

EXECUTIVE 15th JULY 2021

Report Title	East Kettering Off-Site Junctions D and E
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Lead Member	Councillor Steven North – Portfolio holder for Growth and Regeneration
Consultees	None.

Key Decision	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Forward Plan Reference (if yes to Key Decision)	8
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there public sector equality duty implications?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information (whether in appendices or not)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Applicable paragraph number for exemption from publication under Schedule 12A Local Government Act 1974	

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List of Appendices

- Appendix A – General Arrangement Drawing – Junction D**
- Appendix B – General Arrangement Drawing – Junction E**
- Appendix C – Hanwood Park (East Kettering) Strategic Masterplan**
- Appendix D – Outline Planning Permission Decision Notice (KET/2015/0967)**

1. Purpose of Report

- 1.1. To inform the Executive of the S106 funded schemes designed to mitigate consented development at Hanwood Park (East of Kettering) and seek approval for the S106 funding for the scheme to be committed to the capital programme as required to proceed with construction.

2. Executive Summary

- 2.1 Highway mitigation schemes are required in respect of the strategic development at Hanwood Park. Section 106 contributions from the Developer are to be utilised to deliver two current schemes (at Junctions D and E – see attached at Appendix A and B).
- 2.2 The Hanwood Park development (East Kettering) was originally granted outline permission in April 2010. Subsequently variations to that consent have been approved through the planning process. Proposals have been through the Planning Committee process as required by the scheme of delegation in place at that time under the former authority of Kettering Borough Council. The development is a site of strategic importance. As part of the outline consent local and strategic highway mitigation was identified as being required to allow development to be delivered. The Section 106 is structured to allow funds to be used to deliver these local off-site junction improvements. The required mitigation includes the schemes at Junctions D and E. Therefore, the requirement to deliver these schemes has been established through the planning process and appropriate planning committee decisions.

3. Recommendation

- 3.1 It is recommended that the Executive:

(a) Approve the S106 funding to be utilised to deliver the scheme, as outlined in section 6.1.1 of this report, and for the scheme to be placed on the North Northamptonshire Council's Capital programme.

- 3.2 Reason for Recommendation

(a) The schemes have been identified as being required mitigation for the consented development at Hanwood Park which has been the subject of previous planning committee approval. The schemes are funded wholly by the developers S106 contributions with no capital requirements on the part of the Authority.

4. Report Background

- 4.1 The Hanwood Park development (East Kettering) was originally granted outline permission in April 2010. Subsequently variations to that consent have been approved through the planning process. Proposals have been through the Planning Committee process as required by the scheme of delegation in place at that time under the former Authority of Kettering Borough Council. The development is a site of strategic importance (Garden Community) supported by a Homes England loan to the developer.

- 4.2 The development comprises 5,500 dwellings, schools, district and local centres, healthcare, employment, formal and informal open space including playing facilities, roads and associated infrastructure.
- 4.3 As part of the outline consent local and strategic highway mitigation was identified as being required to allow development to be delivered. The Section 106 is structured to allow funds to be used to deliver these local off-site junction improvements. The required mitigation includes the schemes at Junctions D and E.

Junction D: London Road/Pytchley Road/Barton Road

Junction E: Barton Road/Windmill Avenue

- 4.4 The design work for the scheme has been funded through Homes England Large Sites Capacity Funding.

5. Issues and Choices

- 5.1 Works are needed to junctions which are currently operating at or over capacity in highway modelling terms and are in urgent need of improvement.
- 5.2 To provide necessary highway mitigation for the Hanwood Park development – the improvement works are required as part of the planning permission for this strategic development. Without the works the local road network and consequently the lives of local residents would be detrimentally affected.
- 5.3 With regard to alternatives explored, the ‘do nothing’ approach is not a viable option; mitigation is a requirement of the development and planning permission. The mitigation strategy and therefore the requirement to deliver the schemes has been established through the planning process.

6. Implications (including financial implications)

6.1 Resources and Financial

- 6.1.1 The junction improvements at Junctions D and E will be delivered through S106 funds paid by the developer. The S106 contributions amount to £2,843,076.08 – it has been confirmed that these funds have been receipted by North Northamptonshire Council. The forecast cost to deliver the scheme (Junction D and E) is within this funding envelope. Any Section 106 funds remaining will be used towards other Hanwood Park S106 projects related to the development and in accordance with the terms of the planning permission and S106.
- 6.1.2 The scheme budget estimate has been prepared based on a construction period completing by the end of this financial year 21/22 and being procured through KierWSP under the current Highways services contract. Should this not be achieved then it is likely that additional procurement fees and costs would be incurred as a result of delays to the scheme and costs incurred through the handover process and loss of knowledge. If the scheme cannot be delivered

through the existing contract the start date will be delayed until at least Autumn 2022 (given both contractual arrangements but also local considerations around Wicksteed Park's summer season and consultation we have carried out with them regarding the programme).

6.2 Legal

6.2.1 There are no legal implications arising from the proposals.

6.3 Risk

6.3.1 Risk of the mitigation scheme not going ahead.

The scheme has been identified as required and essential mitigation work associated with the Hanwood Park development and without this, there would be a significant and untenable increase in congestion and journey times. The developer has provided funding for the purpose of completing these highway schemes in accordance with the current programme (works currently programmed to start Autumn 2021).

Purchase Orders (POs) would need to be raised with the Utility Authorities as soon as practicable following scheme approval to allow delivery before the end of this financial year, utilising KierWSP services and the knowledge gained to date over the duration of the scheme. Delays in issuing POs to Utility Authorities is currently the most significant risk to scheme delivery.

6.3.2 Scheme Risk

The scheme is fully funded by the Developer and the funds have been receipted by North Northamptonshire Council. There is a suitable risk and contingency allowance within the budget. The scheme can be delivered through the current KierWSP Highway services provider for Northamptonshire. The KierWSP contract is based on actual costs with any overspend borne by the Contractor.

6.4 Consultation

6.4.1 The highway mitigation strategy for the development has been consulted on as part of the planning process (outline planning permission). Further consultation and information sharing on highway mitigation schemes (subsequent to planning approval) was carried out through the former East Kettering Liaison Forum (a Kettering Borough Council organised forum which brought together Members, developers, Parish Councils, residents, Officers of the former KBC/NCC and other key stakeholders). The schemes at Junction D and E, and details of the anticipated programme, were shared with that public forum.

6.4.2 Once approval is in place it is proposed to share locally, proposals for traffic management with Members, the Town and Parish Councils in the local area, residents and local businesses. Wicksteed Park has been involved in discussions around the programme (via the former Kettering Transport Steering Group – a KBC organised meeting). Wicksteed Park is assisting with accommodating a temporary compound associated with the works.

6.5 Consideration by Scrutiny

6.5.1 Not applicable at this stage. Scrutiny may choose to scrutinise this scheme in the future.

6.6 Climate Impact

6.6.1 Failure to develop the scheme as part of the Hanwood Park development mitigation would result in congestion, delays, increased journey times and queuing traffic resulting in a greater impact on noise and air quality.

6.6.2 There is a requirement to remove trees to facilitate the scheme (unavoidable due to the position of trees and the works needed). A mitigation scheme is currently being developed by NNC Officers and funds are available in the overall S106 budget for the scheme to complete these important mitigation works. Any necessary ecology oversight will be in place and has been factored in.

6.7 Community Impact

6.7.1 As discussed above this has been considered through the planning process for the Hanwood Park development. Should the schemes not proceed there will be impacts on residents due to the congestion, queues and delays and the consequential environmental and amenity impacts that would result from this.

7. Background Papers

7.1 General Arrangement drawings for the scheme;
Master plan of Hanwood Park;