

## Northstowe Phase 3A and Phase 3B – Section 106 Agreements Draft Head of Terms

To: Environment and Green Investment Committee

Meeting Date: 16 September 2021

From: Steve Cox; Executive Director - Place and Economy

Electoral division(s): Longstanton, Northstowe and Over

Key decision: No

Forward Plan ref: n/a

Outcome: The Committee is being asked to approve the draft head of terms in the Northstowe Phase 3a and Phase 3b Section 106 agreements.

Recommendation: It is recommended that the Committee:

- a) approves the draft head of terms set out in paragraphs 2.3 to 2.12 and Table 1 and Appendix A in respect to the Northstowe Phase 3A Section 106 agreement.
- b) approves the draft head of terms set out in paragraphs 2.3 to 2.10 and Table 2 and Appendix A in respect to the Northstowe Phase 3B Section 106 agreement.
- c) gives delegated authority to the Executive Director in consultation with the Chair and Vice Chair to agree the Section 106 agreements.

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# 1. Background

1.1 Northstowe will comprise 10,000 homes and a broad range of supporting facilities and infrastructure. Phase 1 was granted outline planning consent in April 2014 for up to 1,500 dwellings and is currently being built out with approximately 830 homes now occupied. Phase 2 was granted outline planning consent in January 2017 for 'up to' 3,500 homes and a new town centre. Essential infrastructure works are nearing completion and first dwelling occupations are expected later this year.

1.2 Homes England has submitted 2 further outline planning applications to South Cambridgeshire District Council (SCDC) for 4,000 dwellings and 1,000 dwellings for Phase 3A and Phase 3B respectively.

1.3 The 2 applications will make provision for the following:

<b>Phase 3A</b>	<b>Phase 3B</b>
Up to 4,000 homes	Up to 1,000 homes
Two primary schools	One primary school
A local centre including employment, community, retail and associated services, food and drink, community, leisure, residential uses and other accommodation	Secondary mixed-use zone (with retail and associated services, food and drink, community, leisure, employment and residential uses)
Open space and landscaped areas	Open space and landscaped areas
Sport pitches	Engineering and infrastructure works, with details of appearance, landscaping, layout, scale and access reserved.
Associated engineering and infrastructure works, including the retention of the existing military lake and creation of a new lake, with details of appearance, landscaping, layout, scale and access reserved	

1.4 In September 2020, the Environment and Sustainable Committee was asked to approve the Officer's response to the outline planning applications for Northstowe Phase 3A and Phase 3B subject to draft head of terms for the Section 106 (s106) agreement to be considered as negotiations progressed. The Committee, in respect to both applications resolved to:

*a) Acknowledge the response as set out in Appendix 1 and inform the planning authority that the response is incomplete, and that extra time is required to*

*complete it satisfactorily. Officers to send a holding objection to SCDC as the planning authority, and*

*b) Delegate to the Executive Director, Place and Economy, with the Chairman and Vice Chairman of the Committee along with the Local Member, the authority to make minor changes to the final response.*

- 1.5 Both developments will require works in kind and contributions to be paid to the County Council and District Council towards a range of infrastructure types to ensure that the impacts of the development are properly mitigated which will be secured through the s106 agreement. Since the September 2020 Committee, Officers have been working with the applicant and South Cambridgeshire District Council to resolve the issues raised in the County Council's response to the application and to agreeing the head of terms for the s106 agreement.
- 1.6 This report sets out the draft head of terms proposed for both planning applications, including what infrastructure has been agreed, the costs and triggers for payment of the contributions or delivery of works in kind.

## 2. Main Issues

### Developer contributions / Section 106 agreement

- 2.1 Officers have and will continue to work with the applicant and SCDC to secure an acceptable s106 agreement to mitigate any negative impacts arising from the development. Such provisions must be in accordance with the National Planning Policy Framework and the Community Infrastructure Levy (CIL) Regulations. Regulation 122 of the CIL Regulations requires that planning obligations must meet the following tests:
- Necessary to make the development acceptable in planning terms;
  - Directly related to the development; and
  - Fairly and reasonable related in scale in kind to the development.
- 2.2 The final head of terms will be part of the South Cambridgeshire District Council planning committee report and will be the basis for the s106 that must be completed prior to granting planning permission. It is recognised that there is further work to do on the head of terms prior to this and these tables capture the key issues. Members should be mindful that these will be scrutinised against the legal tests in paragraph 2.1 above and possible viability assessment of the development. The Committee is asked, therefore, to approve the current head of terms as set out below and provide delegated authority as set out in the recommendation to conclude the negotiation.

### Education

- 2.3 The planning applications propose to provide three new on-site primary schools (with early year's settings), contributions towards the expansion of the secondary school, Special Education Needs (SEN) and Post 16 will be secured. In addition, plots will be available for private nursery use (D1 use classification), subject to market demand.

- 2.4 The funding and provision of land for the education infrastructure will be secured through the s106 agreement as set out in Tables 1 and 2 below. The level of contributions and provision of land are agreed in principle, whilst there is ongoing consideration around the timing of the delivery of the facilities and triggers for payment of the contribution.
- 2.5 The County Council is satisfied that sufficient land and contributions have been secured to mitigate the impact of the development on early years and primary education. In respect to secondary education the pupil forecast for the fully built out Northstowe may exceed the capacity that has been secured from the various phases and planned for at the education campus. This will deliver 12 forms of entry whilst the County Council forecast a peak demand for 14 forms of entry. The contributions made by the Phase 3 applications will in part go towards the existing campus with a further contribution towards increasing capacity by a further 2 forms of entry.
- 2.6 The Applicant, Homes England, has asked the County Council for the option of developer delivery of the primary schools. Whilst it is not currently the policy of the County Council to permit developer delivery the education service is undertaking a review of this position. It has been agreed that the s106 will include a clause with the option for developer delivery, at the County Council's discretion, and subject to the outcome of the current policy review.

#### Libraries and Lifelong learning

- 2.7 Northstowe library will be provided as part of the community building delivered and funded by South Cambridgeshire District Council as detailed in the Northstowe Phase 2 Section 106 agreement, with a sum of £368,550 (index linked) ringfenced for the County Council for the first phase fit out. A contribution from Phase 3A and 3B towards the fit out of the library is also being secured for further fitout to expand service provision as the development and the population of Northstowe increases.

#### Community Development

- 2.8 Funding is being secured through the s106 agreement. it is general for short term funding to enable authorities carry out early intervention and preventative services to support people quickly back into independence and reduce reliance on public services. As new residents will be joining the community over a long timescale this support is necessary to build community resilience.
- 2.9 The contributions will provide a package of measures to allow multi-agency teams to address issues relating to mental and physical health, educational attainment, better chances of employment and to provide support to vulnerable groups. A sum of £1,135,469 has been secured which will be paid through a combination of development and needs based triggers throughout the life of the development.
- 2.10 This contribution relates to Phase 3A which with 4,000 dwelling remains a significant new community and therefore is likely to generate the conditions and therefore demand for the intervention provided through the contribution. A contribution specifically towards Phase 3B is not considered necessary as it is only 1,000 dwellings and likely to be the last phase built out and will most likely benefit from the services and community networks already developed across the earlier

phases.

## Heritage

- 2.11 The Northstowe/Longstanton Project is a joint project between the County Council, Highways England and Homes England, plus the local Longstanton & District Heritage Society. It came about because both Northstowe and the A14 project have had significant programmes of archaeological fieldwork with significant discoveries and both Highways England & Homes England wish to promote this alongside the local heritage of the airfield. A programme of exhibitions and themes has been drafted that focus on the archaeology of the A14 and Northstowe, local studies/stories and the military history of RAF Oakington. Audience development work undertaken that identified a possible audience of c.10,000 visitors per annum plus extensive schools' engagement by connecting with the national curriculum.
- 2.12 The initial project grant came from Highways England but proved insufficient to deliver a successful project. After debate and discussion by all partner, Homes England have agreed to a contribution of £250,000 that ensures delivery. Although the intention is for the County Council to manage and operate the facility, there is a longer-term intention to transfer responsibility at a later stage to a suitable local body.
- 2.13 Tables 1 and 2 below set out the key infrastructure items required and proposed for Northstowe Phase 3A and Phase 3B respectively.

**Table 1: Draft S106 Heads of Terms Phase 3A (County Council only)**

<b>Contribution Infrastructure</b>	<b>Development Contribution Amount Required (with Indexation Date)</b>	<b>Comments</b>
<u>Primary education</u> <ul style="list-style-type: none"> <li>• 2 x 3FE primary school (with early years)</li> <li>• £13,130,687 per school</li> <li>• 2 x 3-hectare sites</li> </ul>	£26,261,373 (3Q2021) Trigger dates to be agreed but based on 3 instalments of 10%, 65% and 25%	Based on floorspace of 3,254sqm per school. Triggers to deal with phase 3 build out and combined phase2/3 build out scenarios.
<u>Secondary education</u> <ul style="list-style-type: none"> <li>• Expansion of Northstowe Academy from 8FE to 12FE</li> <li>• Additional 2FE provision serving Northstowe</li> </ul>	£8,933,254 (3Q2021) Trigger date to be agreed  £5,745,917 (3Q2021)	Expansion from 8FE to 12FE based on floorspace of 3,154sqm and apportioned to Phase 3A.  Cost of £23,941 (3Q2021) per school place to seek alternative provision. (£23,941 x 240 pupils) –

<b>Contribution Infrastructure</b>	<b>Development Contribution Amount Required (with Indexation Date)</b>	<b>Comments</b>
		apportioned for 3A.
<u>Special Education Needs</u>	£1,607,483 (3Q2021) Payment trigger to be agreed	Based on 31 places identified for phase 3A towards Northstowe Special School.
<u>Post 16</u>	£4,187,463 (3Q2021)	Proportionate contribution towards Northstowe Academy Sixth Form.
<u>Early years/nursery</u>	Allocation of land for nursery/childcare (use class D2) marketed to a childcare provider	
<u>Library</u>	£238,191 (3Q2021) Payment trigger to be agreed	Contribution to enhanced fit out of 1,000 sqm of library space to be delivered within Phase 2. Cost apportioned to 3A.
<u>Heritage Annex</u>	£250,000 (3Q2021) To be paid on completion of Section 106 agreement	Capital contribution to make up funding shortfall on County proposal to deliver a heritage facility adjacent to Northstowe House.
<u>Community Development</u>		
New Communities Multi-Agency Support	£226,667	Specialist Community Development Workers and multiagency coordinator for two years.
New Communities Kickstart funding	£71,420	Towards mental health, child and family, domestic violence and health visitor provision.
New Communities Support Services	£787,382	
Healthy New Town Project Worker	£50,000	Agreed.

**Table 2: Draft S106 Heads of Terms Phase 3B (County Council only)**

<b>Contribution Infrastructure</b>	<b>Development Contribution Amount Required (with Indexation Date)</b>	<b>Comments</b>
2.3FE Primary School (including early years) 2.4-hectare site	£9,421,791 (3Q2021) Trigger dates to be agreed but based on 3 instalments of 10%, 65% and 25%	Agreed.
<u>Secondary school</u> Expansion of Northstowe Academy from 8FE to 12FE  Additional 2FE provision serving Northstowe	£2,233,313 (3Q2021)  £1,436,479 (3Q2021)	Expansion from 8FE-12FE. Based on floorspace of 3,154sqm, apportioned for Phase 3B.  Additional 2FE required. Cost of £23,941 per school place to seek alternative provision. (£23,941 x 60 pupils) – apportioned for 3B.
Special Education Needs (SEN)	£331,467 (3Q2021)	Towards Northstowe Special School contribution apportioned to 1,000 dwellings in Phase 3B.
Post 16	£1,046,866 (3Q2021)	A proportionate contribution to Northstowe Academy sixth form.
Libraries	£59,548 (3Q2021)  Payment trigger to be agreed	Contribution to enhanced fit out of 1,000 sqm of library space to be delivered within Phase 2. Cost apportioned to 3B.

### Transport Assessment

2.14 In terms of transport, all matters relating to the Transport Assessment have been concluded with the applicant. Northstowe benefits from the improved A14 and the Cambridge Guided Busway, and is well placed to take advantage of the Cambridge to St Ives Greenway and future upgrades to the City's bus network. The s106 Head of Terms have been agreed with the applicant, with contributions to the Cambridge Guided Busway and St Ives Greenway strategic infrastructure as well as multi-modal local interventions and ongoing monitoring. The applicant has detailed that an access road between Northstowe and Dry Drayton Road is required, and where junction mitigation is required. The final designs of the Southern Access Road East

(SARE) and junction mitigation schemes need to be agreed with Highways Development Management team. This is expected to be possible over the coming few months.

- 2.15 Appendix A details the s106 Head of Terms and conditions required. Approval is sought to seek these contributions and conditions, and for any amendments or additions to these as agreed with the Chair and Vice Chair as required.

### 3. Alignment with corporate priorities

#### 3.1 Communities at the heart of everything we do

The report above sets out the implications for this priority in paragraphs 2.8 to 2.10

#### 3.2 A good quality of life for everyone

There are no significant implications for this priority.

#### 3.3 Helping our children learn, develop and live life to the full

The report above sets out the implications for this priority in paragraphs 2.3 to 2.6

#### 3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The report above sets out the implications for this priority in paragraphs 2.10

#### 3.5 Protecting and caring for those who need us

The report above sets out the implications for this priority in paragraphs 2.8 to 2.10

### 4. Significant Implications

#### 4.1 Resource Implications

There are no significant implications within this category.

#### 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

#### 4.3 Statutory, Legal and Risk Implications

All contributions and obligations will be secured through the Section 106 agreement, which will be binding on the applicant and County Council.

#### 4.4 Equality and Diversity Implications

There are no significant implications within this category.

#### 4.5 Engagement and Communications Implications

There are no significant implications within this category.

#### 4.6 Localism and Local Member Involvement

There are no significant implications within this category.

#### 4.7 Public Health Implications

There are no significant implications within this category.

#### 4.8 Environment and Climate Change Implications on Priority Areas:

##### 4.8.1 Implication 1: Energy efficient, low carbon buildings.

~~Positive/neutral/negative~~ Status:

Explanation: The report does not involve the construction of buildings

##### 4.8.2 Implication 2: Low carbon transport.

~~Positive/neutral/negative~~ Status:

Explanation: The contributions and mitigations secured will support as shift to low carbon modes of transport particularly walking and cycling

##### 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

~~Positive/neutral/negative~~ Status:

Explanation: The report does not involve the creation or management of green spaces, peatland, forests or habitats.

##### 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

~~Positive/neutral/negative~~ Status:

Explanation: There are no implication for waste management and plastic pollution in the report.

##### 4.8.5 Implication 5: Water use, availability and management:

~~Positive/neutral/negative~~ Status:

Explanation: There are no implication for water use, availability and management in the report.

##### 4.8.6 Implication 6: Air Pollution.

~~Positive/neutral/negative~~ Status:

Explanation: The contributions and mitigations sought in the report will secure a move to non-carbon forms of transport that will have a positive impact on air pollution.

##### 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

~~Positive/neutral/negative~~ Status:

Explanation: The contributions secured will ensure that services and infrastructure can be delivered at the developers cost.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes  
Name of Officer: Henry Swan

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes  
Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes  
Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes  
Name of Officer: No name included

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes  
Name of Officer: Emma Fitch

Have any Public Health implications been cleared by Public Health? Yes  
Name of Officer: Kate Parker

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes  
Name of Officer: Emily Bolton

## 5. Source documents guidance

### 5.1 Source documents

Northstowe Phase 3A Planning Application

Northstowe Phase 3B Planning Application

### 5.2 Location

Northstowe Phase 3A Planning Application - SCDC planning portal ([20/02171/OUT](#))

Northstowe Phase 3A Planning Application - SCDC planning portal ([20/02142/OUT](#))

**Northstowe Phase 3A - 4000 dwellings and Phase 3B 1000 dwellings**

**20/02171/OUT and 20/02142/OUT**

**TRANSPORT ASSESSMENT TEAM**

**OUR REF: Northstowe P3                      CASE OFFICER: Andrew Thompson**  
**AUTHOR: Tam Parry                              CHECKED BY: David Allatt**  
**DATE: June 2021**

**HEADLINE**

**No Objection subject to mitigation package agreed with the applicant: Sufficient detail has been presented to make a sound assessment.**

**Northstowe benefits from the improved A14 and the Cambridge Guided Busway, and is well placed to take advantage of the Cambridge to St Ives Greenway and future upgrades to the City’s bus network.**

**The Transport Assessment has been the subject of extensive engagement since May 2018. Whilst most details have been agreed with the applicant, the details of the SARE and the mitigation at each junction are subject to safety audit and agreement. Work on these aspects is expected to be resolved and continues as part of the continued engagement with the applicant and their technical team.**

**The proposals have a critical dependency on (i) the new town’s vehicle trip generation and distribution of these trips, (ii) the capacity of the Bar Hill interchange and when the SARE is required to be constructed, and (iii) the impact of traffic on surrounding villages. These matters have been subject to investigation with the applicant.**

**CCC provided technical comments on the Transport Assessment in August 2020, to which the applicant has provided additional information and clarifications, particularly relating to trip rates, distribution and mitigation. A revised TA has been submitted by the applicant, and has been reviewed.**

**The S106 obligations have been agreed with the applicant, and a summary of the S106 Heads of Terms and conditions is summarised in Appendix A.**

<b>Study Area:</b> Agreed
<b>Sustainable Mode Baseline Conditions:</b> Agreed
<b>Traffic Data:</b> clarifications under discussion
<b>Future Baseline Without Development:</b> Agreed
<b>Proposed Development:</b> Agreed
<b>Trip Generation:</b> Agreed
<b>Vehicle Trip Distribution:</b> Agreed
<b>Assessment of Sustainable Travel Modes:</b> Agreed

<b>Assessment of Traffic Impact:</b> Junctions agreed.
<b>Traffic Impact Mitigation:</b> Junction mitigation to be agreed
<b>Cumulative Assessment 5,000 Homes:</b> Agreed

## Background

These comments are based on the Revised Transport Assessment January 2021 and additional information provided by Arcadis as part of an outline application for mixed use development of 4,000 dwellings, 2,530sqm of retail, two primary schools, 5882sqm of B1 and other associated land uses for the new town.

This application is in parallel with an application for 1,000 dwellings for area 3B. Both of these applications complete the allocated development of 10,000 dwellings for Northstowe. This is further to outline consents for phase 1 of 1,500 dwellings, and phase 2 for 3,500 dwellings and the town centre.

Northstowe benefits from its proximity to strategic transport links, including:

- The recently **improved A14**. The improvements provide significantly more capacity, a new interchange at Bar Hill, and an access road Southern Access Road West (SARW) to the town.
- The **Cambridge Guided Busway (CGB)** which passes the town to its east, and will include a branch that will pass through the town itself.
- The **Cambridge to St Ives Greenway**. A segregated cycle route which runs alongside the CGB providing an attractive connection from Northstowe to Cambridge Science Park, Cambridge North Railway Station and surrounding villages. The route will ultimately connect to Trumpington and Addenbrookes, as part of works to be completed in 2022 on the Chisholm Trail.

These comments are structured in the following sections:

1. Summary
  2. Northstowe Town Transport Infrastructure
  3. Summary for First and Second Phase Mitigation Package
- Appendix A S106 Heads of Terms and Conditions

## 1. Summary

**Trip Assumptions:** The technical assessment for this application has outlined the trip generation, rate of internalisation, trip distribution and the associated impacts on the network. Whilst the general scope was agreed before the application was submitted. The trip generation, trip distribution and mitigation locations are **agreed**. The mitigation drawings need to be agreed. CCC has no objection to this application subject to the mitigation designs at each junction being agreed, and the detailed mitigation package detailed in Appendix A.

**Trip Generation and Distribution:** The trip generation and distribution of the new town has been detailed and is agreed. It is considered that the highway infrastructure has sufficient capacity, subject to the mitigation being agreed.

**Highway Works and Associated Design:** It should be noted that all highway works proposed in the TA will need to be agreed with CCC (and Highways England where appropriate). ***Such works will require design and safety audits at this outline stage to ascertain their acceptability and deliverability.***

**Delivery Route:** Note that CCC require any works to the public highway to be undertaken directly by the applicant (as per *CCC TA Requirements, 2019*).

**Walking and Cycling Principles:** The masterplan of phase 3A and 3B integrates with that of phases 1 and 2. It provides the key elements of the identity of Northstowe with greenways that allow cross-town movements. As with phases 1 and 2, the approach to walking and cycling in the movement parameter plan will encourage walking and will enable cycling for all ages and abilities, allowing for high quality segregated cycle routes along the busway, primary streets, secondary streets, through green corridors and quiet residential streets. All of these routes link into routes within phases 1 and 2, and provide linkages with the Cambridge Guided Busway, Oakington, the Airfield Road and Longstanton.

## 2. Northstowe Town Transport Infrastructure

This section summarises the transport infrastructure serving Northstowe and infrastructure that is proposed by the applicant.

### A14 and Local Highway and Phase 3 Highway Infrastructure

CCC expects that all strategic traffic that is assigned to destinations served by the A14 and M11 should be able to use the Bar Hill interchange to gain access to the strategic road network. It is understood that Highways England accounted for the full Northstowe allocation in the design of the Bar Hill Interchange works. **This junction has been modelled with the higher trip rates and is shown to be within capacity subject to mitigation proposed by the applicant being agreed by CCC and Highways England.**

The highway capacity of the local road network is presently operating at, or is already over maximum capacity. This includes the B1050 through Willingham, and within Oakington, Cottenham, Girton and Histon. This limits how much traffic from Northstowe can be expected to be routed through these villages during peak times, but also raises concerns about delays, queues and congestion within these villages should traffic route through them - ***Robust scenario testing has been applied to the trip generation and distribution to examine the impacts with appropriate mitigation of the worst case scenario of traffic routing through local villages within the TA. Mitigation is proposed to address the impact of traffic within surrounding villages.***

The applicant proposes that an access for buses, cyclists and emergency vehicles is provided between the town and Westwick which is appropriate. General traffic is not proposed to use this access as this could potentially encourage more strategic traffic destined for the A10 to route through Cottenham and Landbeach. This is as per the envisaged masterplan for the new town and is agreed.

The Southern Access Road East (SARE) will connect to Dry Drayton Road. This connects to the road network connecting local villages, and not directly to the A14. The SARE would allow traffic with destinations for Cambridge, the A428 (via Dry Drayton village), and local villages to use it, avoiding the Bar Hill interchange and its associated junctions.

CCC would support a layout of the SARE if it did go directly to the A14 Local Access Road, however, this is not proposed by the applicant. For detailed comments on the SARE please refer to Highways Development Management comments. The design and layout of SARE has not been agreed with the applicant, and further work is necessary for the layout to be agreed.

**All details relating to the road layout and engineering of the SARE and the mitigation junctions will need to be agreed with highways colleagues.**

Phase 3A is served by two primary streets which are connected to each other with two secondary streets and a roundabouts to the south of the town. An additional secondary street acts as a loop serving dwellings in the western side of the phase. Phase 3B is served by two primary streets which are connected to each other at the site entrance. The road network conforms to the principals of limiting connectivity across the town for vehicles, and allowing permeability in all directions for walking and cycling.

Monitoring of traffic and all trips within and around Northstowe will need to continue to ensure that the trip generation and distribution of the town is known as it is built out.

### Public Transport Infrastructure

The CGB runs through the centre of Phase 3A with a stop within the neighbourhood centre before continuing into the town centre, Phase 1 and Longstanton Park and Ride. A route is provided through Phase 3B and a neighbouring parcel to connect to Longstanton park and ride.

As with phases 1 and 2, the primary and secondary streets in phase 3A and 3B are to be ***designed to incorporate local and CGB buses, including bus stops/shelters and associated infrastructure. These streets are to be designed to accommodate buses, and pump priming funding is agreed with the applicant to enable buses to serve the town.***

In its draft Local Transport Plan, the Cambridge and Peterborough Combined Authority (CPCA) proposes the 'CAM' mass transit network. Further improvements to the Cambridge Guided Busway and the bus network have the potential to significantly increase the mode share of public transport for journeys to and from Northstowe, thereby reducing the impact of development related highway trips. This is proposed to be monitored as part of the monitoring strategy as set out in the heads of terms and within the Travel Plan.

### Walking and Cycling Infrastructure

There should be ***segregated and safe cycle connections between the surrounding villages and Northstowe. This will ensure that Northstowe is accessible to cyclists and equine users for both essential and leisure journeys. This includes the villages of Dry Drayton, Bar Hill, Boxworth End, Swavesey, Fen Drayton, Willingham, Over, Rampton, Oakington, Histon and Impington and Girton.***

The Cambridge to St Ives Greenway alongside the CGB proposes improved connections to Fen Drayton and Over, and the A14 improvement works has built a network of routes that follow the A14 and provide links to Bar Hill, Boxworth End and Girton.

Other connections are proposed as part of Greater Cambridge Partnership and A14 legacy works to connect to Dry Drayton, Cottenham, and the bridge over the SARW near Longstanton.

The routes via Girton and the CGB are the key cycle routes between Cambridge and Northstowe which is a 30 minute cycle ride from Cambridge Science Park to the south.

Electric bikes and scooters are becoming more popular with technology and legislation evolving. This will facilitate a wider catchment area for cycling to and from Northstowe and other destinations like Addenbrookes Hospital, which will be facilitated by the completion of the Chisholm Trail. Further improvements to the Cambridge cycle network has the potential to significantly increase the mode share of cycling for journeys to and from Northstowe, thereby reducing the impact of development related highway trips. ***The use of cycling to and from Northstowe will need monitoring as the town grows.***

Within Phase 3A and 3B as with phases 1 and 2 there is a grid of cycle routes. These make use of segregated lanes alongside primary and secondary streets, segregated routes along greenways and green spaces, and routes that will connect between house parcels over greenways and other roads. The primary schools and the neighbourhood centre are accessible via any of these route choices.

In phase 3A the reinstatement of the Mill Lane route by the creation of a new greenway will link the villages of Oakington and Longstanton, and the provision of a perimeter bridleway and footways around the edge of the town in the green spaces are proposed. These will enable walking and cycling connections between the town and Oakington and Longstanton, and allow leisure activities within Northstowe, and enable connections to the network of footways and bridleways surrounding Northstowe.

To the south of the town, a bridleway is proposed to connect between the CGB and Longstanton Road, completing the circular bridleway around the town. This is complemented by a network of paths that will serve the green areas around the edge of the town that will link to those within the phase 2 waterpark, as well as the greenways and other routes to the west of phase 2.

Within Phase 3B a perimeter bridleway is required and a condition has been added to ensure that this provision is included between the CGB and the B1050.

The construction access route for phase 3A as with phase 2 is proposed to be via a separate route to the west of phase 3A. This will enable all paths and roads to be completed when built, and for new residents to cycle and walk around the town from first occupation. This is not clear in Phase 3B and a condition is added to ensure that there is a separate construction access route.

### **3. Summary of the Phase 1 and Phase 2 Mitigation Packages**

Table 1 below summarises the mitigation packages secured with phases 1 and 2. This sets the background for the mitigation from phase 3.

**Table 1: Summary of First Phases Mitigation**

	<b>Phase 1</b>	<b>Phase 2</b>
<b>Walking</b>		

	<ul style="list-style-type: none"> <li>■ Perimeter bridleway along the western edge of the town and network of routes around the Eastern Waterpark.</li> </ul>	<ul style="list-style-type: none"> <li>■ Continuation of perimeter bridleway and network of routes around the Eastern Waterpark</li> <li>■ Minor improvements to the byway crossing of the CGB near to Rampton Drift</li> <li>■ Minor improvements to the bridleway between Wilsons Road Longstanton and the Southern Access Road West (SARW).</li> </ul>
<b>Cycling</b>	<ul style="list-style-type: none"> <li>■ Cycle connection to Bar Hill along the B1050 linking phase 1, Longstanton and the Bar Hill interchange with the new footbridge over the A14</li> </ul>	<ul style="list-style-type: none"> <li>■ Improvement of the Northstowe to Grton cycle route between New Road and Girton.</li> <li>■ Cycle route alongside the SARW linking to Bar Hill and the A14 local access road.</li> </ul>
<b>Public Transport</b>	<ul style="list-style-type: none"> <li>■ Financial contribution for frequency uplift of the Citi 5 (or equivalent) connecting to Bar Hill and Cambridge</li> <li>■ Proportionate contribution towards the capital cost of the CGB (£14m from all phases).</li> <li>■ Financial contribution (£100,000) towards the cost of the CGB link between Longstanton Park and Ride and phase 1. <i>Note that CCC will require additional funding.</i></li> </ul>	<ul style="list-style-type: none"> <li>■ Proportionate contribution towards the capital cost of the CGB (£14m from all phases).</li> <li>■ Construct part of the CGB spur through the town linking to phase 1 and the CGB at Oakington.</li> </ul>
<b>Highway Infrastructure</b>		<ul style="list-style-type: none"> <li>■ Minor improvements to the capacity of the Willingham signals, and to road safety on Ramper Road (between Longstanton and Swavesey), and to Rampton Road (between Willingham and Rampton).</li> </ul>
<b>Monitoring</b>		<ul style="list-style-type: none"> <li>■ Monitor traffic flows on the SARW and within the town where the primary street shares the alignment of the bus spur road. This is a temporary measure until such a time as the primary streets within phase 3 are constructed, or when traffic levels exceed a threshold.</li> </ul>

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|  | <ul style="list-style-type: none"><li>■ Network of traffic monitoring sites in the villages surrounding Northstowe. The principle of funding was secured (amounts are being discussed) for offsite mitigation should traffic from phases 1 and 2 result in severe impacts on surrounding villages.</li></ul> |
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## 4 Full Scheme Mitigation Package

As phase 3 will complete the town, then the mitigation will need to complete all of the infrastructure required to enable travel to and from the town via a choice of transport modes. The below is a summary of the mitigation package as detailed in Appendix A.

### Summary of Mitigation Package

#### Walking Routes

Headline: The package of measures improves the connectivity for movement and leisure between Northstowe and the surrounding area.

There is a requirement to improve walking connections between the site, Longstanton, Oakington and other surrounding villages, both for movement and leisure access. Between Northstowe and surrounding villages, there are opportunities to improve the Public Right of Way Network and linkages to create more circular routes around Northstowe.

Conditions are required to ensure that there is a perimeter bridleway around Phases 3A and 3B. Contributions are sought to improve the public rights of way network to enable wider connections and circular routes to Oakington, Willingham and Swavesey and enable improved access for leisure in the surrounding area.

#### Cycling Facilities

Headline: There is a requirement to improve cycling connections between Northstowe and Cambridge, and surrounding villages.

Northstowe phase 2 contributed towards works to improve the cycle route between Oakington and Girton, and a further contribution is sought to enable this route to be completed. The Greater Cambridge Partnership St Ives Greenway allows for improvements to the connections between Northstowe, Cambridge and the surrounding villages of Fen Drayton, Over, Willingham, Rampton and Cottenham. Some of these works have been completed as quick wins like the connection to Rampton, and others are to be completed. A substantial contribution is sought to these improvements.

Conditions are required to ensure that each development parcel provides links to the key walking and cycling routes to be provided within the town.

#### Local Public Transport Services

Headline: Movement routes are enabled, along with funding for local buses to access Northstowe early in the development. Contributions are sought to the capital cost of the CGB and the bus link road to Longstanton park and ride.

Phase 3A allows for buses to enter the town via a new bus and emergency vehicle access point near Westwick. Phase 3B allows for buses to route via a connection to the adjacent

plot of land to enable connections to Longstanton Park and Ride. Phase 3A has the continuation of the bus only route through Northstowe for buses using the Cambridge Guided Busway. This runs from the town centre in Phase 2 to the Local centre in phase 3A and joins the CGB to the north of Oakington.

The primary and secondary streets are designed to allow buses to use them, with the broad location of bus stops suggested by the applicant that enables most dwellings to be within 400m of a bus stop. Whilst it is acknowledged that the routes of local buses will be determined in the future, there will be a requirement to enable local buses to enter phase 3A and 3B. This is likely to require pump priming of any new or extended bus services. A contribution is sought for this, which will be broadly worded to take into account the need for flexibility and to determine the nature of bus services in the future. A contribution is sought for bus stop shelter maintenance should the bus shelters be handed to Northstowe Town Council. This would encourage the use of buses from Northstowe.

Phase 3A and 3B also complete the allocated contribution of £14M plus indexation from Northstowe towards the capital cost of the Cambridge Guided Busway with payments back dated to 2015.

These phases are also making a contribution towards the funding of the bus link road to be constructed between Longstanton Park and Ride and Northstowe phase 1. This is on CCC owned land, and will allow for the completion of the bus only road through Northstowe.

#### Local Roads

Headline: There is a requirement to monitor traffic in the surrounding area, to limit the impact of traffic in surrounding villages, and to ensure any works to increase capacity on the road network are undertaken by the applicant when required.

As with phases 1 and 2 most traffic to and from Northstowe is expected to use the Bar Hill interchange and the A14, with remaining traffic requiring routes on the local road network, either via the SARE, and onto Dry Drayton for the west, or the A1307, for Cambridge, and the old A14 or A1307 and B1050 to the north.

Provisions are made for the ongoing monitoring of the movement of traffic on the road network surrounding Northstowe. This is to detect and understand any impacts on surrounding villages. A substantial contribution is also made for traffic calming in surrounding villages, to reduce the opportunity for traffic to seek alternative routes through local villages ('rat running') particularly during peak times. This is particularly for the villages of Willingham, Swavesey, Oakington, Girton and Dry Drayton, although funding also allows for measures to be installed in Longstanton, Over, Rampton, Cottenham, Fen Drayton, and Histon and Impington. This will encourage traffic onto the A14 and the A1307 and away from the villages.

The applicant proposes the construction of the SARE which links Northstowe to Dry Drayton Road near Oakington. This road is proposed to be constructed after works to increase capacity at Bar Hill have been undertaken, and when the capacity of Bar Hill is fully used. The SARE does not offer an alternative for strategic traffic from Bar Hill, which will continue to use the junction. However, it does allow for Cambridge bound and other local traffic to use a route that avoids Bar Hill. With the additional traffic calming in Oakington and Girton detailed above, traffic will be encouraged to route via the A1307 linking to Huntingdon Road.

The applicant will make several minor improvements to junctions when traffic levels trigger the need for improvements. This particularly includes works to junctions at the Bar Hill interchange, within Swavesey, and where the A1307 crosses Oakington Road and Dry Drayton Road. These improvements and the SARE will cater for the expected traffic levels from the whole of Northstowe, although it is hoped that the CGB and the St Ives Greenway, and the increased use of electric bikes will ensure that car use is on the lower side of the possible range.

The Full transport heads of terms as agreed with Homes England are detailed below in Appendix A.

## Appendix A – S106 Heads of Terms and Conditions

No	Scheme	Delivery Mechanism	Trigger	Details	Benefits	Cost
1	Traffic Monitoring equipment, purchase, installation and maintenance until 2038	S106 Contribution	Triggers payment of £50,000 from phase 3B prior to 2028 and payment of £100,000 from phase 3A prior to 2034.	To monitor traffic around the Northstowe on the surrounding road network. Phase 1 funding goes to 2023 and Phase 2 funding goes to 2030. To seek funding between 2030 and 2038.	To be able to monitor traffic levels up to completion of Northstowe in the surrounding area.	£150,000
2	Oakington to Girton Cycle Route	S106 Contribution	Prior to first occupation	To enable the construction of a wider shared footway and cycleway on Cambridge Road between its junction with New Road and Oakington village.	Phase 1 between Girton and New Road has been funded by Phase 2. To provide a continuous link between Oakington village and Girton village.	£200,000
3	Cambridge Greater Partnership St Ives to Cambridge Greenway	S106 Contribution	In Phase 3A 50% payment prior to occupation of 1,000 dwellings, and the remaining 50% prior to occupation of 2,000 dwellings Payment prior to occupation of 500	Many schemes are being progressed as part of the St Ives Greenway that provides connections between surrounding villages and Northstowe.	To enable improved connections between Northstowe and surrounding villages.	£1.78M

			dwellings in Phase 3B.			
4	Improvements to Public Rights of Ways (PRoWs)	S106 Contribution	Prior to first occupation	Works to create new PROWs where needed to create a network of circular walks of varying distances accessible from Northstowe. Covers creation orders, land purchase, surface improvements to existing routes, and provision of any other associated infrastructure like bridges, gates, signage and maps.	Continue to enhance the PROW network around Northstowe, building on the previous investment in the area. Details to be determined through the technical work, but are likely to focus on routes within Oakington and Swavesey, Parish where there is potential to create some PROWs that provides circular routes near to Northstowe.	£260,000
5	Cambridge Guided busway	S106 Contribution	Payments every 900 dwellings in Phase 3A, across four payments: 900 dwellings; 1,800 dwellings; 2,700 dwellings and 3,600 dwellings. Payments every	Northstowe has been allocated an overall contribution of £14M (plus indexation) from July 2015 at the PWLB rate. £7M has been contributed from Phases 1 and 2.	Towards the capital cost of the CGB.	S106 contribution of: £7,873,438 for Northstowe Phase 3A £1,968,359 for Northstowe Phase 3B.

			500 dwellings in Phase 3B.			
6	Local Bus Service Pump Priming	S106 Contribution	Triggers; 25% prior to occupation of first dwelling in phase followed by annual payments of 25% for three more years unless agreed otherwise.	S106 contribution funding to support local bus service provision for phases 3A and 3B will be required. Pump priming until services are self-funding.	To ensure that local bus services can serve Phase 3. Route and scenario planning will need to be undertaken.	£800,000
9	On Site Bus Stops	S106 Contribution	Should bus shelters be transferred to Northstowe Town Council in the future.	Provision of and maintenance cost for up to 16 bus stop shelters (8 pairs) within the Development in location to be approved as part of relevant Reserved Matters. Assumption that this is to be done by a future Town Council.	Encourages more public transport use	£20,000 per pair. £160,000
7	Junction improvement schemes	S106	To be determined for each location	Junction improvement works to: Phase 3B access / B1050; B1050 / Stirling Way; Dry Drayton Road / A1307;	To ensure any impacts on the surrounding road network relating to Northstowe phase 3 are mitigated.	Direct delivery

				Buckingway Road / Ramper Road Cambridge Road / New Road; A1307 / Bar Hill Access Loop Bar Hill Interchange		
8	Village Traffic Calming Schemes	S106 Contribution	Payment prior to occupation of 500 dwellings in each phase.	Core villages of Willingham, Swavesey, Oakington, Girton and Dry Drayton. The remaining villages of Longstanton, Over, Rampton, Cottenham, Fen Drayton, and Histon and Impington would be eligible for funding for traffic calming	Traffic calming in surrounding villages to Northstowe. Locations and schemes to be determined with Parish Councils by CCC.	£900,000 Total. Core Village Traffic Scheme Design cost cap of £500,000 + £500,000 for core village schemes and £350,000 for the remaining 7 villages
	Transport Enhancement Fund	S106 Contribution	50% of contribution prior to occupation of 100 dwellings, and remainder prior to occupation of 1,000 dwellings in Phase 3B.	This funding is to address any issues that arise post application that have not been dealt with within the application itself. This pot could also include	To deal with emerging issues, identified through the local monitoring (of Non- Motorised User connectivity, Travel Planning, traffic, modal usage,	£200,000

				Travel Planning measures that are over and above the standard bus or cycle discounts that would be within the Travel Plan, and towards other measures that achieve a greater modal shift to public transport or cycling.	routing, parking etc).	
	Bus Link Road construction, camera enforcement	S106 Contribution	50% of contribution prior to occupation of 100 dwellings, and remainder prior to occupation of 1,000 dwellings in Phase 3B.	This funding is to address a funding shortfall needed to complete this link and provision of camera enforcement along bus only road within Northstowe	Scheme is located between Longstanton Park and Ride and Phase 1. Is awaiting construction.	£200,000
	Electric Bike Hire and other sustainable vehicle hire	S106 Contribution	Phasing in line with delivering of Local Centre.	To enable a hire scheme to operate in Northstowe	To encourage uptake of cycling and other transport initiatives.	£50,000
	SARE to Oakington Cycle Route	Condition	Construction of SARE	2.5m wide shared footway / cycleway on north side of Dry Drayton Road between the SARE and the existing footway.	To provide a continuous link between Oakington village and the SARE.	Developer Cost

	Provision of a perimeter bridleway around Phases 3A and 3B	Condition	As each phase is developed	To ensure that there is a continuation of the perimeter bridleway around Northstowe that includes both phases 3A and 3B	The provision of a formal leisure route that is a circuit of the whole town. This route will also provide connections to other leisure routes around the town.	Developer Cost
	That each parcel connects to the surrounding walking and cycle routes.	Condition	As each parcel is developed	To ensure connectivity within Northstowe to key walking and cycling routes	The provision of linkages within parcels to key routes	Developer cost
	Travel Plan	Condition	Prior to occupation	To ensure that Phase 3 residents have access to a thorough Travel Plan	To reduce the car journeys to and from Northstowe	Developer cost
	SARE and junction mitigation	Condition	Prior to construction	Not to construct the SARE or any of the junction mitigation schemes unless the designs have been fully agreed by CCC. Works to be constructed by the applicant as part of a S278 agreement.	To ensure that all of the highway works are fully approved by CCC	Developer cost
	That there is a separate construction access route	Condition	Prior to construction	That there is a separate construction access route to	To ensure that all roads and pathways can be fully constructed	Developer cost

				roads within the development.	including cyclepaths. To ensure that residents are able to use the cycle network from occupation	
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