

**NORTHSTOWE: PHASE ONE OUTLINE PLANNING APPLICATION: CONSULTATION  
RESPONSE ON TRANSPORT ISSUES AND SECTION 106 HEADS OF TERMS**

**To:** Cabinet

**Date:** 2nd October 2012

**From:** Executive Director: Economy, Transport and Environment

**Electoral division(s):** Papworth & Swavesey; Willingham; Bar Hill: Cottenham, Histon & Impington

**Forward Plan ref:** 2012/048 **Key decision:** Yes

**Purpose:** To consider the transport issues arising from the Northstowe Phase One Outline Planning Application, and the draft Heads of Terms for a Section 106 Agreement covering County matters for the Phase One development.

**Recommendation:** Cabinet is invited to:

- a) Consider and approve the County Council's consultation response on transport issues to the Northstowe Phase One Outline Planning Application
- b) Delegate to the Cabinet Member for Growth and Planning in consultation with the Executive Director: Economy, Transport and Environment the authority to make any minor textual changes to the consultation response prior to submission
- c) Consider and approve the draft Heads of Terms for items to be included in a Section 106 Agreement should the Phase One development be granted planning permission
- d) Delegate to the Cabinet Member for Growth and Planning, in consultation with the Executive Director: Economy, Transport and Environment the authority to make any minor changes to the response on transport issues and the draft Heads of Terms for inclusion in the report on the phase 1 planning application to the Northstowe Joint Development Control Committee.

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## 1. INTRODUCTION

- 1.1 At its meeting on 22<sup>nd</sup> May, Cabinet endorsed the Council's response to the consultation on the planning application for Phase One of the Northstowe development. This response was duly submitted to the Local Planning Authority - South Cambridgeshire District Council (SCDC). Due to the uncertainties at that time in relation to the A14 Study, it was agreed that the transport elements of the response would be reviewed upon study completion, enabling any implications of the A14 work on the proposed transport strategy for Northstowe Phase One to be identified. This review of the transport strategy has taken place, and this report outlines the revised response on transport issues.
- 1.2 In May, Cabinet also considered comments on the Development Framework Document (DFD), including a Framework Master Plan, for the wider Northstowe site. The DFD has subsequently been endorsed, subject to the provision of some additional information, by the Northstowe Joint Development Control Committee (NJDCC) on 20<sup>th</sup> July 2012. The DFD provides the vision, design rationale and principal themes for the entire development, including the access and movement strategy for the full site, and provides the context for the Phase One application.
- 1.3 The Phase One site is located on the current Longstanton golf course, directly south east of the B1050 and north east of Longstanton (see **Appendix One** for the location map). Key elements of the Phase One proposal include:
- Up to 1,500 dwellings (a proportion of which will be affordable housing) in a mixture of tenure types and including residential elderly care
  - Approximately 5ha of employment land, including a Household Recycling Centre (1.25ha) and water pumping station
  - Mixed-use local centre including shops and a community building
  - 3-form of entry (FE) primary school with potential for community facilities
  - Formal and informal public open space, including a sports hub
  - Two flood attenuation ponds on land east of Hatton's Road
  - All new homes to be built to Code for Sustainable Homes level 4, in accordance with the requirements of amended Building Regulations (2013 and 2016)
  - All homes will be within 1,000m of the Longstanton Park and Ride for the Cambridgeshire Guided Busway (CGB)
  - Improvements to the existing B1050 between the Longstanton bypass and the Park and Ride access to accommodate access to the Phase One development
  - Safeguarding of land for the first length of an internal Busway link to the CGB
  - Significant water features, including flood attenuation ponds and the creation of a water park.
- 1.4 The points below highlight the key transport issues that it is proposed should be raised in the Council's response to the consultation on the Phase One planning application. Following Cabinet's consideration of these points, they will be submitted to South Cambridgeshire District Council (SCDC) for consideration by the Northstowe Joint Development Control Committee that is planned to meet on 24<sup>th</sup> October to determine the phase 1 planning application.
- 1.5 This report also considers the current draft requirements for Heads of Terms which are emerging for inclusion within a Section 106 Agreement should the proposed Phase One development be granted planning permission. These relate to the

community services and infrastructure for which the County Council is responsible, and which are deemed essential to ensure that Northstowe develops into a sustainable and robust community. These draft Heads of Terms cover education, libraries, waste management and transport services and infrastructure. Should the Phase One development secure planning permission, then detailed negotiations will commence with the developer to ensure that a Section 106 Agreement that is acceptable to all parties can be reached. As part of this process, it is possible that the actual requirements or the triggers for those requirements will change or indeed other means of providing or funding the requirements will be found. If that is the case, a further report will be brought to Cabinet to seek authority for those changes.

## **2. TRANSPORT ISSUES**

### **A14 and Wider Transport Issues:**

- 2.1 On 18<sup>th</sup> July 2012, Government announced that the A14 improvement scheme was being added to the national roads programme and work would commence on the design process with a view to a potential construction start in 2018, subject to completion of statutory processes and agreement of the funding package. Funding is anticipated to come from a mix of private (tolling) and public sector sources. If this indicative timetable is adhered to, then construction could start midway through the proposed Phase One development programme. The elements of the scheme are:
- Huntingdon Southern Bypass.
  - On-line improvement of the A14 between Fenstanton and Milton Interchanges.
  - Local Access Roads between Fenstanton and Girton, enabling consolidation of local junctions on the A14.
  - Improvement of Girton Interchange (A14 / M11 / A428).
- 2.2 In addition, Government has also identified £20 million of investment to deliver an interim package of measures designed to provide increased capacity on the A14 prior to the full scheme being implemented. These measures include:
- Junction improvements at the Girton and Spittals Interchanges (largely signing and lining improvements).
  - Installation of improved driver information systems (Variable Message Signs) on the A14 and on some local approach roads.
  - Expansion of the Cambridgeshire Guided Busway (CGB) Park and Ride car park at St Ives.
- 2.3 It is expected that these measures will be in place by 2013/14, before the projected start of building on the Phase One development. This will mean that the capacity of the A14 will be slightly enhanced, helping to accommodate the projected 2% increase in traffic on the A14 resulting from the Phase One development. Accordingly, it is accepted that the 1,500 homes proposed within Phase One at Northstowe could proceed in advance of the major improvements to the A14.

### **Local Transport Issues**

- 2.4 The Phase One application is generally compliant with the transport policies contained within the Northstowe Area Action Plan and the Cambridgeshire Local Transport Plan, but, as reported to Cabinet on 22<sup>nd</sup> May, there were a number of concerns over the site transport strategy that is set out within the Transport Assessment (TA). Much

work has been carried out to address these issues and, subject to the application of appropriate Planning Conditions and agreement of Planning Obligations in the S106 Agreement, it is now considered that the transport strategy for the site is acceptable.

### ***A14 / B1050 Bar Hill Interchange***

- 2.5 The impact of the development upon this junction has been assessed within the TA, and problems with queuing traffic on the B1050 approach from Longstanton in the morning peak, and from Bar Hill in the evening peak, have been identified. The layout of the Bar Hill North roundabout is sub-optimal, with the left turn-slip roads for the movements to and from the B1050 North being generally unused. An alternative junction layout based on a conventional roundabout (i.e. without the slip roads) has been designed by the developer and assessed as substantially mitigating the impact of Phase One development traffic upon the junction.
- 2.6 This layout is acceptable, subject to detailed design (including safety audit) being satisfactorily completed, to both the County Council and the Highways Agency. Once greater clarity is cast upon the delivery programme for both the A14 improvement scheme and the Phase One development (should it gain planning approval), then a decision will be made on whether the developer will be required to construct the roundabout, or to make a contribution (based on the value of the works) towards the local element of the A14 funding package. This approach will be set out in the form of an appropriate Planning Condition or Planning Obligation.

### ***Cambridgeshire Guided Busway (CGB)***

- 2.7 The CGB provides the strategic public transport link to the Phase One site, which is well located in relation to the Park and Ride facility at Longstanton. The CGB will provide access for Phase One residents to a wide range of services including employment, education and health facilities in Cambridge, Huntingdon and St. Ives. CGB issues for consideration include;
- The requirement for a financial contribution to CGB construction and operational costs, as without the investment in CGB the site would clearly be unsustainable.
  - The section of Busway proposed within the Phase One site should be brought into use by the planned bus service, rather than simply safeguarded. This would establish usage of the route by buses, and avoid future problems arising from Phase One residents getting used to the safeguarded route being a green space.
  - Ensuring safe and direct walking and cycling routes between all elements of the Phase One development and the Park and Ride site to promote easy access to the CGB services.
- 2.8 These issues can be controlled through the application of appropriate Planning Conditions and Planning Obligations, and have been accepted in principle by the developer.

### ***Walking and Cycling***

- 2.9 Priority will be given within the site to walking, cycling and bus services, and high quality walking and cycle routes are proposed linking the Phase One development to the CGB Park and Ride site and to Longstanton village.
- 2.10 Following concerns expressed both by the County Council and the local community, it

has also been agreed, in principle, that a developer contribution will be made to enable the construction of a shared use walking and cycling route alongside the B1050 between Longstanton and Bar Hill. This will enable residents of the Phase One development to access the retail, employment and health facilities at Bar Hill by sustainable modes of travel, as well as benefiting the local communities at Longstanton and Bar Hill. This contribution will be secured by way of Planning Obligation.

- 2.11 Improvements to Public Rights of Way within the site, and connecting the site to neighbouring communities will also be sought and secured by way of appropriate Planning Conditions and Planning Obligations.

### ***Traffic Monitoring and Management Strategy***

- 2.12 The Phase One development will generate significant additional traffic on the local road network, including the B1050 and other local routes in the vicinity of the site. To mitigate this impact, a Traffic Monitoring and Management Strategy will be developed in partnership with the developer and the local community, with the monitoring work and management measures funded by the developer. This approach, which has been agreed in principle with the developer and will be secured through Planning Condition and Obligation, will enable the funding to be targeted on the parts of the local network where the local community collectively has the greatest concern, and will ensure the most effective use of available resources. Monitoring will commence prior to the start of construction works to ensure that a robust baseline for traffic flows is established.
- 2.13 The site access proposals submitted alongside the Phase One application comprise four new junctions on the section of the B1050 between the Longstanton Bypass and the Park and Ride access. This proposal was considered to be unsatisfactory, and in response to the County Council's concerns the developer has submitted further information, including traffic modelling work, relating to the collective performance of these junctions and to the design ethos which has resulted in this proposed layout.
- 2.14 The County Council still has concerns about the proposed layout, and the inclusion of a pocket of the Phase One development to the West of the B1050. This will still lead to unnecessary severance for residents occupying these houses. However, it is recognised that the developers are aiming to establish a specific local centre in this part of the development, and the proposed junction layout on the B1050 is intended to support this.
- 2.15 Recognising that this is an outline planning application, and that detailed design work still needs to be carried out on both the local centre and the site access arrangements, it is considered that the principle of the Phase One development taking its road access from the B1050 is acceptable, and is in accordance with the Northstowe Area Action Plan and the DFD. It is also considered that sufficient capacity exists on this section of the B1050 to accommodate a junction or junctions providing access to the development. Therefore, it is considered appropriate that, subject to suitable Planning Condition being placed requiring the detailed design of the site access junctions to be subject to the usual safety and quality audits, the principle of accessing the Phase One development from the B1050 be accepted.
- 2.16 In relation to the proposed pocket of development to the west of the B1050, it is recommended that this be accepted in principle subject to a Planning Condition linking the phasing of this part of the development to the provision of a suitable access arrangement, and the review of potential alternative alignments for the B1050

associated with the northern part of the wider Northstowe development site.

- 2.17 To the North of the site, the B1050 passes through Willingham. Whilst the Phase One development would not generate sufficient high volumes of traffic to significantly impact upon the B1050 through the village, it is clear that the full Northstowe development, should it come forward as set out in the Development Framework Document, would have a major impact. Whilst that impact might be mitigated to the South of the site through the provision of new access roads linking the site to the A14, to the North it is likely that mitigation measures would include the construction of a Bypass for Willingham. Accordingly, it is considered reasonable that a proportionate contribution towards the costs of such a Bypass should be sought from the Phase One development, and therefore an appropriate contribution will be secured in the form of a Planning Obligation.

### ***Public and Community Transport***

- 2.18 Whilst the CGB provides the Phase One site with excellent public transport services to Cambridge, Huntingdon and St Ives, the Transport Assessment identifies a need to enhance local bus services through the extension of the Citi 5 service from Bar Hill to the site. Currently the Citi 5 operates every 20 minutes between Cambridge and Bar Hill, with an hourly service extending to Longstanton and through to St Ives. The proposed extension would provide a 20 minute frequency service between the Phase One site and Bar Hill / Cambridge, and this improvement is acceptable in principle. The funding would be secured by way of Planning Obligation.
- 2.19 Some sectors of the community will, however, not be able to use the conventional bus services offered by the CGB and the Citi 5 extension. To cater for these people, a contribution will be sought to enhance local Community Transport services. This contribution will also be secured through an appropriate Planning Obligation.

### ***Construction Traffic***

- 2.20 The Construction Management Strategy (CMS) contains details of the access arrangements for vehicles, plant and personnel including the location of construction traffic routes, details of their signing, monitoring and enhancement measures. Mitigation measures to minimise the impact on surrounding villages are also to be secured.
- 2.21 It is recognised that construction traffic is a temporary feature of a new development, and the trips generated will not have a permanent impact of the transport network. However, the CMS needs to take account of the movement of construction workers to and from the site as well as heavy goods vehicles. A Travel Plan for construction workers, identifying measures such as encouraging use of the CGB by workers to access the site and transporting workers by minibus from remote bases is therefore required as part of the CMS .

## **3. SECTION 106 AGREEMENT – DRAFT HEADS OF TERMS**

- 3.1 Should the Phase One development at Northstowe be granted outline planning permission, then a Section 106 Agreement will be required setting out the financial contributions and works that the developer will be committed to provide to ensure that the community needs of the development are delivered. The services and infrastructure that are covered include, from the County Council perspective, those relating to education, community facilities such as libraries, waste management, and

transport. The Section 106 Agreement would also cover other public service areas such as affordable housing and sports / leisure facilities.

- 3.2 Detailed negotiations on the Section 106 Agreement will commence should the development secure outline planning permission when considered by the NJDCC. However, initial discussions have taken place, and these have resulted in the draft Heads of Terms, for County Council services, that are summarised below, and listed in Appendix Two. As negotiations continue, it is possible that the actual requirements or the triggers for those requirements will change or indeed other means of providing or funding the requirements will be found. If that is the case, a further report will be brought to Cabinet to seek authority for those changes.

### ***Education***

- 3.3 The largest single item within the draft Heads of Terms relates to the funding and provision of suitable facilities for the education of children at both Primary and Secondary level. The Phase One site includes provision for a three form entry Primary School (together with early years/pre-school provision), and it is considered essential that this is delivered at the earliest stage of development to provide community facilities from the start, giving Northstowe a hub allowing it to develop as a community. To ensure that the Primary School is available for use from first occupation of the Phase One site, the school site will need to be accessible for construction works to commence at least 18 months prior to this point.
- 3.4 There is no provision for a Secondary School within the Phase One site, but a financial contribution is required to reflect the impact that the development will have upon the Secondary School facilities within this area of Cambridgeshire, and to ensure that the proposed Secondary School for Northstowe is brought forward into use at the earliest possible opportunity. The site for the Northstowe Secondary school is outside, but adjacent to, the Phase One development, on land owned by the Homes and Communities Agency (HCA). It is intended that the mechanism for delivering this facility alongside the Phase One development be agreed with the developer and the HCA and included within the Section 106 Agreement.
- 3.5 The intended programme is for the Secondary School to be available for use at approximately the start of the fourth year of the Phase One development timetable, which will require access to the site to allow construction to start at least two years earlier than this point.

### ***Archaeology***

- 3.6 Archaeological investigations are to be secured through Planning Condition and will take place prior to the construction of each phase of the Northstowe development according to an agreed programme and phasing plan. Section 106 contributions will be required for the storage, display and future management of archaeological artefacts and monuments discovered through these investigations.

### ***Waste Management***

- 3.7 A site for a Household Recycling Centre (HRC) is identified within the Phase One development site, and the Section 106 Agreement will need to cover the mechanism for transferring the site for this facility to the County Council, the financial contribution towards the cost of constructing this facility, and the provision of temporary Household Recycling facilities during the intervening period when Phase One development is

occupied and the HRC is built.

### ***Libraries***

- 3.8 A community the size of Northstowe will be served by a dedicated library, but this will be located within one of the future phases of development. For the Phase One development, a temporary library service will be required, delivered through co-location with other community facilities, and the Section 106 Agreement will cover a financial contribution towards the provision of this facility. A separate financial contribution will be required from the Phase One development towards the future costs of constructing a permanent library serving the full town.

### ***Social / Extra Care Provision***

- 3.9 It is likely that social care facilities, such as residential care, extra support, and a Family Support Unit, will be provided within phase One in conjunction with the provision of affordable housing and the Primary school. Therefore, it is unlikely that separate Section 106 contributions will be sought for these items.

### ***Transport***

- 3.10 There will be a significant requirement for transport services and works to be included within the Section 106 Agreement, and these have been set out in the preceding section of this report.

## **4. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING**

### **4.1 Developing the local economy for the benefit of all**

The following bullet points set out details of implications identified by officers:

- The development of Phase One of Northstowe will increase the ability for people to both live and work in the local area, thus enhancing economic growth. Phase One of Northstowe includes provision for 5ha of employment land, comprising of use-classes B1 (offices), B2 (general industrial) and B8 (storage and distribution). This will provide approximately 500 jobs. In addition, further employment opportunities will be provided within the mixed-use local centre and the three-form entry primary school.
- Phase One of Northstowe also strengthens the relationship between jobs and houses within Cambridge and its surrounding hinterland. In particular given that Phase One is located adjacent to the Longstanton Park and Ride and CGB stop, this allows residents of Northstowe the opportunity to easily, quickly and sustainably access jobs in Cambridge (particularly the Science Park and the Addenbrooke's Bio-medical Campus) as well as assisting employees travelling to the Northstowe employment site from the surrounding area.

### **4.2 Helping people live healthy and independent lives**

The following bullet points set out details of implications identified by officers:

- Providing access to a full range of public services, such as education, early in the development will assist in meeting this priority.



- The design of the Phase One development will be required to build in routes and networks of footpaths and cycle paths that will assist movement in and around Northstowe and into the surrounding area by modes of transport that can help deliver this objective.

#### 4.3 **Supporting and protecting vulnerable people**

The following bullet point sets out details of implications identified by officers:

- An important element of Northstowe will be the provision of affordable housing on site, which will help to assist those in housing need and who cannot afford to buy a property in the local area. Affordable housing will include social rented housing as well as intermediate housing (including provision for key workers). The Phase One application proposes *up to a maximum of 35% provision* (paragraph 4.16 of the Planning Supporting Statement). However, the precise proportion and tenure mix will be subject to negotiation during the planning application determination process.

#### 4.4 **Ways of working**

The following bullet points set out implications identified by officers for leadership:

- The County Council has worked closely with partners on the development of Phase One, including South Cambridgeshire District Council, the Highways Agency and a range of service providers.
- Given the pressing need for new housing in the area, there is a clear need to move the Northstowe project through the formal planning process and towards delivery, should planning permission be granted, as quickly as possible. In order to ensure the planning stages and community involvement are completed efficiently and effectively a Northstowe joint officer team has been established between SCDC and CCC, which includes transport, planning and education officers.

The following bullet point sets out implications identified by officers for working locally:

- The proposals for Phase One of Northstowe have been subject to a robust consultation process. This has included consultation with statutory consultees such as the Highways Agency, the Northstowe Parish Forum and the local community (including local public exhibition events). A Statement of Consultation is included within the outline application and provides further details of this.

The following bullet points set out implications identified by officers for investing in growth:

- The development of Phase One of Northstowe will increase the ability for people to both live and work in the local area, thus enhancing economic growth. Phase One of Northstowe includes provision for 5ha of employment land, comprising of use-classes B1 (offices), B2 (general industrial) and B8 (storage and distribution). This will provide approximately 500 jobs. In addition, further employment opportunities will be provided within the mixed-use local centre and the three-from entry primary school.
- Northstowe strengthens the relationship between jobs and houses within Cambridge and its surrounding hinterland. In particular the Cambridgeshire Guided Busway will allow residents of Northstowe the opportunity to easily, quickly

and sustainably access jobs in Cambridge (particularly the Science Park and the Addenbrooke's Biomedical Campus) as well as assisting employees travelling to the Northstowe employment sites from the surrounding area.

## **5. SIGNIFICANT IMPLICATIONS**

### **5.1 Resource and Performance Implications**

The following bullet points set out details of significant implications identified by officers:

- Although Northstowe is an important part of the development strategy for the area, the various costs of bringing forward Phase One must be carefully assessed and managed to ensure the County Council's objectives are fully met. Viability of the scheme will be an important consideration in order to ensure the development is deliverable but also contains all the important services and facilities.
- Innovative approaches to service provision at Northstowe could bring financial benefits in terms of capital and revenue savings and will assist the overall viability of the scheme. These savings could be secured by spending less capital in providing new facilities through a much more flexible approach to service provision, such as the co-location of community facilities and services.

### **5.2 Statutory, Risk and Legal Implications**

There are no significant implications for statutory, risk and legal.

### **5.3 Equality and Diversity Implications**

There are no significant implications for equality and diversity.

### **5.4 Engagement and Consultation**

The following bullet point sets out details of significant implications identified by officers:

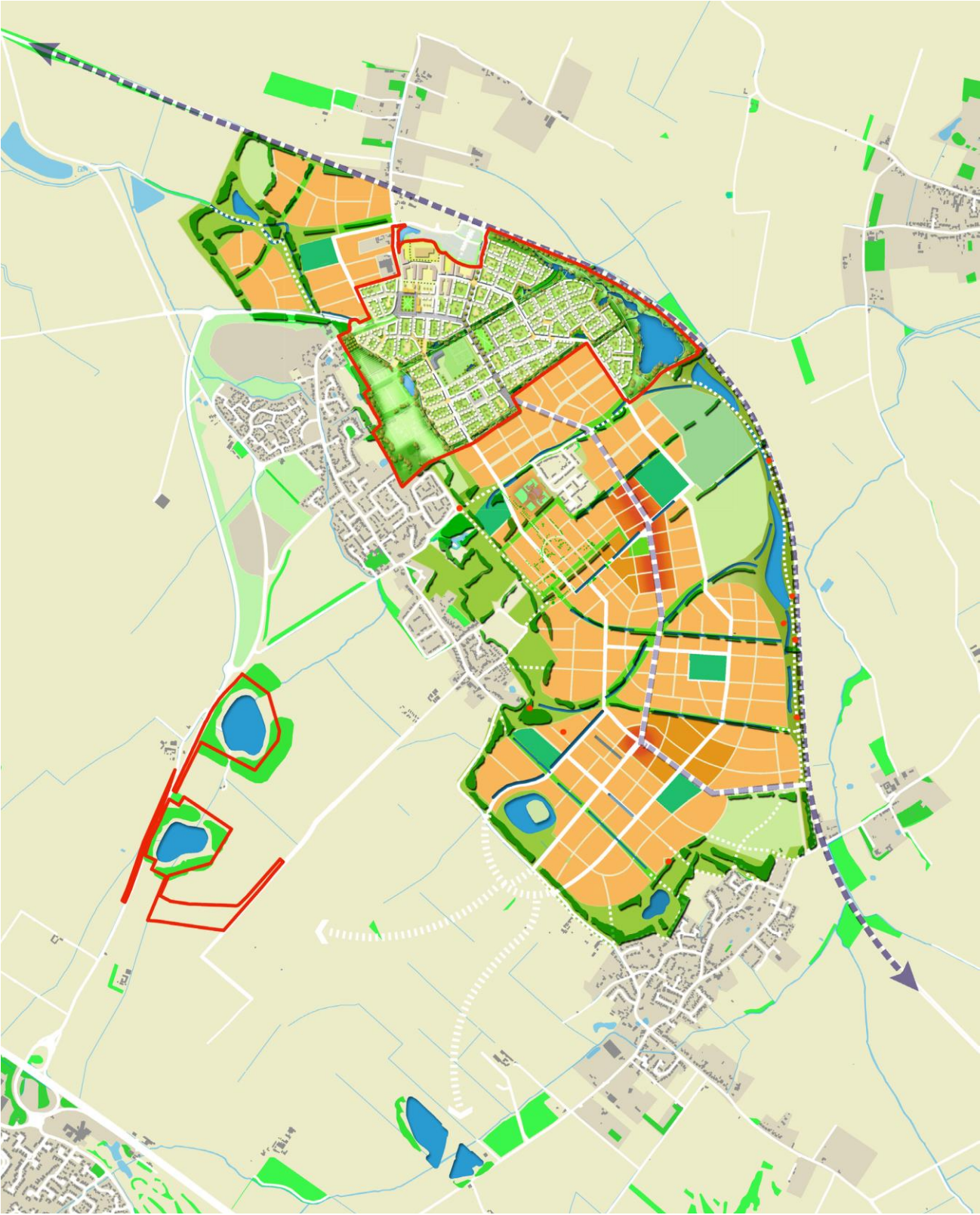
- The proposals for Phase One of Northstowe have been subject to a robust consultation process. This has included consultation with statutory consultees, the Northstowe Parish Forum and the local community (including local public exhibition events). A Statement of Consultation is included within the outline application and provides further details of this.

### **5.5 Public Health Implications**


There are no significant implications for Public Health, however discussions will continue to include health providers

Source Documents	Location
<p>Northstowe Phase One Planning Application</p> <p>Northstowe Development Framework Document</p> <p>Review of low carbon and renewable energy solutions for Northstowe (Camco, April 2012)</p>	<p>Second floor A-Wing, Shire Hall, Cambridge</p> <p>and</p> <p><a href="http://www.scambs.gov.uk/communityandliving/newcommunities/majordevelopments/northstowe/">http://www.scambs.gov.uk/communityandliving/newcommunities/majordevelopments/northstowe/</a></p>

**APPENDIX 1: Location of Northstowe Phase One and Wider Development Framework Document Master Plan**



## Key

-  Phase 1 application boundary
-  Phase 1 development area
-  Development areas
-  Movement network of primary and secondary streets
-  Town centre & local centres
-  Secondary school site
-  Primary school sites
-  Sports hubs
-  Existing settlements
-  Green infrastructure existing and proposed key vegetation, green ways, green buffer & linear park
-  Strategic footpath/cycle links to neighbourhoods
-  Attenuation ponds
-  Potentially retained buildings in old barracks area
-  Listed pillbox
-  not to scale

## APPENDIX 2: Northstowe Phase One Section 106: Draft Heads of Terms (County matters)

**Note:** These Heads of Terms and triggers represent the current stage of negotiations and it is possible that the actual requirements or the triggers for those requirements will change or indeed other means of providing or funding the requirements will be found. If that is the case, a further report will be brought to Cabinet to seek authority for those changes

Item	Obligation	Trigger	Comments
<i>Education</i>			
3FE Primary School	<p>Serviced site (of 3ha) to be provided within Phase One development.</p> <p>Capital contribution (of £11,170,201) towards construction cost.</p>	School to be available for use prior to first occupation of Phase One residential development.	<p>Primary School will also include other community facilities such as Early Years provision, Children's Centre services, and child and health workers office space, as well as temporary Secondary School capacity.</p> <p>Construction costs reflects school being built to BREEAM very good standards.</p>
4FE Secondary School	<p>Capital contribution (total cost = £25,796,240) towards construction cost.</p> <p>Revenue contribution towards costs of Community Sports facilities.</p>	School to be available for use prior to 4 years following the first occupation.	<p>School site is within Phase Two of Northstowe on HCA land.</p> <p>Total cost of 4FE secondary school is £31,842,695, of which CCC will fund 2FE (£6,046,455).</p> <p>Land take is 14.1ha (12.22ha for 11-16 secondary school element plus 1.88ha for post-16 facility), which allows secondary school to eventually be built to 12FE for entire 10,000 dwelling site.</p> <p>Construction costs reflects school being built to BREEAM very good standards.</p>
<i>Archaeology</i>			
Storage facilities	Revenue contribution (of £10,000) towards costs associated with the future storage of archaeological material from Northstowe excavations.	On agreement to take archive into store	
Public Archaeology Programme	Revenue costs (of £25,000) towards the delivery of interpretation,	75% occupancy of Phase 1.	

	public events, and displays.		
Management of Monuments	Capital (£10,000) and revenue (£1,500) contribution towards the future management of archaeological sites within the Phase One development.	On completion of Phase 1	
<i>Waste Management</i>			
Household Recycling Centre (HRC)	1.25ha Site to be provided within Phase One development.	Trigger for provision of serviced site at nil cost is in Phase One.	Site currently identified within the employment area near to the Park and Ride site.
	Capital contribution towards the cost of constructing the HRC (£190,395 from 1,500 dwellings).	End of Phase One	Total capital cost required from Northstowe Joint Promoters is £1,269,300 (total cost of HRC is £5m, which does not include cost of land).  No revenue contribution required.
<i>Libraries and lifelong learning</i>			
Permanent Level 3 Library	Capital (£678,930) and Revenue (£329,400) contributions from Phase One towards the cost of constructing a permanent library to serve Northstowe.	Phase One contribution required at the end of Phase One (library accommodation to be operational when the population reaches 14,000 = 5,578 dwellings)	Permanent Level 3 Library will be provided in the town centre as part of future phases of Northstowe.  Contributions (Capital £678,930, and revenue £329,400) are 15% of total cost Capital = £4,526,200, Revenue = £2,196,000)
Interim Level 1 Library facilities	Capital (£279,331) and Revenue (£276,000) contributions towards the provision and operation of interim library facilities within community buildings in Phase One.	Interim library accommodation to be operational when the population reaches 3,000 (= 1,195 dwellings).  Capital contribution upon commencement.  Revenue contributions phased throughout development programme.	Preference is for interim library to be located within community hub.
<i>Transport</i>			
Cambridgeshire Guided Busway	Capital contribution (£14 million) towards CGB construction costs.  Revenue contribution (£535,000) towards operating costs of CGB services.	Upon commencement, and then phased throughout development programme.  Prior to first occupation, and then throughout development programme.	To allow re-payment of CCC costs related to CGB construction.  To reflect additional demand for CGB services and pressures this will bring for existing services.
Public Transport Services	Revenue contribution (£2.1 million) to meet the additional costs associated with local bus	Upon commencement, with phased payments throughout development programme.	

	service provision such as the extension of the Citi 5 service from Bar Hill.		
Traffic Monitoring and Management Strategy	<p>Capital (£60,000) and revenue contributions (£70,000) towards the monitoring of traffic flows upon the local network.</p> <p>Capital contribution (£750,000) towards the implementation of traffic management measures at identified locations on the local network.</p> <p>Capital contribution (to be determined) towards the construction of Willingham Bypass</p>	<p>Prior to commencement to allow for installation of monitoring equipment, and then phased throughout the development programme.</p> <p>At Phased intervals throughout the development programme.</p> <p>Prior to final occupation of the development.</p>	To be managed by a Working Group comprising CCC / SCDC / Parish representatives.
Travel Plans	Revenue contributions (£294,000 plus measures) towards the implementation and monitoring of Travel Plan measures.	Prior to commencement and then phased throughout the development programme.	
Off-site Walk / Cycle Links	Capital contribution (£900,000) towards the construction of off-site walking and cycling schemes including the shared use path along the B1050 to Bar Hill.	Upon commencement.	
Off-site Public Rights of Way	Capital contribution (£132,000) towards PROW improvements.	Phased during the development programme?	
Public Transport Infrastructure	Capital contribution (£60,000) towards the installation of bus stops and shelters.	By first occupation.	
Parking Management / Traffic Regulation Orders	Capital contribution (£25,000) to meet the costs associated with the making and implementation of required Traffic Regulation Orders	Upon commencement.	Covers parking restrictions, speed limit changes, Bus-only routes, and Cycle routes.
A14 / B1050 Bar Hill Interchange	Capital contribution (Value of works to be determined) towards the A14 Improvement Scheme or the implementation of the Bar Hill North Roundabout scheme.	By 750 <sup>th</sup> occupation?	Trigger to be agreed with the Highways Agency.
Construction Management Strategy	Revenue contribution (£294,000) to meet monitoring costs associated with construction activity.	Prior to commencement.	
Community Transport	Capital and Revenue contribution (£1,050,000)	Upon first occupation and then phased throughout	



	towards the costs of providing community transport services for the Phase One community.	the development programme.	
Committed sums for maintenance	Revenue contributions (to be determined) to meet future maintenance costs arising from specific transport measures such as new signals or bus stops.	Prior to adoption of the specific piece of infrastructure.	