



CABINET REPORT

Report Title	North West Relief Road
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AGENDA STATUS: PUBLIC

Cabinet Meeting Date:	12 th September 2018
Key Decision:	NO
Within Policy:	YES
Policy Document:	NO
Service Area:	Planning
Accountable Cabinet Member:	Cllr J Hill
Ward(s)	Kings Heath, Kingsthorpe

1. Purpose

1.1 Cabinet is being asked to agree;

- To support the delivery of the North West Relief Road (NWRR) between the Kings Heath Sustainable Urban Extension, and the A5199 Welford Road.

2. Recommendations

2.1 It is **recommended** that Cabinet;

- a) Approves the principle of contributing up to £4.2m to expedite the building of the NWRR.

3. Issues and Choices

3.1 Report Background

- 3.1.1 The delivery of the NWRR has long been a strategic aspiration, and is key to achieving the Council's housing delivery trajectory, particularly in relation to the Kings Heath Sustainable Urban Extension (the SUE).

Whilst the Harlestone Heath development in Daventry has delivered the first spur of the NWRR, its completion has been complicated through issues with the determination of the SUE, and the need to secure the final 1 mile north-south section to connect to the A5199 Welford Road.

- 3.1.2 The Kings Heath Sustainable Urban Extension planning application is now ready to determine, which will, if approved, bring forward a developer commitment to deliver the NWRR across the northern edge of that development site, plus financial contributions towards the delivery of the final north-south connection.
- 3.1.3 In order to be able to build out the whole SUE site in a timely manner, the developers require a commitment to the NWRR being completed in order to ensure that the impact of the traffic generated by the new housing can be managed.
- 3.1.4 The Borough and County Councils therefore need to commit to delivering this important piece of infrastructure.

3.2 Issues

3.2.1 Infrastructure

- 3.2.2 The delivery of the NWRR will have implications for traffic and growth both within and beyond its immediate location. As well as supporting the SUE housing growth, the NWRR will improve traffic flows into and around Northampton from the north, as well as relieving traffic within the town, in particular in Kingsthorpe and Queens Park.

3.2.3 Finance

- 3.2.4 The cost of the north-south element of the NWRR, based on a dual carriageway land take, is approximately £40m. Whilst it is a relatively short stretch of road, the costs are escalated considerably by the need for a bridge over the railway line, and the need to mitigate flood plain issues.
- 3.2.5 However, if agreement can be reached to use material sourced from within the adjoining SUE development site, the cost can be reduced by around £30m. The developers are in agreement with this, as it reduces their costs of disposing of that material.

3.2.6 Developing a single carriageway route would be likely to cost £34.15m. However, through using material sourced from within the adjoining SUE development site (as above) would mean that the total costs could be reduced to £25m.

3.2.7 The County Council have already successfully bid for nearly £8m of SEMLEP Local Growth Funds for the project, and the adjoining Buckton Fields development will contribute £2.5m through Community Infrastructure Levy (CIL)/Section 106 (S106).

3.2.8 If approved, the SUE site is expected to contribute around £10m through CIL and S106 receipts. On this basis, the single carriageway project would currently require around £4.5m additional funding.

3.2.9 Funding sources

3.2.10 The Borough Council currently holds £4.2m of Standard Residential Charge monies collected by WNDC through Section 106 Agreements. It is therefore proposed to allocate these to the NWRR project in order to expedite its delivery.

3.2.11 Timing

3.2.12 Providing the upfront costs relating to developing the business case, detailed design and submitting a planning application can be funded upfront, construction could start in Autumn 2019, and complete in Spring 2021.

3.3 **Choices (Options)**

3.3.1 Support the delivery of the NWRR, but do not contribute any S106 resources. This would mean the NWRR cannot currently be delivered, and would compromise the delivery of housing on the SUE site and in the wider area.

3.3.2 Support the delivery of the NWRR, and contribute S106 resources. As this option supports sustainable growth and housing delivery, this is the recommended option.

3.3.3 Do nothing. This would mean the NWRR cannot currently be delivered, and would compromise the delivery of housing on the SUE site and in the wider area.

4. **Implications (including financial implications)**

4.1.1 **Policy**

4.1.1 Supporting the delivery of the NWRR would help deliver housing growth and employment identified in the Joint Core Strategy 2014, as well as contributing to the broader town-wide infrastructure network.

4.1.2 Resources and Risk

- 4.2.1 As with any large and complicated infrastructure costs at outline stage, the figures quoted above are based on current conditions and knowledge. However, these may change over time, so the costs should be regarded with caution, and there is the risk therefore, that costs may increase over time. By effectively underwriting an element of the total costs, the Borough Council, or successor organisation, may be required to find additional funding.
- 4.2.2 However, not progressing with the project would be likely to mean that the Local Growth Fund funding could be withdrawn, resulting in the project becoming unviable in the short and medium term. Therefore, whilst there is a risk that further resource may be required, this is considered to be outweighed by the prospect of not attempting to deliver the project at all.
- 4.2.3 Equally, the timing of CIL and S106 receipts is dependent on the delivery of housing, and so is a factor beyond either the Borough or County Councils' control. However, once permission is granted there is a strong likelihood that such housing will be built, so any early under-financing of the project could be resolved with some certainty of receipt of the full anticipated contributions later on in the life of the project.

4.3 Legal

- 4.3.1 Contributing towards the NWRR costs will require a process of reporting on spend, and agreement of when the Borough Councils contributions will need to be drawn down.
- 4.3.2 Other than this, there are no legal implications.

4.4 Equality and Health

- 4.4.1 This proposal accords with West Northamptonshire Joint Core Strategy Policy N7 – Northampton Kings Heath SUE. The Equalities Impact Assessment for this policy does not identify any negative impacts.

4.6 How the Proposals deliver Priority Outcomes

- 4.6.1 The action proposed in this report will help meet two of the priorities in the Councils Corporate Plan;
- Northampton Alive □ A vibrant successful town for now and the future; by establishing infrastructure to ensure that the town can accommodate planned growth and remain attractive for future investment.

- Housing for Everyone □ Helping those that need it to have a safe and secure home and □ Ensuring that a buoyant market provides a wide choice of homes for all ages; by facilitating the delivery of significant numbers of new homes in a sustainable location and providing a wide range of houses sizes and tenures.

4.7 Other Implications

4.7.1 There are no other implications in this report.

5. Background Papers

Appendix A – Northamptonshire County Council consultation map for North West Relief Road, 2017

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Northamptonshire Highways

NORTH-WEST RELIEF ROAD

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