

CIL Compliance Statement

South Cambridgeshire District Council

Appeal by: Brookgate Land Ltd on behalf of the Chesterton Partnership

Planning Inspectorate Reference: APP/W0530/W/23/3315611

Local Planning Authority Reference: 22/02771/OUT

May 2023

Introduction

1. This statement has been prepared by South Cambridgeshire District Council in response to the Inspector's request for a CIL Compliance Statement and outlines how each of the proposed obligations in the First to Ninth Schedules of the Section 106 Agreement would comply with the tests set down in Section 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) ("the Regulations").
2. Regulation 122(2) of the regulations states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
 - a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
3. These tests are also stated in paragraph 57 of the National Planning Policy Framework (NPPF).

Policies

4. The following policies from the South Cambridgeshire Local Plan (2018) are referred to in support of the case that the proposed planning obligations meet the Regulation 122 tests:

H/9: Housing Mix

H/10: Affordable Housing

SC/4: Meeting Community Needs

SC/6: Indoor Community Facilities

SC/7: Outdoor Play Space, Informal Open Space and New Developments

NH/4: Biodiversity

HQ/2: Public Art and New Development

TI/2: Planning for Sustainable Travel

SS/4: Cambridge Northern Fringe East and Cambridge North railway station

The proposed planning obligations

Schedule 1: Affordable Housing

5. On-site provision of 40% of the for sale element of the residential development to be affordable housing. Tenure mix anticipated to be 70% rented and 30% intermediate. There will be a mix of unit sizes.
6. The market and affordable housing will be delivered within the same block and therefore the affordable housing will be ready for occupation at the same time as the market housing.

Schedule 2: Build to Rent

7. On-site provision of 20% of the Build to Rent element as Affordable Private Rent at 20% market discount on rent. To be managed by the Private Build to Rent operator. There will be a mix of unit sizes.
8. The Build to Rent units will be delivered in two blocks. Each block will contain 20% Affordable Private Rent. The Affordable Private Rent within each block will be ready for occupation at the same time as the rest of the market build to rent within that block.
9. Also included is the control on the use of build to rent to ensure it operates as intended. Controls are to be in place before occupation of the Built to Rent Units.

Schedule 3: District Council Contributions and Community Uses

10. Temporary on-site meanwhile use provision during the construction phases to cover public open space growing areas and allotments. To agree a scheme for meanwhile uses for each of the Red, Green and Yellow Phases (to the extent justified for that phase). Implement the approved scheme during the construction.
11. An obligation to provide a room for community use, provision as part of the Development with a minimum area of 55m². The room is anticipated to be provided within the market & affordable housing block within the Green Phase (Block S13-16).
12. Contribution to off-site sport provision in line with Sports England and Local Plan requirements in the sum of £299,762 consisting of:
 - a) Sports Hall – £149,485
 - b) Swimming Pool - £150,277
13. A contribution in the sum of £298,003 to enhance off-site primary healthcare provision at Nuffield Road Medical Centre or, where proposed by the Developer and agreed by the LPA, an obligation to market a site for primary healthcare provision at a market value for such uses.
14. A per dwelling contribution of £160/flat towards household waste receptacles.
15. A s106 monitoring contribution of £25,000 towards the Direct Council's costs of monitoring compliance of the agreement.

Schedule 4: Open Space and Biodiversity Net Gain

16. On-site provision of informal open space, ecological areas and BNG and public realm and the management and maintenance of such.
17. On-site provision of children's play space and the management and maintenance of such.

18. On-site provision of allotments and the management and maintenance of such. In relation to the allotments within the Northern sector of the site, the agreement to contain the flexibility to relocate the allotments where the Council is satisfied with the alternative provision.

Schedule 5: Public Art

19. Agreement of a site wide public art delivery plan and then phase specific public art delivery plans for the phases that are to include public art provision. Delivery and management of public art in accordance with the phase specific public art delivery plan.

Schedule 6: Guided Busway Route Adoption

20. An obligation for the owner to offer to enter into an Adoption Agreement with the County Council as highway authority, to secure the dedication and adoption of the busway route (at no expense to the owner) to ensure so far as possible the busway route currently used by guided buses continues to access Cambridge North station across the Site.

Schedule 7: County Council Contributions

21. A contribution of £37,642 to off-site library provision.
22. A contribution of £13,698 towards additional capacity at Milton Household Recycling Centre.
23. A monitoring contribution of £150 towards the cost of the County Council monitoring compliance with the obligations.

Schedule 8: Education

24. Early Years – contribution to off-site facility at a cost of £17,441 per place totalling £261,615 or where proposed by the Developer and agreed by the LPA, an obligation to market a site for nursery use at market value.
25. Secondary School – Financial Contribution of £24,013 for new school places at an extension to an existing school at North Cambridge Academy totalling £118,864.35.
26. SEND – Financial Contribution of £95,932 towards the Martin Bacon Academy, area special school at Northstowe.

Schedule 9: Highways

27. An obligation to monitor vehicles accessing car parking areas within the development associated with the commercial land uses.
28. A contribution of up to £1.62m is to be made available to fund improvements to identified strategic transport infrastructure to remedy breaches of the trip budget in line with the monitor and manage scheme.
29. On site car club provision.
30. Bike/scooter provision and provision of parking space to the extent necessary.
31. Obligation to deliver on-site cycle routes: Milton Avenue (west side); Station Row; and connection between Milton Avenue and Chesterton Way.
32. Obligation to deliver on-site crossing provision on Milton Avenue.

33. On-site delivery of environmental enhancements to Chesterton Way as the Busway enters the site: widening and segregation of the cycle/footway and interventions to slow vehicle speeds on the approach to the station.
34. Contribution of £100,000 for off-site works to the Busway towards removal of the vehicle trap and installation of ANPR equipment.
35. Contribution of £100,000 for off-site works to Cowley Road improvement works to enhance route to and from the station being safety, lighting and amenity improvements.
36. Undertake an initial parking survey for baseline on Long Reach Road, Fairbairn Road, Bourne Road, Cheney Way and Moss Bank prior to commencement of the development. Pay a contribution of up to £75,000 to assist the County Council with implementing appropriate interventions, if required
37. Obligation to deliver an on-site wayfinding scheme.
38. Obligation to deliver on site provision of public transport information with the cost of delivery capped at £35,000.
39. Obligation to deliver the Mobility Hub and then provide a Car Park Management Plan to outline the management arrangements for the car parking provision within the Mobility Hub.
40. Obligation to implement travel plans: 1 travel plan for the residential development; and separate travel plans for each commercial building (not including the mobility hub).

Assessment of Compliance

41. The first CIL test is that all obligations must be “Necessary to make the development acceptable in planning terms”, i.e. this test requires all obligations to be articulated through the local, regional or national planning policies - in this case the adopted Cambridge Local Plan 2018. For each obligation the relevant policies are stated.

42. The second CIL tests is that the obligation must be “Directly related to the development”, i.e. there should be a functional or geographical link between the development and the item being provided as part of the developer's contribution. Under each section, it is explained how the necessary infrastructure relates to the development.
43. The third CIL test requires that the value of the contribution must be “Fairly and reasonably related in scale and kind to the development”, i.e. developers may reasonably be expected to pay for or contribute to the cost of all, or that part of, additional infrastructure provision which would not have been necessary but for their development. Under each section it is explained how the level of contribution has been arrived at and how it does not seek to secure any betterment over and above that which is appropriate and reasonable.
44. Table 1.0 below explains how the above planning obligations comply with the three CIL regulations tests.

Table 1: CIL Compliance Assessment

Obligation description	Test 1 – necessary	Test 2 – directly related to the proposed development	Test 3 – fairly and reasonably related in terms of scale and kind
Housing			
On-site provision of 40% of the for sale element of the residential development to be affordable housing. Tenure mix to be 70% rented and 30%	On-site affordable housing provision is necessary to meet the needs of the new population generated by the development. The provision of affordable housing is required for the proposal to comply with Policy H/10 of the Local Plan which requires a minimum of 40% affordable homes on	The provision of on-site affordable housing as a proportion of the housing development means the obligation is directly related to the proposed development.	The level of affordable housing accords with the requirements of policy H/10. The provision of affordable housing is therefore considered fair and reasonable as the proportion advocated under the development policy.

<p>intermediate. There will be a mix of unit sizes.</p>	<p>sites of 11 dwellings or more be provided on site. Policy H/9 requires developments of 10 or more homes to provide a wide choice, type and mix of housing to be provided to meet the needs of different groups in the community.</p>		
<p>On-site provision of 20% of the Build to Rent element as Affordable Private Rent at 20% market discount on rent. To be managed by the Private Build to Rent operator. There will be a mix of unit sizes.</p>	<p>On-site affordable housing provision is necessary to meet the needs of the new population generated by the development. The provision of affordable private rented units is required for the proposal to comply with the provisions of the Greater Cambridge Housing Strategy and National Guidance (NPPG Paragraph: 005 Reference ID: 60-005-20180913) which require 20% of the BTR units to be affordable and that a minimum rent discount of 20% is required. The National Planning Policy Framework states that affordable housing on build to rent schemes should be provided by default in the form of affordable private rent.</p>	<p>The provision of on-site affordable private rented accommodation as a proportion of the housing development means the obligation is directly related to the proposed development.</p>	<p>The level of affordable housing accords with the requirements of the Greater Cambridge Housing Strategy and National Guidance. The provision of affordable housing is therefore considered fair and reasonable as the proportion advocated under the development policy.</p>
<p>Build to Rent controls: Control on use of build to rent to ensure it operates as</p>	<p>The controls are provided for in the Greater Cambridge Housing Strategy and Planning Practice Guidance</p>	<p>The ongoing provision of Build to Rent units on the site is directly related to the proposed development. The affordable private rented homes</p>	<p>The controls accord with the requirements of the Greater Cambridge Housing Strategy and National Guidance and are therefore</p>

intended. Controls to be in place before occupation of the Built to Rent Units.	(NPPG Paragraph: 006 and 008 Reference ID: 60-008-20180913).	within the scheme are secured as a long-term benefit in perpetuity. If circumstances change, all or part of a build to rent scheme (including the affordable private rented units) is capable of being converted into market housing for sale. It is therefore appropriate to include controls to ensure the ongoing provision of the Build to Rent units, including the affordable units.	considered to fair and reasonable in scale and kind.
Community			
Meanwhile uses: Temporary on-site provision during construction phases. To cover public open space, growing areas and allotments	Policy SC/4 of the local plan requires all housing developments will include or contribute to the provision of the services and facilities necessary to meet the needs of the development. Uses to provide public realm, external informal meeting areas, growing spaces to meet the needs of the new community in accordance with policy SC/4.	The provision of on-site meanwhile uses is directly related to the proposed development and will directly benefit the future residents and other users of the development proposed.	The provision of on-site meanwhile uses is in accordance with Policy SC/4 is considered fair and reasonable.
Community use provision: Obligation to deliver on site. Provision as part of the Development with a minimum area of 55m2. The room is	Policy SC/6 requires development of sufficient scale to generate the need for new on-site facilities will be required to do so. The on-site provision of indoor community meeting space is necessary to meet	The provision of on-site community facilities is directly related to the proposed development and will directly benefit the future residents of the development proposed.	The provision of an on-site community facility in accordance with Policy SC/6 is considered fair and reasonable.

<p>anticipated to be provided within the market & affordable housing block within the Green Phase (Block S13-16)</p>	<p>the needs of the new population generated by the development.</p>		
<p>Library contribution: Contribution of £37,642 to off-site provision.</p>	<p>Policy SC/4 of the local plan requires all housing developments will include or contribute to the provision of the services and facilities necessary to meet the needs of the development. Library facilities necessary to meet the needs of the new population generated by the development are included in policy SC/4 (4). The scale of contribution has been determined with reference to County Council guidance (Paragraph 5.11, Table 5.2 and Appendix D of the Cambridgeshire County Council Planning Obligations Strategy 2016).</p> <p>The contribution would be towards an enhanced static fitout of Arbury Court library (within a 20 minute walk of the site).</p>	<p>The provision of library facilities is directly related to the proposed development and will directly benefit the future residents of the development proposed.</p>	<p>The contribution towards for off-site facilities is in accordance with Policy SC/4 level of contribution is considered fair and reasonable.</p>
<p>Sports and Recreation</p>			

<p>Off-site sports provision</p> <p>Contribution to off-site sport provision in line with Sports England and Local Plan requirements in the sum of £299,762 consisting of:</p> <p>a) Sports Hall – £149,485 b) Swimming Pool - £150,277</p> <p>Policy SC/4 (4)</p>	<p>Outdoor sports facilities are necessary to meet the needs of the new population generated by the development. Off-site provision to include sports facilities is included in policy SC4 part 4e.</p> <p>The Cambridge and South Cambridgeshire Indoor Sports Facility Strategy 2016 includes a qualitative and quantitative assessment of indoor sports provision in both Local Authorities.</p> <p>Based on both current and future demand (increased population and participation), despite the apparent over-supply of badminton courts identified, there is insufficient sports hall provision across Cambridge and South Cambridgeshire District. Ageing facilities will require replacement /investment in the medium to long term, so planning for this needs to be considered now. The North Cambridge Academy's 3 court sports hall (20-25 minute walk from the site) provides an option to increase availability of courts at a</p>	<p>The provision of sports facilities is directly related to the proposed development and will directly benefit the future residents of the development proposed.</p>	<p>The financial contribution of £149,485 towards sports halls and £150,277 towards swimming pool provision is calculated in accordance with Sport England Sports facility Calculator and is therefore considered fair and reasonable.</p>
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	<p>centre with existing community access.</p> <p>Appendix 1: Swimming Pool Strategy 2018 provides a strategic assessment of the current level of provision for Pools in Cambridge using Sport England's Facilities Planning Model. There are a total of 10 pools on seven sites across Cambridge, of which 7 pools are used in the facility modelling based on current Sport England guidance. Specific projects are listed in the Investment Plan at the end and are all within a 15min car/cycling journey but the closest to the site are Abbey Pool and Kings Hedges Learner Pool.</p>		
<p>Informal open space and public realm On site provision. Obligation to manage and maintain by a management company in accordance with an approved management and maintenance plan.</p>	<p>Provision of on site open space is necessary to meet the needs of the new population generated by the development. The amount provided is in accordance with policy SC/7. The ongoing management and maintenance of this space is required to ensure its ongoing provision.</p>	<p>The ongoing management and maintenance of on-site open space and public realm is directly related to the proposed development and will directly benefit the future residents of the development proposed.</p>	<p>Having made provision for informal open space in the proposed development, in accordance with policy SC/7, it is considered fair and reasonable that these assets are maintained to continue to meet the needs of the development.</p>

<p>Play space provision: On-site provision. Obligation to manage and maintain by a management company in accordance with an approved management and maintenance plan.</p>	<p>Formal play facilities are necessary to meet the needs of the new population generated by the development. The amount provided is in accordance with policy SC/7. The ongoing management and maintenance of this space is required to ensure its ongoing provision.</p>	<p>The ongoing management and maintenance of on-site play space is directly related to the proposed development and will directly benefit the future residents of the development proposed.</p>	<p>Having made provision for formal play space in the proposed development, in accordance with policy SC/7, it is considered fair and reasonable that these assets are maintained to continue to meet the needs of the development.</p>
<p>Allotments: On-site provision. Obligation to manage and maintain by a management company in accordance with an approved management scheme. In relation to the allotments within the Northern sector of the site, the agreement to contain the flexibility to relocate the allotments where the Council is satisfied</p>	<p>Allotments and growing spaces are necessary to meet the needs of the new population generated by the development. The provision of allotments is in accordance with policy SC/7 (1, a, iii).</p>	<p>The ongoing management and maintenance of the allotments is directly related to the proposed development and will directly benefit the future residents of the development proposed.</p>	<p>Having made provision for allotments in the proposed development, in accordance with policy SC/7, it is considered fair and reasonable that these assets are maintained to continue to meet the needs of the development.</p>

with the alternative provision.			
Health			
<p>Primary healthcare provision:</p> <p>A Contribution in the sum of £298,003 to enhance off-site primary healthcare provision at Nuffield Road Medical Centre or where proposed by the Developer and agreed by the LPA, an obligation to market a site for primary healthcare provision at a market value for such uses.</p>	<p>Provision of primary health facilities to meet the needs of the new population generated by the development is provided for in Policy SC/4 (4a). The scale of the contribution was determined with reference to NHS England advice.</p>	<p>The provision of health care facilities is directly related to the proposed development and will directly benefit the future residents of the development proposed.</p>	<p>The contribution towards health care facilities is in accordance with Policy SC/4 and the amount has been calculated by the NHS. It is considered the level of contribution is fair and reasonable to provide for the needs of the residents of the proposed development.</p>
Biodiversity			
<p>Biodiversity net gain - delivery and management:</p>	<p>Policy NH/4 requires new development must aim to maintain, enhance, restore or add to</p>	<p>Ensuring biodiversity net gain on the site is directly related to the proposed</p>	<p>Securing the delivery, management and maintenance of biodiversity net</p>

<p>On-site provision of biodiversity net gain requirement under the application.</p>	<p>biodiversity. Biodiversity net gain is provided on site and it is essential that delivery, management and maintenance is secured.</p>	<p>development and in accordance with policy NH/4.</p>	<p>gain is considered to be fair and reasonable.</p>
<p>Public art</p>			
<p>Public Art:</p> <p>A public art strategy has been submitted with the application.</p> <p>Agreement of a site wide public art delivery plan and then phase specific public art delivery plans for the phases that are to include public art provision. Delivery and management of public art in accordance with the phase specific public art delivery plan.</p> <p>To agree the site wide public art delivery plan before</p>	<p>Local Plan policy HQ/2 seeks to secure public art as an integral part of development in residential developments comprising 10 or more dwellings and other developments where the floor area is 1,000sqm or more. Where public art is provided, policy HQ/2 Part 4 requires the provision of maintenance sums for up to 10 years.</p>	<p>The provision of public art is directly related to the proposed development, is in accordance with policy HQ/2 and will benefit the future occupants and users of the development proposed.</p>	<p>Securing the delivery and management of public art in accordance with the site wide delivery plan is considered to be fair and reasonable.</p>

commencement of construction of above ground development of any building.			
Waste Management			
Household Waste Receptacles: Per dwelling contribution in accordance with LPA formula Per dwelling contribution of £160/flat.	A contribution towards household waste receptacles has been identified as necessary to meet the needs of the new population generated through the development, in accordance with policy SC/4 (4, i) which provides for waste and recycling.	The provision of household waste receptacles is directly related to the proposed development and will directly benefit the future residents of the development proposed.	The financial contribution towards the provision of household waste receptacles and is in accordance with policy SC/4 and is therefore considered fair and reasonable.
Household Recycling Centre contribution A contribution of £13,698 towards additional capacity at Milton Household Recycling Centre requested by the County Council	A contribution towards a household recycling centre to provide additional capacity at Milton Household Recycling Centre (approximately 1.8 miles by road from the site) is in accordance with policy SC/4 (4,i) which provides for waste and recycling.	The provision of a contribution towards increasing capacity at the Milton Household Recycling Centre is directly related to the proposed development and will directly benefit the future residents of the development proposed.	The financial contribution towards increasing capacity at the Milton Household Recycling Centre and is in accordance with policy SC/4 and is therefore considered fair and reasonable.

Highways, transport and traffic mitigation			
<p>Monitor and Manage Obligation:</p> <p>Obligation to monitor vehicles accessing car parking areas within the development associated with the commercial land uses and compare against a trip budget in accordance with the monitor and manage scheme set out in the PJA monitor and manage technical note dated 18 May 2023.</p> <p>Obligation to monitor traffic flows at Milton Interchange in accordance with the monitor and manage scheme set out in the PJA monitor and manage technical</p>	<p>Policy TI/2 of the Local Plan requires developers to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts (such as noise and pollution) and impact on amenity and health. Developers are required to make adequate provision to mitigate the likely impacts through provision of a Transport Assessment.</p> <p>Policy SS/4 -4e seeks to ensure that the development would not compromise opportunities for the redevelopment of the wider area.</p> <p>It is necessary to monitor the vehicle trips generated by the development to ensure that they remain within the trip budget.</p>	<p>The development will attract vehicle trips in the peak hours and the monitoring obligation seeks to establish whether the vehicle trips generated by the development are within the trip budget agreed within the Transport Assessment and assess the impact of traffic generated by the scheme on the Milton Interchange.</p>	<p>This relates to the vehicle trip generation of this development and therefore is related in scale to the development.</p>

<p>note dated 18 May 2023.</p> <p>Obligation to establish and work as a member of a transport review group for the Site.</p>			
<p>Strategic Transport Contribution:</p> <p>A sum of up to £1.62m is to be made available to fund improvements to identified strategic transport infrastructure to remedy breaches of the trip budget in line with the monitor and manage scheme. If the need for remedial action is triggered pursuant to the monitor and manage scheme, the remedial action (and related contribution value) up to the total cap of £1.62m will be</p>	<p>Policy TI/2 of the Local Plan states that developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal including environmental impacts (such as noise and pollution) and impact on amenity and health.</p> <p>Policy SS/4 (4e) seeks to ensure that the development would not compromise opportunities for the redevelopment of the wider area.</p> <p>This will be achieved through direct improvements and Section 106 contributions, to address transport infrastructure in the wider area including across the district boundary.</p>	<p>The mitigation included in the obligation is related to the trips generated by the development in the event that the trip budget agreed in the Transport Assessment is exceeded.</p>	<p>This relates to the vehicle trip generation, which requires the reduction in the need to travel by car, and therefore is related in scale to the development to ensure potential impacts are mitigated in accordance with policy TI/2.</p>

<p>determined by the transport review group (TRG), or failing agreement by the TRG, determined by an expert.</p> <p>To pay the contribution agreed by the TRG or determined by an expert within 30 Working Days of written notice from the County Council of the agreed or determined outcome.</p>			
<p>Car Club Provision: Obligation to deliver on-site (</p> <p>Enter into an agreement with a car club provider to provide and maintain relevant car for a period of 3 years (for each car) on site. A</p>	<p>Policy TI/2 seeks to promote sustainable forms of travel appropriate to its location and to secure appropriate improvements to public transport.</p> <p>It is necessary to provide car club vehicles for the residents and employees. This will help reduce the need to own a vehicle and or use one for work related trips, thereby</p>	<p>The location of this development results in the need to make provision of a mobility hub for this development. The provision of car club provision is directly related to reducing the number of vehicle trips associated with the development.</p>	<p>This provision relates to the trip generation, which requires the reduction of need to travel by car, in accordance with policy TI/2 and is therefore in proportion to the scale of the development.</p>

<p>space in the development is to be reserved for each car.</p>	<p>reducing the number of vehicle trips overall.</p>		
<p>Bike/Scooter Provision: Obligation to deliver on-site.</p> <p>Obligation to submit a Bike/Scooter Scheme for approval and deliver the scheme in accordance with an agreed programme. Provision of parking space to the extent necessary</p>	<p>Policy TI/2 requires developments to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location. It is necessary to provide bike and scooter provision for the development and to facilitate movement to the wider area to reduce the need to travel by car.</p>	<p>The location of this development results in the need to make provision of a mobility hub for this development. The provision of bike/scooter provision is directly related to reducing the need to travel by car.</p>	<p>This provision relates to the trip generation, which requires the reduction of need to travel by car, in accordance with policy TI/2 and is therefore in proportion to the scale of the development.</p>
<p>On-site Cycle Routes – Milton Avenue (west side). Obligation to deliver.</p>	<p>Policy TI/2 requires developments to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location. The policy also requires the provision of safe, direct routes to facilitate and encourage short trips by walking and cycling, and which connect to new cycle or walking routes.</p> <p>Policy SS/4 (4c) seeks that developments ensure that appropriate</p>	<p>The location of this development results in the need to make provision of high quality cycle routes to facilitate movement to the wider NEC area and beyond to reduce the need to travel by car.</p>	<p>This obligation is required to meet the provisions of policy SS/4 and TI/2. This provision relates to the layout of the development, and is therefore in proportion to the scale of the development.</p>

	<p>access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner.</p> <p>It is necessary to provide high quality cycle routes within this development and to facilitate movement to the wider NEC area, thereby reducing the need to travel by car.</p>		
<p>On-site Cycle Routes – Station Row Obligation to deliver.</p>	<p>Policy TI/2 requires developments to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location. The policy also requires the provision of safe, direct routes to facilitate and encourage short trips by walking and cycling, and which connect to new cycle or walking routes.</p> <p>Policy SS/4 (4c) seeks that developments ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner.</p> <p>It is necessary to provide high quality cycle routes within this development and to facilitate movement to the</p>	<p>The location of this development results in the need to make provision of high quality cycle routes to facilitate movement to the wider NEC area and beyond to reduce the need to travel by car.</p>	<p>This obligation is required to meet the provisions of policy SS/4 and TI/2. This provision relates to the layout of the development, and is therefore in proportion to the scale of the development.</p>

	wider NEC area, thereby reducing the need to travel by car.		
On-site Cycle Routes – Connection between Milton Avenue and Chesterton Way Obligation to deliver.	<p>Policy TI/2 requires developments to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location. The policy also requires the provision of safe, direct routes to facilitate and encourage short trips by walking and cycling, and which connect to new cycle or walking routes.</p> <p>Policy SS/4 (4c) seeks that developments ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner.</p> <p>It is necessary to provide high quality cycle routes within this development and to facilitate movement to the wider NEC area, thereby reducing the need to travel by car.</p>	The location of this development results in the need to make provision of high quality cycle routes to facilitate movement to the wider NEC area and beyond to reduce the need to travel by car.	This obligation is required to meet the provisions of policy SS/4 and TI/2. This provision relates to the layout of the development, and is therefore in proportion to the scale of the development.
Crossing provision on Milton Avenue Obligation to deliver on site.	Policy TI/2 requires developments to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location. The policy also requires the provision of safe, direct routes to facilitate and	The location of this development results in the need to make provision of high quality cycle routes to facilitate movement to the wider NEC area and beyond to reduce the need to travel by car.	This obligation is required to meet the provisions of policy SS/4 and TI/2. This provision relates to the layout of the development, and is therefore in

	<p>encourage short trips by walking and cycling, and which connect to new cycle or walking routes.</p> <p>Policy SS/4 (4c) seeks that developments ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner.</p> <p>It is necessary to provide high quality cycle routes within this development and to facilitate movement to the wider NEC area, thereby reducing the need to travel by car.</p>		<p>proportion to the scale of the development.</p>
<p>Environmental enhancements, to Chesterton Way as the Busway enters Cambridge North site – widening and segregation of the cycle/footway and interventions to slow vehicle speeds on the approach to the station Obligation to deliver on site.</p>	<p>Policy TI/2 requires developments to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.</p> <p>Policy SS/4 (4c) seeks to ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner.</p> <p>It is necessary to provide high quality cycle routes within this development</p>	<p>The location of this development results in the need to make provision of high quality cycle routes to facilitate movement to the wider NEC area and beyond to reduce the need to travel by car.</p>	<p>This obligation is required to meet the provisions of policy SS/4 and TI/2. This provision relates to the layout of the development, and is therefore in proportion to the scale of the development.</p>

	and to facilitate movement to the wider NEC area.		
Off-site works to Cambridgeshire Guided Busway - Vehicle trap removal/ANPR installation: Contribution of £100,000.	<p>Policy TI/2 requires developers to demonstrate that they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts. The policy also requires the protection of routes, including those used for public transport.</p> <p>In this case, the development will increase the use of Chesterton Way by private vehicles, thereby increasing the potential for vehicles to drive into the car traps at the entrance to the Cambridge Guided Busway (CGB). This can cause obstruction and delay to buses, impacting on this sustainable travel mode. The removal of the car traps will ensure that buses are not delayed by a vehicle driving up the CGB.</p>	The location of this development results in the need to make provision for buses to facilitate movement to the wider NEC area and beyond thereby encourage use of sustainable forms of transport.	This obligation is required to meet the provisions of policy TI/2 to ensure the protection of the public transport route and is in proportion to the scale of the development.
Cowley Road improvement works to enhance route to and from the station being safety, lighting and	Policy TI/2 seeks to protect and improve of existing cycle and walking routes, including through maintenance, crossings, signposting	The location of this development results in the need to make provision of high quality cycle routes to facilitate movement to the wider NEC area and	This obligation is required to meet the provisions of policy SS/4 and TI/2. This provision relates to the layout of the development, and is therefore in

<p>amenity improvements: Contribution of £100,000.</p>	<p>and waymarking, and, where appropriate, widening and lighting.</p> <p>Policy SS/4 (4c) seeks to ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner.</p> <p>It is necessary to provide high quality cycle routes within this development and to facilitate movement to the wider NEC area and beyond.</p>	<p>beyond to reduce the need to travel by car.</p>	<p>proportion to the scale of the development.</p>
<p>Monitoring of local car parking: Deliver survey and pay contribution (if required).</p>	<p>Policy TI/2 states that developers will be required to demonstrate they will make adequate provision to mitigate the likely impacts of their developments.</p> <p>Policy SS/4 (4e) seeks to ensure that the development would not compromise opportunities for the redevelopment of the wider area.</p> <p>It is necessary to ensure that there is no impact on the safety of the roads surrounding the development, due to inappropriate parking.</p>	<p>The location of this development and the low level of on site car parking provision results in the need to monitor the surrounding areas in terms of local car parking to ensure the development does not result in additional on street parking in surrounding areas.</p>	<p>This provision is in accordance with the relevant policies and relates the area that is directly adjacent to the development and is therefore in proportion to the scale of the development.</p>

<p>Wayfinding scheme: Obligation to deliver on site.</p>	<p>Policy TI/2 seeks to protect and improve of existing cycle and walking routes, including through maintenance, crossings, signposting and waymarking, and, where appropriate, widening and lighting.</p> <p>It is necessary to provide high quality cycle routes within this development and to facilitate movement to the wider NEC area and beyond.</p>	<p>The development results in the need to ensure the provision of existing and proposed cycle and walking routes to facilitate movement to the wider NEC area and beyond to reduce the need to travel by car.</p>	<p>Wayfinding is in accordance with policy TI/3 and the obligation is far and reasonable.</p>
<p>Provision of public transport information in publicly accessible area: Obligation to deliver on site with cost of delivery capped at £35,000.</p>	<p>Policy TI/2 seeks to promote sustainable forms of travel appropriate to its location.</p> <p>Policy SS/4 (4c) seeks to ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner.</p> <p>It is necessary to provide high quality bus information within this development to facilitate movement to the wider NEC area and beyond.</p>	<p>The obligation assists in securing access to public transport in accordance with policies through the provision of information.</p>	<p>This obligation is required to meet the provisions of policy TI/3 to assist in ensuring the opportunities for using public transport are maximised and is in proportion to the scale of the development.</p>
<p>Extended bus shelter provision at Cambridge North Station: Obligation to deliver.</p>	<p>Policy TI/2 seeks to promote sustainable forms of travel appropriate to its location and to secure appropriate improvements to public transport.</p>	<p>The extension of the bus shelter would result in the improvement to the provision of public transport in accordance with policies.</p>	<p>This obligation is required to meet the provisions of policy TI/3 to assist in ensuring the opportunities for using public transport are maximised and is</p>

	It is necessary to provide high quality bus information within this development to facilitate movement to the wider NEC area and beyond.		in proportion to the scale of the development.
Multi storey car park (Mobility Hub): Obligation to deliver and manage car parking in accordance with a management plan.	The car park ensures the car parking is within a controlled area and has a set number of spaces. The Mobility Hub provides car parking provision for the proposed commercial uses and the rail station, including 194 additional spaces for the rail station. The Mobility Hub Car Parking Management Plan would outline the management arrangements for the car parking provision.	The mitigation is related to the trips generated by the development to ensure that the trip budget is not exceeded and ensure the management of car parking provision is secured.	This relates to the vehicle trip generation of this development and therefore is related in scale to the development.
Travel Plan: Obligation to implement travel plans as follows: 1 travel plan for the residential development; and Separate travel plans for each commercial building (other than the mobility hub). All travel plans to align with the submitted Framework Travel Plan.	Policy TI/2 requires developers of 'larger developments' (this development falls within the definition of 'larger developments' in the policy) to demonstrate that opportunities for sustainable travel have been maximised and ensure adequate mitigation through a travel plan. Ensuring sustainable modes of travel, encouraging active travel and discouraging the use of private motor vehicles are all objectives in the	The requirement for travel plans in relation to the residential and commercial elements of the proposal are directly related to maximising opportunities for sustainable travel and is directly related to the proposed development and in accordance with policy TI/2.	The obligation is required to meet the requirements of policy TI/2 and is in proportion to the scale of the development.

	Framework Travel Plan and accord with the provisions of policy TI/2.		
<p>Busway Route Adoption: An obligation for the owner to offer to enter into an Adoption Agreement to secure the dedication and adoption of the busway route for adoption (at no expense to the owner) by the highway authority to ensure so far as possible the busway route continues to access Cambridge North Station across the Site.</p>	<p>Policy TI/2 provides that developments must promote sustainable forms of transport. The adoption of the busway route within the site would secure the ongoing use of the busway for public transport (i.e. buses) to use, providing ongoing passengers with access to Cambridge North Station.</p>	<p>The requirement for promoting sustainable forms of travel in relation to the development is directly related to the proposed development and in accordance with policy TI/2</p>	<p>The obligation is required to meet the requirements of policy TI/2 and is in proportion to the scale of the development.</p>
Education			
<p>Early Years – contribution to off-site facility at a cost of £17,441 per place totalling £261,615 or where proposed by the Developer and agreed by the LPA,</p>	<p>Education provision is necessary to meet the needs of the new population generated by the development.</p> <p>The education contribution is based on the County Council approved detailed multipliers and is required by policy SC/4.</p>	<p>The provision of school places is directly related to the proposed development and will directly benefit the future residents of the development proposed.</p>	<p>The level of contribution towards education provision accords with the requirements of policy SC/4 and is therefore considered fair and reasonable under the local plan policy.</p>

<p>an obligation to market a site for nursery use at market value.</p> <p>No contribution required for primary provision as there is sufficient capacity.</p> <p>Secondary School – Financial Contribution of £24,013 for new school places at an extension to an existing school at North Cambridge Academy totalling £118,864.35</p> <p>SEND – Financial Contribution of £95,932 towards the Martin Bacon Academy, area special school at Northstowe</p>	<p>There is not sufficient early years capacity in the area to accommodate children from the development. A contribution to fund local places elsewhere would be sought in a s106 agreement, equivalent to the number of places generated by the development unless the developer delivers a facility on site. The cost per place would be £17,441 (1Q2020) which is derived from the DfE Scorecard costs, expansion of an existing facility.</p> <p>The development is within the catchment area for North Cambridge Academy, however, given its location, we have also taken into consideration the capacity available at Chesterton Community College. There are forecast to be 4.95 secondary-aged children generated by this development. This means that by 2026/27 the total secondary-aged population will be 2,175.95 (2,171 + 4.95) and there will not be capacity within the surrounding schools. A financial contribution towards new places to mitigate this impact would</p>		
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	<p>be sought, based on the DfE scorecard cost of £24,013 (1Q20) for new school places at an extension to an existing school at North Cambridge Academy.</p> <p>0.9% of Cambridgeshire child have SEND needs, this would equate to 0.6597 children in the development with SEND needs. The cost of the contribution would be £145,418 per place (total project cost £15,996,000 for 110 places, 2Q19) which would equate to $0.6597 \times £145,418 = £95,932$ towards The Martin Bacon Academy, the Area Special School at Northstowe.</p>		
Other			
<p>Section 106 monitoring: A contribution towards the costs of monitoring the planning obligations by the Councils is required.</p>	<p>Contribution directly related to achieving the implementation of the planning obligations. NPPG Paragraph: 036 Reference ID: 23b-036-20190901: clarifies that LPAs can charge a monitoring fee to cover the costs incurred by the Council in monitoring and reporting on the delivery of the obligations set out in a Section 106 Agreement.</p>	<p>Monitoring of the s106 is directly related to the proposed development and consistent with NPPG.</p>	<p>The obligation is in proportion to the scale of the development.</p>

