

WEST NORTHAMPTONSHIRE COUNCIL CABINET

21 DECEMBER 2021

**CABINET MEMBER RESPONSIBLE FOR THE ENVIRONMENT, TRANSPORT,
TRANSPORT, HIGHWAYS & WASTE: COUNCILLOR PHIL LARRATT**

Report Title	Northampton North West Relief Road – progress and funding update
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List of Appendices

Appendix 1 – North West Relief Road Route Plan

Appendix 2 – North West Relief Road phase 2 General Arrangement

Appendix 3 – Budget breakdown EXEMPT

1. Purpose of Report

- 1.1. To update Cabinet on progress with the North West Relief Road project;
- 1.2. To advise Cabinet that the Authority's Levelling Up Fund bid was unsuccessful;
- 1.3. To request approval to borrow against the £20 million funding shortfall.

2. Executive Summary

- 2.1. The purpose of this report is to secure agreement on the final aspects related to the North West Relief Road required to enable this project to proceed to construction, update on progress and

the outcome of the Authority's bid to the Levelling Up Fund and request that Cabinet approves borrowing against the £20 million funding shortfall in order that the scheme can proceed to site in early 2022.

- 2.2. The North West Relief Road helps to unlock delivery of the potential Northampton Northern Orbital Road which is the next scheme connecting the A5199 to the A43 north of Moulton as without the North West Relief Road the benefits of the Northampton Northern Orbital Road would be significantly reduced.
- 2.3. Northampton North West Relief Road was granted planning consent in September 2020 following extensive consultation with the public and stakeholders, including other Authorities, and consideration of all views received by the project team and the Planning Authority. Design work has been completed by the Design and Build Contractor, Balfour Beatty, and a revised contractual target cost for a start on site in early 2022 is expected by the end of November. This revised target cost will be scrutinised and challenged where necessary prior to agreement. Land acquisition discussions are ongoing with draft Heads of Terms agreed with all landowners and, at the time of writing, matters are with the respective legal teams for execution of legal agreements which will be invoked when funding has been confirmed by Cabinet. A Compulsory Purchase Order was published in March 2021 to act as a safeguard in case the land negotiations do not come to a satisfactory conclusion for any reason and the public inquiry into the CPO is scheduled for March 2022 although this is not expected to be necessary.
- 2.4. Scheme estimates have not changed since the June 2021 report to Cabinet, which sought a total funding commitment of £54.533 million with committed funding contributions of £32.583 million. The current budget is a scenario including contingency sums which, along with our risk strategy and allowances, has resulted in the Authority approving a budget which is considered robust and appropriate for this stage of project development. Whilst the committed funding includes a significant proportion of S106 and Community Infrastructure Levy (£20.453m), this money will be made available as development progresses and trigger points are met and up to £18.953m of this money will require forward funding by the Authority.
- 2.5. The June 2021 Cabinet report also sought approval to submit a bid for the £20 million funding shortfall to the Levelling Up Fund and approved a capital contribution of £1.95 million. The Authority submitted a bid with a strong business case but despite this, unfortunately our bid for £20 million for the North West Relief Road from the Levelling Up Fund has been unsuccessful.

3. Recommendations

- 3.1. It is recommended that the West Northamptonshire Council Cabinet:
 - a) Note continued progress to deliver the Northampton North West Relief Road;
 - b) Continues to support the capital investment required to complete this scheme as set out in Section 7.1 of this report and required to proceed to construction including forward funding against future S106 and Community Infrastructure Levy payments;

- c) Agrees that in light of not receiving Levelling Up Funding, under the urgency procedure, to commit £20 million to the project to make up the funding shortfall to enable the scheme to progress to site;

3.2. *Reason for Recommendations –*

- (i) The scheme is identified within the West Northamptonshire Joint Core Strategy as being required to support anticipated additional growth, much of which is already consented requiring the additional highway capacity the scheme provides to mitigate their impacts.*
- (ii) Since 2016 the North West Relief Road has been an important planning consideration in the determination of a number of developments including Buckton Fields and the Strategic Urban Extension at Dallington Grange, with some of this development having since commenced. Should the North West Relief Road not proceed then this consented development may either not happen due to viability concerns or could take place without effective mitigation of the traffic impacts. Either scenario would have negative implications for the Authority and the local area.*
- (iii) As currently planned, the scheme offers the required traffic benefits to facilitate planned growth in the area. A reduced scheme would not offer the same traffic benefits in terms of reducing congestion and journey times and would result in a delay to delivery which will increase costs and result in the scheme facing an increased funding gap to deliver a project with a less beneficial business case.*

4. Report Background

- 4.1. The Northampton North West Relief Road will be a single carriageway road (with land secured for future dualling through the development site) linking the A428 Harlestone Road with the A5199 Welford Road. A plan showing the location of the scheme is at Appendix 1. The road will improve the highway network and help to address traffic problems in parts of northern Northampton and surrounding villages. By providing additional capacity the road will help to enable development including the major Sustainable Urban Extensions at Buckton Fields, Dallington Grange and Northampton West.
- 4.2. Phase one of the scheme is the section from the A428 to a roundabout near Grange Farm, just south of the railway line and will be constructed by the developers of Dallington Grange. The first section of phase 1 has already been constructed as part of the Harlestone Gate development.
- 4.3. West Northamptonshire Council will be responsible for building phase two of the scheme which is the section of road across the railway line to join with the A5199 Welford Road together with a short link road crossing the river.
- 4.4. Following the designation of additional growth sites, the need for the scheme was identified in the West Northamptonshire Joint Core Strategy as being required to support anticipated additional growth. Much of this growth is already consented and the additional highway capacity the scheme provides will help to mitigate their impacts. Northamptonshire County Council Cabinet decided in January 2016 that the scheme should be one of the County Council's next priorities for major road schemes.

- 4.5. A preferred route was agreed by the Northamptonshire County Council Cabinet in October 2018 following which work commenced on the preparation of a planning application and Environmental Statement which were submitted to the County Council's planning service in May 2019. Following requests for revised and additional information the scheme was granted consent on September 22nd 2020 and it is the consented scheme which has been progressed for delivery and which is the subject of this report.
- 4.6. As part of the preparation to secure planning permission, the detailed design process has included consideration of many aspects of the scheme's design including the junction types, sizes, locations and layouts. The connection to the A5199 Welford Road was the subject of extensive design and modelling work with many options considered and discounted due to the physical constraints created by existing features, in particular the existing structure on the A5199 and the traffic modelling results. Different junction types and layouts were found to offer insufficient benefits in terms of capacity and journey time savings to support the planned growth as well as providing reduced air and noise quality benefits compared to the consented layout. The proposed solution at the northern end of the scheme was considered to be the optimum junction type and location in terms of being both viable to construct and providing the benefits required to mitigate development. The new causeway connection to the A5199 is required as upgrading the existing causeway to provide the capacity needed would have required the A5199 Welford Road to be closed for up to a year to demolish the existing structure and replace with a wider one. The existing structure and causeway will be retained as a walking and cycling corridor as part of the scheme.
- 4.7. In March 2020 the Northamptonshire County Council Cabinet gave approval to underwrite the cost of the scheme at £32.532m as well as approving the work necessary to secure the land required for the project and to appoint the contractor on a Design and Build basis with a break clause if a target cost cannot be agreed or if the scheme could not continue for any reason. In June 2021 West Northamptonshire Council gave approval to the scheme at the revised budget figure of £54.533 million subject to a bid for the shortfall to the Levelling Up Fund which we now know has been unsuccessful.
- 4.8. Delivery of the North West Relief Road scheme helps to unlock the Northampton Northern Orbital Road which is the next scheme linking the A5199 Welford Road to the A43 north of Moulton as without the first scheme the benefits of the Northern Orbital Road would be significantly reduced.

5. Project Update

5.1. Funding and forecast costs

- 5.1.1. The current approval in existence is to cover the cost of the scheme at £54.533 million. This was agreed by West Northamptonshire Council at their Cabinet meeting of June 2021.
- 5.1.2. The revised budget forecast is based on Balfour Beatty's target cost dated April 2021 and includes all risk, contingency, off-site junction works and Boughton traffic calming. The contractor is currently preparing a revised target cost to suit the Authority's new delivery programme but we are not expecting the overall budget to increase further.

5.1.3. Committed funding contributions total £34.533 million and are as follows:

- (i) £4.2m from Northampton Borough Council
- (ii) £7.93m from SEMLEP (Local Growth Deal)
- (iii) £18.953 million of S106 and Community Infrastructure Levy income from the following developments; Dallington Grange, Buckton Fields West and Northampton West.
- (iv) £1.5 million Buckton Fields (other) S106 funding.
- (v) £1.95m capital contribution from West Northants

5.1.4. Whilst there is £18.953m of committed S106 and CIL funding, the timescales for receiving these funds is dependent on the build out rates of the various contributing developments contributions and could be up to 15 years. As is normal practice with Section 106 and CIL funding, the Authority will need to forward fund against these contributions. It is difficult to predict the borrowing costs with any degree of certainty as the Authority cannot predict when these developments will come forward or at what rate of house construction.

5.1.5. To address the funding shortfall, a bid was submitted to the Levelling Up Fund which was unsuccessful. The June 2021 Cabinet report stated that *“Should the Levelling Up Fund bid be unsuccessful, then the alternative would be Council borrowing to fund the shortfall through prudential borrowing with associated revenue implications for repayment of the loan and interest”*.

5.1.6. In order for the scheme to proceed the Capital programme would need to be amended to reflect that external grant funding is not available for the scheme and therefore this amount would have to be financed through the Councils own resources. Whilst officers will consider the best way to fund this additional amount the worst case scenario would be that borrowing would need to be taken out which would have a revenue impact on the Council.

5.1.7. The potential revenue impact would be as follows if borrowing was taken out over a 20 year period would be as follows:

- 2022-23 £0.4m
- 2023-23 £1.2m (recurring for the duration of the loan)

5.1.8. It is proposed that the costs for 2022-23 are funded through one off resources in the first year and then built into the base budget as an ongoing additional pressure.

5.1.9. These cost pressures assume two things:

- That the revised cost base presented to Cabinet in June 2021 is still robust and no further borrowing is required
- The full £20m is borrowed and therefore the above, if the costs estimates are correct, is the worst case scenario. Officers will consider other options for funding the difference including the generation and use of capital receipts and so on.

5.1.10. A breakdown of the current project costs is contained within Appendix 3.

- 5.1.11. Whilst the additional borrowing to make up the funding shortfall and deliver the scheme is significant, the implications of not progressing with the scheme are equally challenging. The planning consents for both the North West Relief Road and a number of significant development sites have been considered as part of an overall strategy for growth in the area. Failure to deliver such an important element of this strategy could result in the following impacts;
- Consented development taking place without the required mitigation of the transport impacts,
 - Consented development not proceeding due to viability concerns resulting in a failure to meet growth targets.
 - Loss of the £7.93m Local Growth Deal funding and reputational damage with funding bodies,
 - Potential loss of part or all of the £18.953 committed S106 and Community Infrastructure Levy monies,
 - Existing capital expenditure to date of circa £6.5 million may have to be written off creating an additional revenue pressure on the Authority,

6 Options

6.1. Option 1 – Do not proceed with the Scheme

- 6.1.1. Not proceeding with the scheme may impact on the viability of existing consented developments resulting in land not being developed or existing developments not being fully built out.
- 6.1.2 Alternatively, if consented developments continue to be built out then the traffic impact of allowing significant development whilst not building the North West Relief Road would be significant.
- 6.1.3 The future delivery of the Northampton Northern Orbital (currently proposed route options) would be compromised as these route options require the North West Relief Road to connect to the highway network at its western end
- 6.1.4 £7.93 million of SEMLEP Growth Deal funding would be lost with possible reputational damage to the Authority with funding bodies
- 6.1.5 S106 and CIL money has been committed to the project. Depending on how these agreements are written the money may not be able to be spent on other projects and so some or all of this money could be lost to the Authority.
- 6.1.6 Existing capital expenditure to date of circa £6.5 million may have to be written off to the revenue account thereby creating a revenue pressure.

6.2. Option 2 – Redesign the Scheme to reduce costs

E.g. Remove causeway link

- 6.2.1 This would require significant redesign of the proposed scheme along with new traffic modelling to assess the impacts of removing the causeway as the current design would not connect to the Welford Road.

- 6.2.2 The redesign would require a new planning application based on the revised layout and modelling which we anticipate will show reduced benefits in terms of capacity and journey time improvements. The outcome of the planning application for a scheme with reduced benefits cannot be guaranteed.
- 6.2.3 The redesign and planning processes would delay works on site by at least two years with additional costs of undertaking this extra work as well as inflationary costs to the construction elements.
- 6.2.4 The current land negotiations would be void and the Authority would have to start again with some new landowners at the northern end. A new Compulsory Purchase Order will be necessary following a successful outcome to the revised planning process.
- 6.2.5 It is anticipated that the revised modelling would indicate that substantial capacity improvements would be required to the Welford Road, Brampton Lane junction and the existing Causeway due to traffic growth regardless of the new causeway being removed.
- 6.2.6 As with Option 1, the £7.93 million Growth Deal funding administered by SEMLEP would be lost.
- 6.2.7 Whilst there is a predicted saving of £8.93 million by not constructing the causeway, this saving must be measured against the costs associated with the need to redesign the scheme, go back through the planning process, the improvements expected to be required to the existing Causeway and Brampton Lane / Welford Road junction, the loss of the Growth Deal funding and inflationary increases to construction costs over a minimum two year period of delay. The cost increases would outweigh any potential savings and result in a scheme which is estimated would cost around £3 million more to deliver overall whilst having a less favourable business case due to reduced benefits. If the reduced scheme was to be delivered, in addition to costing £3 million more, the Authority would lose the current approved £7.93 million of Growth Deal funding meaning the Authority would therefore be required to borrow approximately £11 million more than at present to deliver a scheme which performs less favourably in traffic terms.

6.3 Option 3 – Continue with the scheme to proposed design and programme

- 6.3.1 Continuing with the scheme in accordance with the current design and programme requires the Authority to meet the funding shortfall by borrowing £20 million.
- 6.3.2 This would enable the Authority to retain the SEMLEP Growth Deal funding of £7.93 million and the committed Section 106 and CIL monies.
- 6.3.3 The project remains deliverable within the forecast budget cost of £54.533 million.

7 Implications (including financial implications)

7.1 Resources and Financial

7.1.1 The table below summarise how the project could be funded if approved:

	16 – 20 (£m)	20/21 (£m)	21/22 (£m)	22/23 (£m)	23/24 (£m)	24/25 (£m)	25/26 (£m)	26/27 (£m)	27/28 (£m)	TOTAL (£m)
TOTAL SPEND in Year(s)	3.685	2.804	6.884	22.300	15.517	1.000	0.900	0.500	0.943	54.533
NBC	3.685	0.515								4.200
WNC (S106/CIL)		1.243		2.300	14.017	1.000	0.393			18.953
SEMLEP		1.046	6.884							7.930
WNC borrowing				20.000			0.507	0.5	0.943	21.950
Other (Buckton Fields S106)					1.500					1.500

7.1.2 The estimated revenue impact of the scheme is set out in section 5.1 of the report.

7.2 Legal

7.2.1 Due to the need to commit £20 million this decision falls outside of the Budget and Policy Framework and therefore requires a decision by Council unless the urgency procedure is applied. There was a need to review the business case for the project in light of the funding decision which has caused delay. The current procurement price will expire on January 8th 2022 and delay will lead to increased costs. The holding of a quorate Council meeting before January 8th 2022 is considered to be impracticable, and in addition unsafe, and therefore the proposal is that the Cabinet make the decision under the urgency procedure set out in paragraph 4 of the Budget and Policy Framework Procedure Rules in the Constitution.

7.2.2 The legal implications of this decision have been set out in detail in previous reports and Members need to be satisfied that the road continues to be required and that the Business Case continues to support delivery of the project. Other legal issues are detailed within the body of the report. This decision is different from the original decision because it requires the additional funding of £20M from the Council's resources. Funding this scheme needs to be weighed against the Council's other priorities which place demands on the Council's capital funding. The range of options available is set out in Section 6, including not proceeding with the scheme. To proceed with the preferred option (Option 3), Members must be satisfied that in all the circumstances the best option is to proceed and that the additional expenditure should be committed to the scheme to enable it to progress.

7.3 Risks

7.3.1 Significant work has been carried out on the North West Relief Road and substantial progress made. The Authority is now close to being able to deliver this important scheme. However, to overcome the remaining obstacles to delivery e.g. placing orders for construction to proceed, the acquisition of the required land, undertaking advance archaeological works, commissioning utility diversions etc. now requires a commitment to fund the project in line with 5.1 above. Until funding is confirmed we are unable to complete those arrangements which, whilst in an advanced state, cannot yet be finalised and remain residual risks to the Authority in terms of project delivery and final outturn costs. The risks associated with the project are discussed below.

7.3.2 The contract with Balfour Beatty has been let on a Design and Build basis in order that the contractor owns design related risks (with the exception of any client led design changes). The contract also includes a break clause in the event that we are unable to reach agreement on the target cost or if the scheme should not proceed for any reason.

7.3.3 Within the contract arrangements careful consideration has been given to the allocation of risk with risks being allocated to the most appropriate party. West Northamptonshire Council will retain financial responsibility for a number of identified risks where it was agreed that doing so would represent the best value for the Authority as client organisation.

7.3.4 These risks have been assessed in terms of their probability and the possible financial impacts and a Client risk allowance of £1.225 million has been included within the overall budget forecast for the project of £54.533m. Client owned risks will be carefully managed by the project team where possible although some client owned risks are outside of the project team's control for example, changes in legislation, Covid 19 impacts etc. Whilst the risk strategy and budget allowance has been carefully planned, large construction projects are high risk undertakings, often with potential unknown issues which can arise during the construction period and therefore a £1.1 million contingency sum has also been included within the total budget figure.

7.3.5 As risks are to be shared between the Authority as client and the contractor, both parties have their respective risk allowances included within the overall project budget. In the contractor's case, this is within their target cost. The way the contract has been set up makes it in both parties' interests to ensure that risks are carefully managed and mitigated and the joint WNC / Contractor project team will work collaboratively to manage risks.

7.3.6 It should be noted that a key risk to the project is delay to the delivery programme. On large construction projects such as the North West Relief Road, delays in delivery often result in significant increases in costs to the promoting Authority.

7.3.7 Key risk(s) associated with the proposal

Risk	Mitigation	Residual Risk
Development and phase 1 of the road not constructed or delayed and not open to traffic when WNC section of	Section 106 Agreement contains clause requiring developer to agree programme for completion	Amber

NWRR is completed. The WNC funded road would serve no public benefit until connected to the developer section to create a usable through route	of phase 1 of NWRR with the Authority. This will be dependent on securing the necessary Rights of Way diversion order which WNC officers are escalating with the Planning Inspectorate	
SEMLEP element of funding required to be spent by March 2022	Spend profile shows that a mobilisation of works by or before January 2022 would still enable the SEMLEP funding to be used by end of March 2022. This deferred start would still enable completion by Autumn 2023 as per previous programme due to a January award date offering potential programme advantages.	Amber
Land not acquired by Agreement or delayed	Heads of Terms agreed with all landowners. The Compulsory Purchase Order process is being run in the background in case any of the negotiations break down.	Amber
Delays in placing orders with utility companies for asset diversion works results in significant costs for delay to contractor's programme payable by WNC	Updated quotes are being arranged and orders will be placed to align with the delivery programme as this is being agreed with the contractor	Amber

7.3.8 Risk(s) associated with not undertaking the proposal

Risk	Risk Rating
Development happens without mitigation of traffic growth impacts.	Red
Development considered unviable and does not proceed resulting in West Northamptonshire housing targets not being met.	Red
Committed S106 and Community Infrastructure Levy funding totalling £18.953m may have to be returned in part or in full.	Amber
Failure to deliver the North West Relief Road will undermine the benefits and business case for the future delivery of Northampton	Red

Northern Orbital Road and would prejudice delivery of this much needed highway scheme.	
SEMLEP funding allocation would not be used, resulting in potential reputational damage to West Northamptonshire Council with funding bodies.	Red

7.4 Consultation

- 7.4.1 Consultation on the route of the road was undertaken between June and August 2017 alongside consultation for the Northampton Northern Orbital Road. The results of this consultation were reported to the Northamptonshire County Council Cabinet in October 2018.
- 7.4.2 64% of those responding to the consultation supported the need for the North West Relief Road. A number of respondents commented on potential flooding, noise and visual impacts and the severance of rights of way or thought that the road should be built as a dual carriageway from the outset. There was also significant concern expressed about possible traffic impacts due to the road opening before the Northampton Northern Orbital Road and it was suggested that the two roads should be built at the same time. However, there were very few suggestions that an alternative route would be more advantageous.
- 7.4.3 Further consultation was undertaken as part of the planning process between May 2019 and July 2020 and the results of this consultation were considered by the Northamptonshire County Council Development Control Committee which resulted in a number of planning conditions being imposed including requirements for mitigation works to a number of junctions around the surrounding network and traffic calming proposals in the village of Boughton.
- 7.4.4 The planning process included consideration of the impact of the new causeway link to the Welford Road and Brampton Lane on both the Brampton Valley Way cycle route and the emerging aspirations to re-open the Northampton to Market Harborough railway line. In terms of its current use as part of the National Cycle Network the scheme includes provision of crossing facilities for cyclists and pedestrians which have been the subject of consultation and agreement with Sustrans.
- 7.4.5 With respect to the re-opening of the Northampton to Market Harborough railway line, the impact of the North West Relief Road on this was considered by the highways project team and was not felt to significantly affect the viability of the proposal. The re-opening of the Northampton to Mkt Harborough line will face many such issues where roads and development have now encroached close to or on to the old route. The existing Welford Road already crosses the route of the railway line so a road crossing in this location will be required irrespective of the North West Relief Road. The new road scheme does not prejudice re-opening of the line any more than the existing Welford Road already does as each would require a road being raised above, or lowered beneath the railway line and the construction of a new bridge or tunnel. This is because at grade level crossings are no longer supported on safety grounds. Lifting or lowering either the existing or new road to cross the line of the railway will be difficult given the proximity of adjacent development including the Windhover public house and telephone exchange. Lifting the existing road over the railway, or lowering it and tunnelling underneath, will both require

such extensive engineering measures, and possibly acquisition and demolition of property, that the changes associated with North West Relief Road are expected to make little or no difference to the costs and viability of re-opening the railway line. Discussions have been held in recent weeks with representatives of the Department for Transport Rail team who have agreed with our assessment of the impact of the road scheme on re-opening of the railway line. The matter was also considered by planning officers during the planning process and determined as not constituting a significant material consideration in determining the application as the proposal was emerging and, in planning terms, had no status at the time.

7.5 Consideration by Overview and Scrutiny

7.5.1 N/A

7.6 Climate Impact

7.6.1 The impacts of the proposed road on climate change (e.g. greenhouse gases) have been assessed, as well as the vulnerability and resilience of the scheme to climate change (e.g. extreme weather). The assessment reported limited effects on the climate, with the scheme not being vulnerable to climate change.

7.6.2 The scheme impacts on the flood plain and to mitigate this and to satisfy the Environment Agency, a planning condition has been imposed requiring a scheme for flood defence and resilience for a residential dwelling identified at risk.

7.6.3 In order to minimise impacts of the road on notable habitats and protected species, the design has been developed (assisted and conditioned by consultation) to include measures such as mammal ledges within culverts (e.g. Brampton Beck), tall screening vegetation along the majority of the route and attenuation ponds with reedbed vegetation to reduce run-off into watercourses. The measures, together with maintenance and monitoring strategies for the future, all of which are covered by planning conditions (that are currently being discharged), and approved by Natural England, include appropriate monitoring requirements of species such as Barn Owls.

7.7 Community Impact

7.7.1 Analysis of the Northamptonshire Strategic Transport Model (traffic model) as part of the Transport Assessment indicated that the proposed scheme provides journey time and congestion benefits to many of Northampton's road users and residents. It will relieve current traffic issues on road corridors used for east-west trips in Northampton and provide benefit along the minor roads. These benefits are spread across the town and key areas and include A43 Lumbertubs Way, A5076 Red House Road, A428 Harlestone Road, A4500 Weedon Road, A508 Harborough Road, Harlestone Road (The Bramptons) and Mill Lane.

7.7.2 The proposed scheme will also provide additional infrastructure capacity to support movements generated by forecast development and growth in the area.

7.7.3 Modelling identified junction capacity issues (together with associated increased journey times) were likely to occur without further mitigation at a number of locations, such as through the villages of Moulton and Boughton, at the A508 Harborough Road / Pitsford High Street Priority Junction, at the A508 Harborough Road / Brampton Lane priority junction, and at the A508 Harborough Road / Brampton Lane / Vyse Road existing roundabout. To mitigate these problems,

the Transport Assessment identified appropriate mitigation measures for each location, and stated when each measure should be implemented.

- 7.7.4 Overall, the Transport Assessment concluded that the proposed scheme provides an overall net benefit to the highway network and any negative localised impacts caused as a result of the scheme can be satisfactorily mitigated. The Highways Development Management team, who thoroughly reviewed the Transport Assessment, accepted that the proposed scheme is acceptable in terms of highways and transport impact. The proposed mitigation measures were incorporated into the planning conditions to ensure they are delivered when trigger points are met.
- 7.7.5 Increased noise levels from road traffic are predicted at a number of receptors (including residential properties and recreational facilities) located to the east of the proposed scheme, to the west of the A5199 Welford Road and along Brampton Lane. However, following the assessment and consultation with the relevant Environmental Health authorities, the changes did not meet intervention requirements and mitigation was not considered necessary, other than for the use of low noise road surfacing which is conditioned through planning.
- 7.7.6 The Proposed Scheme will introduce an improvement in exhaust gas (either nitrogen oxide or particulate matter or both) concentrations for residential properties in Chapel Brampton and Church Brampton adjacent to Sandy Lane, Harlestone Road and Pitsford Road due to a reduction in traffic flows. There will be improvement in nitrogen oxide concentrations for residential properties within Northampton town centre, including in the three Air Quality Management Areas. However, residential properties located near the proposed scheme will experience a worsening in nitrogen oxide and particulate matter concentrations due to an increase in traffic flows on the local road network close to, and along, the new road.
- 7.7.7 With respect to local air quality in the opening year there is a predicted minor improvement, whereas in the future year (2031) the improvement was predicted to be negligible. At one receptor (Boughton Crossing) the assessment predicted a substantial worsening of air quality, although not predicted to be an exceedance of the Air Quality Standards Regulations which sets maximum limits in the interests of protecting human health.
- 7.7.8 The traffic, noise and air quality impacts described will be significantly reduced should the Northampton Northern Orbital road be delivered in the future.
- 7.7.9 Population and Human Health was also assessed as part of the Environmental Impact Assessment and considered impacts on physical assets and land use, community amenity and access, economy and employment, and human health. Once the road is opened, it is predicted that residential receptors in the local area will experience a reduction in visual amenity due to proximity to the proposed scheme. It is anticipated however, that the expected positive impacts include an increase in pedestrian, cyclist and horse rider numbers due to increased provisions of shared-use pathways along the route of the new road.
- 7.7.10 Impacts during construction works will be set out and controlled by the provision of a Construction Environmental Management Plan (CEMP), this document has been submitted to the planning authority for consideration and discharge of the relevant planning condition.

8 Background Papers

Northamptonshire County Council Cabinet Paper March 2020, West Northamptonshire Council Paper June 2021, Revised Business Case for Growth Deal Funding – SEMLEP April 2021.