supported by a wide range of community facilities, local services, employment opportunities and social infrastructure. The development will promote **healthy** and s**ustainable lifestyles** through exceptional walking, cycling and public transport connections centred around a revitalised Foxton Station.

The Site presents an opportunity to create an enduring place where people can live, work, learn and thrive within a **highly accessible** and **landscape-led setting**. This will form part of the **evolution of the existing local community** and **shape a new village edge** within the context and character of neighbouring villages.

The Site provides a unique opportunity for Axis to work with stakeholders and the local community to address the need to **upgrade Foxton Station**, deliver a **travel hub** and potentially address or mitigate the congestion caused by the level crossing on the A10. This opportunity to **help solve strategic issues**, alongside **significant housing delivery** in an **exceptionally well connected location** that accords with the NPPF should not be missed.



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AXIS
LAND PARTNERSHIPS

Appendix D – Land at Foxton, Flood Risk and Drainage Note

Shaw Stephens
Consulting

LAND AT FOXTON

STATEMENT FOR REG 19 REPS SUBMISSION

This technical note reviews and assesses the flood risk and surface / foul water drainage solutions for the proposed, predominantly residential development of Land at Foxton. It is designed to help to inform the representations to be submitted to the proposed Greater Cambridge Local Plan consultation on behalf of Axis LP.

This note confirms that, in terms of flood risk, surface and foul water drainage, there are no reasons why the site cannot be delivered as part of the Local Plan.

Flood Risk

An 'ordinary watercourse' tributary to the River Rhee ('main river') extends broadly from south to north along the western site boundary. This tributary, together with the River Rhee, also extends broadly from west to east to the north of the site.

Whilst the vast majority of the site lies in Flood Zone 1 (less than a 1 in 1000 annual probability of river flooding), there are areas in Flood Zone 2 (between 1 in 100 and 1 in 1000 annual probability of river flooding) and Flood Zone 3 (greater than a 1 in 100 annual probability of river flooding) adjacent to the tributary to the River Rhee in the north western area of the site and also adjacent to the northern site boundary. Areas of the site that lie in Flood Zone 3 will remain outside the future development platform for the site.

Surface water flooding is present at the site in several discrete areas – this represents localised depressions in the site topography rather than any off-site flow routes and hence will be accommodated within the post-development surface water drainage strategy.

Surface Water Drainage

The issue of surface water drainage to the proposed development has been considered with reference to the runoff destinations as covered in the National Standards for Sustainable Drainage Systems (updated July 2025) which form part of the new NPPF (issued in August 26):

Discharge to Ground (infiltration)

British Geological Survey (BGS) records indicate that the site is underlain by River Terrace drift deposits (sand and gravel) which are in turn underlain by solid deposits of West Melbury Marly Chalk Formation. The sands and gravels are potentially permeable albeit there is potential for a high-water table at the site given the presence of adjacent watercourses. The underlying Marly Chalk Formation typically has a low to moderate permeability based on its marl content.

Based on the above desk study information, there is some potential for post-development infiltration drainage to work successfully subject to testing. Intrusive BRE 365 soakaway testing will therefore be undertaken to understand whether surface water infiltration drainage techniques are feasible at the site.

Discharge to Watercourse

If the use of surface water infiltration drainage techniques proves to be limited or unviable, then attenuated discharge to the 'ordinary watercourse' tributary to the River Rhee on the western site boundary is evidently a viable solution.

Surface Water Drainage Options

Option 1 – Infiltration:

If infiltration drainage techniques prove to be viable for the discharge of post-development surface water from the site into the underlying permeable drift deposits, then the following drainage strategy could be adopted:

Adopted highway surface water to be drained to a roadside swale / filter drain which would in turn discharge to a series of local stilling ponds and infiltration basins within the site. This proposal would provide primary, secondary and tertiary means of water quality improvement through a SuDS management train prior to discharge to ground.

Post-development surface water from proposed housing and private driveway areas would be drained by individual / shared soakaways located in rear gardens to accommodate roof water and by permeable paving systems to private driveways. In water quality improvement terms, this drainage solution would naturally be designed to meet the requirements of both The SuDS Manual and the current Cambridgeshire Flood and Water Supplementary Planning Document.

Option 2 – Watercourse:

If the use of surface water infiltration drainage techniques proves to be limited or unviable, then attenuated discharge to the 'ordinary watercourse' tributary to the River Rhee on the western site boundary is an alternative and clearly viable surface water drainage solution. Discharge would be limited to greenfield runoff rates to mimic existing site flows with attenuation being provided in the form of series of open detention basins to be located adjacent to the 'ordinary watercourse' on the western site boundary.

In terms of water quality improvements, a full SuDS management train will be developed across roofs, driveways, private roads, adoptable highway areas and public open space to meet the requirements of both The SuDS Manual and the current Cambridgeshire Flood and Water Supplementary Planning Document.

Foul Water Drainage

From a review of the Anglian Water sewer records, a potential connection point to the adopted foul gravity drainage network adjacent to the existing adopted foul pumping station at the south eastern corner of the site has been identified. Subject to future detailed Anglian Water pre-application liaison, there is a likely requirement for an extent of off-site network reinforcement.

There are 2 No on-site adopted rising mains, one extending from the western site boundary to the existing Foxton Water Recycling Centre (WRC) located at the northern end of the site and the other extending to the existing WRC from the eastern site boundary adjacent to Foxton Station.

In the post-development situation, these rising mains will naturally be suitably accounted for (including statutory easements) in the proposed site arrangement either on their existing alignments or alternatively via diversion routes to be formally agreed with Anglian Water.

Foul drainage capacity is a recognised constraint within Cambridgeshire, and we are therefore prioritising early pre-application engagement with Anglian Water (AW) in order to understand their position regarding i) Foxton WRC network capacity and ii) the results of the June 26 AW comprehensive feasibility review of all options to determine how future growth can be supported at Foxton WRC.

Potable Water

The scheme will target the Greater Cambridgeshire Local Plan Proposed Submission (Regulation 19) Policy CC/WE which states 80 litres-per-person-per-day usage – this will be met through efficient sanitaryware, appliances and fittings together with some form of water re-use or recycling.

Summary

Technical assessment confirms that flood risk and water/drainage matters present no impediment to delivering Land at Foxton as part of the Greater Cambridge Local Plan. The vast majority of the site sits within Flood Zone 1, with only limited areas adjacent to the tributary of the River Rhee falling within Flood Zones 2 and 3; these higher-risk areas will be excluded from the developable platform, and any localised surface water ponding will be managed through the site's drainage strategy.

Surface water drainage will follow a sustainable drainage (SuDS) approach, with infiltration to ground the preferred solution subject to on-site soakaway testing, and attenuated discharge to the adjacent watercourse (at greenfield runoff rates) available as a proven fallback. Either option will incorporate a full SuDS management train to meet current water quality standards.

Foul drainage will connect to the existing Anglian Water network via the adopted pumping station at the site's south-eastern corner, with early engagement already underway with Anglian Water to confirm capacity at Foxton Water Recycling Centre and any necessary network reinforcement. Two existing on-site rising mains will be retained or diverted in agreement with Anglian Water.

The scheme will target Anglian Water's 85 litres-per-person-per-day potable water usage standard, achieved through water-efficient sanitaryware, appliances and fittings.

In overall summary, subject to undertaking a detailed flood risk assessment and sustainable drainage strategy including infiltration testing, it is not anticipated that there would be any flood risk or drainage related reasons that would impede the deliverability of the scheme as part of the Local Plan.

wsp

wsp.com