

**TRANSPORT, EDUCATION AND COMMUNITY SERVICES FOR NORTH WEST CAMBRIDGE**

**To:** Cabinet

**Date:** 8 September 2009

**From:** Executive Director, Environment Services  
Service Director, Strategy and Commissioning, Children and Young People’s Services

**Electoral division(s):** Arbury, Bar Hill, Castle, Cottenham, Histon and Impington and West Chesterton

**Forward Plan ref:** 2009 / 046 **Key decision:** Yes

**Purpose:**

- To advise Cabinet of the cumulative impact of development proposals emerging in the North West of Cambridge on transport, education and community services infrastructure; and to
- To seek Cabinet’s approval to proceed with negotiations with the developers on the identified County Council requirements for education and community services provision.

**Recommendation:**

**Cabinet is asked to:**

- i) Endorse the conclusions of the transport infrastructure assessment and of that of the community facilities needed to meet the needs of the development being proposed; and
- ii) Endorse the identified requirements for early years, primary and secondary provision, in particular:
  - grant approval to proceed with negotiations with the developers of the National Institute of Agricultural Botany (NIAB1) site on the basis of provision of a primary school capable of providing for up to 630 pupils aged 4 – 11.
  - the need for a 1200 place ( 8 form entry (FE)) secondary school and the associated requirement for an 8 hectare (ha) site.

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## **1.0 BACKGROUND**

- 1.1 The North West quadrant of Cambridge was allocated for development in the Cambridgeshire and Peterborough Structure Plan (2003). The precise boundaries of the development area have been established over a period of years through the local development plan process carried out by Cambridge City and South Cambridgeshire District Councils. (The map attached as Appendix 1 shows the three development areas which comprise the North West quadrant: National Institute of Agricultural Botany 1 (NIAB1), NIAB2 and the University)
- 1.2 On 5 May 2009, Cabinet considered a report 'Draft Consultation Response on Amended Outline Planning Application of Land between Huntingdon Road and Histon Road, Cambridge'. Subject to the resolution of a number of outstanding issues, Cabinet considered the proposals to be broadly acceptable. Cabinet did, however, approve a recommendation that an objection to the planning application should be lodged on the grounds that the developers had made insufficient provision for the delivery of primary education. Cabinet also approved a supplementary recommendation that the manner in which this objection could be resolved, to the County Council's satisfaction, would be determined following Cabinet's consideration of a report from the Director of Strategy and Commissioning on the size of primary school to serve the development. This report was taken back to Cabinet in July 2009
- 1.3 On 7 July 2009, Cabinet took the decision to:
1. Defer further consideration of the identified requirement for primary school places to serve NIAB1 in the light of the position confirmed in July/August 2009 in respect of further potential development in the North West (over and above the previous total of 4,280 homes on NIAB and University land together); and
  2. Request a report setting out a detailed assessment of the transport, education and community infrastructure requirements to meet the needs across the North West quadrant of Cambridge, including land owned by the University.
- 1.4 Since 7 July the ultimate capacity of the land to be developed has become much more certain with the release of Inspectors' recommendations on both NIAB2 and North West Cambridge Area Action Plan (AAP), enabling greater certainty on the size of schools required
- 1.5 County officers have reassessed the cumulative impact of the proposed developments, which will consist of up to 5,980 dwellings, 2,000 student units, academic and commercial research facilities proposed by the University of Cambridge, together with two local centres, on transport infrastructure and on education and community services provision. The conclusions are summarised in the following sections of this report, with more detail being provided in Appendix 2.

## **2.0 Transport**

- 2.1 Transport modelling was carried in 2006/7 to assess the impact of development proposals in the North West quadrant and to identify potential measures to

mitigate the impact.

The initial study;

- covered a development range with an upper limit of 5,280
- informed the drafting of relevant policies within the Area Action Plan, and;
- informed the County Council's response to the NIAB1 planning application.

2.2 The modelling showed that;

- Without any development in north west Cambridge there will be an increase in traffic, with significant queuing in Huntingdon Road, and at Girton and Histon Interchanges. (see Appendix 3)
- at the upper level of development, the impact is not significantly greater than that from the general growth in Cambridge (an additional 4% increase in vehicles over and above the general forecast increase of 32%).

The study does, however underline the importance of promoting sustainable modes of travel in achieving reduced car use.

2.3 The modelling was extended in early 2009 to enable assessment of the most recent proposed level of development within the Area Action Plan.(see Appendix 2 para 2.5.1) The additional work concluded that an additional 700 dwellings (tested prior to the capacity of the larger development footprint having been determined) would not cause significant additional queuing over that identified in the initial model at 2025.

### **3.0 Education**

#### **3.1 Early Years and Childcare**

3.1.1 The need for a Children's Centre to serve the families living in NIAB1 and the University developments was identified in 2005. On average, children's centres serve an area with a 0-5 child population of around 800. Further work is now needed to determine whether one Children's Centre would be sufficient to provide for anticipated needs resulting from 5,980 dwellings, taking account of existing Children's Centre provision and that in development in Arbury.

#### **3.2 Primary Provision**

3.2.1 Multipliers used to forecast pupil numbers have recently been reassessed by the County Council's Research Group The outcome of this reassessment was reported to the Joint Strategic Growth Implementation Committee (JSGIC) and to the Children and Young People's Policy Development Group (PDG) in March 2009. Using the revised multipliers and new information on housing mix, officers have identified a long-term requirement for 7-8 form entry (FE) (1470-1680 places) of primary school provision. The preferred way of meeting this need would be one 2FE primary schools in each of the NIAB1 and NIAB2 development areas, and 3 -4 FE on the University site. However, this may not provide sufficient capacity on the NIAB1 site.

3.2.2 The long-term requirement from NIAB1 is for 510 primary places, equating to 2.4FE. In the shorter term, however, individual intakes may reach 90 pupils (equating to 3FE) This indicates that the 420 place (2FE) primary school on

which negotiations have been based is unlikely to be adequate in the event that NIAB2 is delayed or is not developed.

- 3.2.3 Whilst the preferred solution would be 2 equal sized primary schools for NIAB1 and NIAB2 this relies on NIAB2 being developed at an appropriate time to enable certainty that pupils from NIAB1 can use its school. Until there is sufficient certainty, officers recommend pursuing a solution that enables all pupils from NIAB1 to be catered for within a school on the development.
- 3.2.4 Officers have concluded that a site should be secured capable of accommodating a 3FE primary school on the NIAB1 site. The option of building a 2FE school, with the capability of providing an additional 1FE subject to monitoring of growth in the number of pupils, is therefore being pursued with the developers of NIAB1, with a view to removing the Council's outstanding objection to their planning application. Factors taken into account in reaching this conclusion are:
- The need to provide for the peak in demand
  - Uncertainty over the timing of the development on NIAB2
  - The need to deliver cost-effective solutions

### **3.3 Secondary Provision**

- 3.3.1 A need has been identified for up to 8FE of secondary school provision (1200 places).
- 3.3.2 Following a review of secondary provision in Cambridge City, in May 2007, Cabinet endorsed a recommendation that the Council would respond to anticipated need for secondary school provision in the North West quadrant through the establishment of a new school.
- 3.3.3 In order to meet early requirements for secondary education to serve the North West Cambridge developments, there is a need to secure provision in association with the first phase of development. Following an assessment carried out jointly with the City and South Cambridgeshire District Councils, the preferred location for the school is between Huntingdon Road and Histon Road, immediately adjacent to the current NIAB1 planning application site (within NIAB2).
- 3.3.4 Provision of an 8FE school will require an 8 hectare (ha) site: 3ha for the built form and 5ha for playing field and other external space. As the secondary school would serve the three development areas, all of the developers would be expected to contribute to the cost of establishing the school. The level of contribution would be determined through the Section106 negotiation process.

### **4.0 Other Community Facilities**

- 4.1 Work relating to other community infrastructure for North West Cambridge has taken place through discussion with stakeholders. Some facilities such as the library will be shared between developments. It is expected that there will be a health centre in both the NIAB and University developments.
- 4.2 Planning of other community and sporting facilities is further advanced for the

NIAB development than for the University land, where work on masterplanning will be able to move forward as the Inspector's recommended changes to the Area Action Plan (AAP) are shortly to be formally issued.

## **5.0 CONCLUSION**

5.1 Although the development proposals for North West Cambridge have come forward in a piecemeal manner, the cumulative impacts on County Council services have been assessed through the plan making and planning application process. Where possible, officers have taken a conservative approach to assessing community requirements taking into account the highest level of development known to be being considered. Negotiations with landowners and developers on both sides of Huntingdon Road are taking place with the expectation that they will either accommodate or contribute towards the provision of community facilities catering for all North West Cambridge development where this is necessary.

## **6.0 SIGNIFICANT IMPLICATIONS**

### **6.1 Resources and Performance**

6.1.1 The County Council has statutory duties for the provision of services on the developments which constitute the North West Cambridge quadrant. These will need to be funded in whole or in part by the development through a S106 Agreement. If adequate provision is not secured through the S106 Agreement then the developments will not be deemed to be acceptable in planning terms. If the developments were to be provided without adequate services then the County Council would either need to provide the services itself or accept a lower level of provision. Neither option is acceptable.

6.1.2 Negotiations with developers are taking place on the basis that fully serviced sites of appropriate size will be provided free of charge, and capital costs of construction will be paid by the development. Revenue costs for limited periods are also being sought. Where a community facility such as a secondary school or library serves more than one development the costs will need to be shared and agreement on apportionment reached between all parties.

6.1.3 Officers at South Cambridgeshire District Council have queried the basis of the Inspector's assessment of housing capacity of NIAB2 and suggested that the area of land could not accommodate more than 1050 dwellings. The Inspector will respond to this in his final recommendations. Until the Inspector's recommendations are known, County officers are working on the assumption of the need to provide for a community of 5,980 dwellings.

6.1.4 In the current economic climate it is particularly important that the County Council, the City Council and South Cambridgeshire District Council, review their S106 requirements and impact of this on the overall affordability of each of the development sites. Building one 2FE (420 place) primary school in the NIAB1 development but with the site and infrastructure capacity to provide for up to 3FE (630 place) would be a more cost-effective solution both in capital and revenue terms than providing two schools. A larger site would be required for the NIAB1 primary school to enable it to provide for 3FE. However, it would be smaller than for two schools providing 2FE and 1FE respectively. Discussions

have already commenced with developers concerning the mechanism for confirming the necessity to build the additional 1FE.

- 6.1.5 Negotiations on secondary education with the developers for NIAB1 have, to date, been undertaken on the basis of provision of a 6FE school on a 6ha site. Forecast need for secondary school places has been revised to take account of housing development on NIAB2, an increase in the number of dwellings planned for the University site and the County's revised multipliers. The conclusion reached is the need for an 8FE secondary school, with the associated requirement for a 8ha site.

## **6.2 Statutory Duties / Requirements and Partnerships**

- 6.2.1 The County Council has a statutory duty to provide certain services (see paragraph 6.1.1 above) The County Council is a statutory consultee on planning applications, Area Action Plans and has been working in partnership with Cambridge City Council, South Cambridgeshire District Councils and the developers to assess how the need for services for which it is responsible can be met.

- 6.2.2 There would be a requirement to run a competition for each new school, resulting in a minimum:

- Three-year lead-in time to establish each primary school; one year for the competition process, one year for design and one year for construction.
- Five-year lead-in time to establish the secondary school; one year for the competition process, two years for design and two years for construction.

- 6.2.3 The Council's policy of providing 210 or 420 place primary schools, wherever possible, provides sufficient flexibility to enable officers to consider each case on its merits, without having to seek Cabinet's approval each time a variation is deemed to be appropriate.

- 6.2.4 All the schools will be designed and organised in a way, which:

- Supports the delivery of "human scale education"
- Enables children and young people to be known and valued as individuals
- Enables the particular needs of learners to be met as effectively as possible

This reflects the principles set out in the Council's 'Vision for Education: Schools for the Future'.

- 6.2.5 The secondary school would be a suitable location for community uses in addition to those provided purely to support its education function. The City and South Cambridgeshire District Councils will need to specify these.

## **6.3 Climate Change**

- 6.3.1 The Council has made a public commitment in its Climate Change and Environment Strategy to develop a minimum standard for all newly commissioned County Council buildings, recognising the limitations of the existing BREEAM (Building Research Establishment Environmental Assessment

Method) very good standard that is current policy, and ensuring the Council is prepared for carbon zero standards in 2016 (schools) and 2018 (other buildings).

6.3.2 The Council has already made clear its commitment to providing schools as central as possible to their communities on sites which are well served by foot and cycle paths in order to minimise the number of children who are transported to school on a daily basis. In an urban development area such as the North West quadrant, the expectation is that children should be able to walk and cycle to school. Directing children to alternative schools would be directly counter to the Authority's active support for the creation of sustainable communities.

6.3.3 A similar approach is taken to other community facilities which should always be located where they can easily be reached on foot or bicycle by as many of the local population as possible.

## **6.4 Access and Inclusion**

6.4.1 As a result of the development in north west Cambridge, additional homes will be provided to enable more people to live within walking and cycling distance of Cambridge City services and facilities. The developments will provide increased services for the existing population in north west Cambridge. There will be enhanced access to public transport, better facilities for walking and cycling, key worker housing for Cambridge University and also new community facilities such as schools, health centres and library.

6.4.2 At its meeting on 11 September 2007, Cabinet reaffirmed the Council's policy of inclusion of children and young people with special educational needs (SEN) in their local mainstream school where appropriate, and of a maximum journey time of 45 minutes each way for children and young people with SEN. There are no plans, therefore, to increase special school capacity in response to the planned developments.

6.4.3 All of the planned education and community facilities will be designed to be compliant with the Disability Discrimination Act (DDA).

## **6.5 Engagement and Consultation**

6.5.1 County officers have been engaged in extensive discussions with the developers of NIAB1 prior to the submission of the revised planning application. Discussions have continued following the consideration of the proposals by Cabinet in May 2009 with a view to removing the Council's objections to the proposals before the application is considered by the Joint Development Control Committee on 1st October 2009. In particular, officers aim to secure agreement to provision of a site for the proposed secondary school together with access, if necessary, and to a 3ha site for primary provision, before development starts on NIAB2. Discussions are also taking place with the University of Cambridge on its development proposals.

6.5.2 The Inspector's recommendation that NIAB2 should be allocated for development together with the inclusion of supporting text within the relevant Development Plan Document has opened the way for discussions to take place with the developer.

6.5.4 The need for primary school provision to serve the University development is recognised in the emerging AAP. The number of schools and their location will be determined through the master planning process.

Source Documents	Location
Cambridge North West Transport Study	<a href="http://www.cambridgeshire.gov.uk/NR/rdonlyres/35473872-8EE2-431F-A0DD-2C63E8EDF2AD/0/CNWFinalReport.pdf">http://www.cambridgeshire.gov.uk/NR/rdonlyres/35473872-8EE2-431F-A0DD-2C63E8EDF2AD/0/CNWFinalReport.pdf</a>
North West Cambridge Transport Study – Additional Development Scenarios: University	<a href="http://www.cambridgeshire.gov.uk/NR/rdonlyres/667D0B2D-1E0A-4DBB-A619-D243B72399FB/0/2009CNWTransportstudylookingatmoregrowth.pdf">http://www.cambridgeshire.gov.uk/NR/rdonlyres/667D0B2D-1E0A-4DBB-A619-D243B72399FB/0/2009CNWTransportstudylookingatmoregrowth.pdf</a>
Education and Inspections Act 2006 and associated regulations and guidance  Reports to and minutes of Cabinet 22 May 2007, 11 September 2007 and 4 November 2008	Infrastructure Service B Wing Castle Court Shire Hall

### ASSESSMENT OF TRANSPORT, EDUCATION AND COMMUNITY SERVICES FOR NORTH WEST CAMBRIDGE

#### 1.0 Introduction

- 1.1 The North West quadrant of Cambridge lies either side of Huntingdon Road stretching from Madingley Road to Histon Road, south of the A14. The boundaries of the land to be developed are being set through the development plans of Cambridge City and South Cambridgeshire District Councils.
- 1.3 Outline planning permission was granted for 187 dwellings on the Huntingdon Road frontage of the NIAB land in October 2004. Once the policy framework had been established through the City Local Plan a planning application was submitted for the remaining 1,593 on the NIAB land. A revision to this planning application was considered by Cabinet in May 2009.
- 1.4 In early July 2009, Inspectors examining the South Cambridgeshire Local Development Framework (LDF) recommended that land to the north of the NIAB development be allocated for development. The Inspectors' view is that the land could accommodate a further 1,200 dwellings bringing the total on the NIAB land to 2,980. However, officers at South Cambridgeshire have queried the basis of the Inspectors' assessment of capacity and suggested that the area of land could not accommodate more than 1,050 dwellings. The Inspector will respond to this in his final recommendations.
- 1.5 The land owned by the University of Cambridge to the west of Huntingdon Road is covered by a draft Area Action Plan (AAP) prepared jointly by Cambridge City and South Cambridgeshire District Councils. The draft AAP suggested the capacity of the area is up to 2,500 dwellings, plus 2,000 units of student accommodation, associated academic and employment uses and supporting social infrastructure. The Inspectors' report issued at the end of July 2009 for fact checking by the District Councils recommends that the larger footprint is adopted with capacity for up to 3,000 dwellings.
- 1.6 The total housing capacity for the North West Cambridge quadrant is, therefore, now expected to be up to 5,980 dwellings, plus 2,000 units of student accommodation. This is based on an upper limit to development on the University land of 3,000 dwellings, with 1,200 dwellings on NIAB2.
- 1.7 Initial estimates of expected numbers of dwellings in the north west quadrant were based on the Cambridge City Local Plan (2006) which included a total of 2,930 dwellings on allocated sites. The draft Area Action Plan (2008) increased the expected total number of dwellings to 4280. It is against this background of uncertainty that over the ultimate total numbers to be accommodated that planning for service provision has taken place.

## **August 2009 Dwelling Numbers for North West Cambridge**

Frontage devt. Huntingdon Road	187
NIAB1	1593
NIAB2	1,050 – 1,200
University (Area Action Plan)	Up to 3,000

## **2.0 TRANSPORT**

2.1 In order to inform the Council's response to the anticipated planning application for NIAB1 land within Cambridge City and to assist the District Councils in preparing the Area Action Plan for the University land, consultants were commissioned to undertake detailed transport modelling.

2.2 The transport study identified measures to be considered for inclusion in a transport strategy for the north west quadrant consistent with the following principles;

- A "predict, provide and promote" strategy for trips by public transport, cycling and foot; and;
- A "demand" management approach to trips by private car.

2.3 The original modelling was undertaken in 2006/7. The consultants' brief was drawn up in consultation with officers of South Cambridgeshire and Cambridge City Councils. The modelling examines the effect of development on the highway network in the morning peak period (08.00 – 09.00) in the year 2025 and considers both the local and strategic road network. The results were shared with the North West Cambridge Joint Member Reference Group and with district officers between June 2006 and September 2007. This included consideration of how the emerging policies of the Area Action Plan related to both the transport study output and proposals emerging from the Transport Innovation Fund work.

### **2.4 The Original Study**

2.4.1 The North West Cambridge transport study initially examined what the highway network in the North West quadrant would look like in 2025 without development on either the University or NIAB sites. The study then assessed the impact of 2,500 dwellings on the University site and 1,780 dwellings on the NIAB1 site (4,280 in total). As a sensitivity test an additional 1,000 dwellings on NIAB2 was also modelled, taking the upper limit of development modelled to 5,280. The initial modelling carried out has therefore tested the impact of the development of both NIAB1 (1,780 dwellings) and NIAB2 albeit at a slightly lower capacity than currently proposed by the Inspector (ie up to 1,000 dwellings).

2.4.2 The traffic model indicates that, by 2025 even without any development on the University or NIAB sites, traffic will increase by 32% due to background traffic growth and planned development in and around Cambridge, leading to significant queuing on the local highway network. The modelling of an additional 4,280 dwellings increased the forecast traffic by a further 4%. Total time spent queuing increased by 46.6% with an increase of total travel time of 6.6%.

2.4.3 Appendix 3 shows the output from the modelling in diagrammatic form. The queues forecast for a given road link are shown as a bar representing the location and length of the maximum forecast stationary queue of vehicles. Figure 1 shows the predicted

queuing for the morning peak in 2025 without any development in north west Cambridge. The study showed there would be significant queuing in the morning peak arising from general growth in Cambridge in the following locations;

- Huntingdon Road
- Girton Interchange; and
- Histon Interchange

2.4.4 Modelling of the anticipated development took account of 2,000 student flats and the academic and commercial research facilities proposed by the University together with the community and retail elements of the developments as they were known at the time. This included a secondary school, 3-4 primary schools and 2 local centres.

2.4.5 Responding to the Structure Plan policy P9/9 and supporting text to the City Local Plan policy P9/8 which each refer to the potential to accommodate orbital movement, modelling tested two alternative approaches:

- An orbital link between Madingley Road and Histon Road. This would provide access to the development together with additional highway capacity which would provide the opportunity to divert trips from existing radial routes enabling better provision for bus priority or pedestrians/cyclists. It was not intended that this option should encourage additional vehicular trips on the network. The additional capacity created would be equal to the additional demand created by development and any capacity thus created on radial routes would be given over to bus priority or pedestrian/cycle measures.
- A sinuous link between Madingley Road and Histon Road with a high number of bends aimed at discouraging through traffic but enabling traffic from the development to reach the local road network. A direct route would be provided for public transport and cyclists.

2.4.6 The effects of development in North West Cambridge over and above the general growth were tested with two alternative traffic generation scenarios;

- Using typical trip rates for residential and non-residential development based on evidence from development in similar locations elsewhere in the City.
- Using reduced residential trip rates taking into account the package of measures that would be provided to encourage sustainable modes of travel within and from the North West Cambridge area. These transport measures would be designed to achieve a modal share of no more than 40% of journeys for work by car (excluding passengers).

2.4.7 The modelling indicated that development on the University and NIAB sites would not cause an appreciable increase in queuing and delays on the local road network in addition to that forecast for 2025 and that this would be true for either of the trip rates used. However, the modelling showed that there would be the benefit of significantly reduced congestion on the links within the development provided that the reduced residential trip rates could be achieved. (Appendix 3 Figure 2 illustrates diagrammatically the location of the predicted queues) Congestion on these links would be significantly higher without sustainable travel measures.

In addition to the locations mentioned in paragraph 2.4.3 above, the north west Cambridge development results also in queuing at;

- Madingley Road/University Orbital Road junction; and
- Histon Road/NIAB Orbital Road junction.

This queuing would be reduced by the application of a package measures to encourage sustainable modes of transport.

- 2.4.8 Based on the modelling, the consultants concluded that a direct route rather than a sinuous route has very little impact on the overall performance of the highway option. The consultants did however, recommend a hybrid solution for the orbital route with a sinuous route between Huntingdon Road and Histon Road to discourage through traffic and a direct route between Madingley Road and Huntingdon Road to discourage rat-running through Storeys way and offer an alternative access to the strategic road network.
- 2.4.9 These conclusions informed the drafting of relevant policies within the North West Cambridge Area Action Plan as submitted to the Secretary of State in 2008 and the Council's response to the proposals contained within the revised NIAB planning application received in January 2009.

## 2.5 Extended Transport Study

- 2.5.1 During the examination of the draft North West Cambridge Area Action Plan the Inspector asked the local authorities to examine a larger development footprint option. The County Council contributed to this process by commissioning an extension to the Transport Study modelling up to an additional 700 dwellings on University land to give a total development size of 3,200 as a "worst case" scenario. (NB this assessment preceded the District authorities' conclusion that the capacity of the footprint option was up to 3,000 dwellings.)
- 2.5.2 As with the initial modelling, two traffic generation scenarios were used:
- Using typical trip rates for residential and non-residential development based on evidence from development in similar locations elsewhere in the City.
  - Reduced residential trip rates (to take account of the package of transport measures that would be provided to encourage sustainable modes of travel from North West Cambridge).
- 2.5.3 The transport modelling indicates that irrespective of the trip rates used, the additional 700 dwellings would not cause significant additional queuing over and above that identified in the initial modelling to 2025. Appendix 3 Figure 3 shows the additional queuing that would be caused by the greater amount of development on the University land.
- 2.5.4 If reduced trip rates could not be attained, there would be an increased level of congestion on the new on-site development links, also there could be some localised reassignment of traffic heading out of Cambridge towards the strategic road network, from Madingley Road and Huntingdon Road on to Histon Road.
- 2.5.5 The modelling shows that at the upper level of development the impact is not significantly greater than that from the general growth in Cambridge. The study does, however underline the importance of promoting sustainable modes of travel in achieving reduced car use.

2.5.6 The table below shows the number of vehicle trips forecast by the modelling to be generated by each of the land uses proposed within north west Cambridge.

LAND USES MODELLED FOR EACH NORTHWEST CAMBRIDGE DEVELOPMENT	AM PEAK VEHICULAR TRIPS		
	Into development	Out of	
development	Total vehicular trips generated		
<b>NIAB + NIAB Extra</b>			
Residential (2,800 dwellings)	140	728	868
Education (Primary & Secondary)	150	99	249
Local Centre		56	34 90
<b>NIAB + NIAB Extra Total</b>	<b>346</b>	<b>861</b>	<b>1207</b>
<b>University</b>			
Residential (3,200 dwellings)	160	832	992
Student Accommodation (2,000 units)	40	40	80
Education (Primary)	59	50	109
Local Centre	77	47	124
Higher Education / Research	178	136	314
<b>University Total</b>	<b>514</b>	<b>1105</b>	<b>1619</b>
<b>Northwest Cambridge as a whole</b>	<b>860</b>	<b>1966</b>	<b>2826</b>

## 2.6 Relationship to Transport Innovation Fund Work

2.6.1 In 2006, the Council produced a Long Term Transport Strategy (LTTS) setting out in principle how future planned growth could be accommodated. Modelling carried out for the LTTS suggested that the only way of achieving sustainable transport to cater for growth would be to introduce a package of measures, combining road improvements with high quality public transport, a greatly improved cycle and pedestrian network and more demand management.

2.6.2 As part of the LTTS a bid to Government for Transport Innovation Funding (TIF) has been made. Policies within the draft AAP are compatible with this approach. Proposals to mitigate the impacts of the NIAB development have also been assessed in the light of the currently proposed package of measures.

2.6.3 Cabinet will be considering how to take the bid for TIF forward at its meeting in late September based on the conclusions of the July 2009 Transport Commission report.

## 3.0 Educational Provision

### 3.1 Primary Provision

3.1.1 The Council currently maintains 200 primary schools ranging in size from <40 to >550 pupils. However, for good organisational reasons, the Council's practice is to establish new primary schools as either 210 place schools (1 form entry (FE)), or 420 place schools (2FE), where possible. This facilitates single year group teaching and implementation of infant class size legislation, which limits Key Stage 1 class sizes to 30 pupils to a teacher. In recognition of this, Cabinet approved a recommendation on 11 September 2007 that new primary schools should be established, wherever possible, as either 210 or 420 place schools.

- 3.1.2 Due to increases in birth rates in the City, there is no potential for existing schools to accommodate children from the NIAB development.
- 3.1.3 A realistic assessment of the minimum levels of provision on which plans should be developed to meet the long-term requirements of 5,800 dwellings in the North West quadrant would be 7-8 FE (1470-1680 places). This translates into a need for one 2FE primary schools in each of the NIAB and NIAB2 development areas, and 3 – 4 FE on the University site.
- 3.1.4 Initial forecasts for the NIAB development were for 450 primary school children, consistent with 2.1 FE or a single 2FE (420 place) primary school, and negotiations with the developers were originally undertaken on this basis. However, pupil forecast data was subsequently revised to take account of available information on housing mix (the specification for NIAB is around 65% three and four bedroom houses), and the use of new multipliers to determine the likely demand resulting from multiples of 100 dwellings. The revised assessment for primary school provision from the NIAB site alone was that individual intakes to the school could reach 90 pupils or 3FE. When it became clear that this would be insufficient to meet predicted demand, in May 2009, Cabinet approved a recommendation that an objection be lodged to the developers' planning application on this basis. That objection is still outstanding.
- 3.1.4 The Area Action Plan (AAP) for North West Cambridge (University land) was drafted on the basis that one 2FE primary school would be sufficient to meet the needs arising from the development. The County Council has subsequently made representations on the AAP to amend the wording of the Plan to allow for the possibility that more than one school could be required which has resulted in a recommendation by the Inspector that the wording be changed accordingly. As indicated above, the addition of a further 500 dwellings makes the need for two schools, each providing 2FE, much more likely.

## 3.2 **Secondary School Provision**

- 3.2.1 In September 2006, Cabinet was advised of the need for a secondary school to serve planned development in North West Cambridge. Given the lack of certainty at the time regarding the ultimate numbers of dwellings and the expectation that they would not exceed 5,500, the need for up to 6FE (900 places) was identified, but on a site that could allow expansion to 8FE (1200 places) should additional development be proposed in the quadrant. Following consultation on the city-wide review of secondary provision, and a subsequent re-assessment of options to provide for the anticipated needs resulting from planned development in the North West quadrant, in May 2007 Cabinet endorsed a recommendation that a new 4FE (600 place) secondary school should be established on a site capable of providing for 6FE (900 places).
- 3.2.2 In response to the Inspectors' requests to look firstly at the implications of development of NIAB2 and secondly at a larger footprint for the University development, the requirement for secondary school provision has been reassessed. The upper level of development for both NIAB and the University, taking into account recently revised pupil multipliers, has increased the size of school required from 4-6FE to 6-8FE (900-1200 places). The upper end of the range is assessed as giving sufficient flexibility to cater for the highest level of development which has been proposed for the quadrant as a whole.

## 4.0 Other Community Facilities

- 4.1 Work relating to other community infrastructure for the North West quadrant began through discussions with stakeholders when compiling the Section 106 package for the NIAB1 site. It is evident that some facilities will have to be shared between the developments and assessment is being made of where such facilities would be best located.
- 4.2 The initial view of the Cambridgeshire Primary Care Trust (PCT) was that there should be one health facility based on the NIAB1 site. The PCT is expected to confirm that the additional development at the University site will necessitate the provision of a second health centre.
- 4.3 The need for a new library to serve the North West Cambridge developments has been identified. The size originally specified is sufficient to cater for the increase in the number of dwellings brought about by the allocation of NIAB2 and the larger footprint for the AAP. The preferred location for the library is in association with the health centre on the NIAB1 site. The developers have indicated a willingness to commit to this.
- 4.4 Adult Support Services are expected to make use of drop-in office space to be available at the health centre(s). Negotiation is taking place to enable those with disabilities to make use of at least one of the community buildings within the quadrant by incorporating facilities to a higher standard than is required by the Disability Discrimination Act. It is not anticipated that the additional dwellings now proposed will change these requirements.
- 4.5 The potential need for a site for a recycling centre to serve the north of Cambridge has been identified within the north west quadrant. Whether this remains as a preferred option will be confirmed when the draft Minerals and Waste Plan is published for pre-submission consultation early in 2010.
- 4.5 A youth and teen café is proposed in the NIAB local centre. A pavilion with changing facilities and a kitchen/bar is also to be provided for community use along with community sports pitches within the central park.
- 4.6 Discussion to date has focussed on the NIAB site within the City, which has adequate community facilities proposed to meet its needs. As NIAB2 has become more certain land has been reserved adjacent to the local centre in NIAB to enable it to be extended if necessary to meet additional needs arising from NIAB2.
- 4.7 The University will be required to provide community facilities for the homes provided on its land. Discussions over the amount and type of provision have not taken place in detail; however the University are aware of work with stakeholders looking across the whole of the North West quadrant to identify the overall requirement for community facilities, possibilities for co-location and preferred location. Now that the Inspectors' recommended changes to the AAP have been received masterplanning and associated discussions on community facilities to serve the expected population are starting to take place.
- 4.8 The increased certainty that a secondary school will be provided within the quadrant now means that there is greater potential for shared community provision at the

school to meet needs arising from the whole of North West Cambridge. Monies from the University site and NIAB2 could enhance the secondary school to provide community use together with money commuted from the NIAB development for indoor sports provision. Discussions have started at officer level to take this forward.

## **5.0 Retail Provision**

- 5.1 The proposals contained within the planning application for NIAB include a local centre. This includes 1800sq m of retail in up to 7 units. It is expected that this local centre will also serve the needs of NIAB2 and may in consequence need to be extended. Land has been reserved for this purpose.
- 5.2 The North West Cambridge AAP makes provision for a local centre with “an appropriate level of local shopping and other services”. Responding to representations from the University, the Inspector recommends that the definition of the local centre includes a “small supermarket”.
- 5.3 Cambridge City and South Cambridgeshire Districts have commissioned a study to test the capacity for a new retail store within the University site, NIAB or Orchard Park. The study is exploring whether there is any surplus capacity for additional convenience shopping, and if so what would be the impacts of a supermarket in each of the locations, on the local centre in which it is located and on the other local centres in the quadrant. Once the initial research has been undertaken the transport impact will be tested. The outcome from this study will inform County officers’ views on any retail proposals for the north west quadrant.