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- **Advice:** To **endorse** the report.

## 1. Introduction

- 1.1 West Northampton Development Corporation (WNDC) entered into the Northampton Growth Management Scheme Memorandum of Understanding (NGMS MoU) on 12<sup>th</sup> April 2012. A full copy of the MoU is available on the WNDC website.
- 1.2 The NGMS MoU has been developed and completed through a successful partnership between the Highways Agency and the local authorities of West Northamptonshire.
- 1.3 The completion of the NGMS MoU represents a shared commitment to the delivery of the NGMS and is the culmination of some two years of partnership liaison and technical assessment.
- 1.4 Significantly, it enables strategic development linked to the delivery of the West Northampton Joint Core strategy to be released in a planned and co-ordinated manner through the provision of contributions set within Section 106 Agreements.

## 2. Key Features of the NGMS MoU

- 2.1 The NGMS MoU seeks to deal with the impacts of regeneration and growth associated with the West Northamptonshire Joint Core Strategy in and around Northampton on the A45/M1 corridor.
- 2.2 An assessment of this growth on the Strategic Road Network identifies the improvements required to each junction along the A45 between Junction 15 of the M1 and Great Billing Junction to mitigate impacts.
- 2.3 The key features of the NGMS MoU are;
  - establishment of principles of collaboration between the partners to work jointly to secure the delivery of the Northampton Growth Management Scheme;
  - establishment of Section 106 Agreements as the preferred vehicle for securing the delivery of necessary mitigation measures on the SRN, rather than Grampian conditions enabling the delivery of growth;

- a mechanism for appropriately phasing of developer contributions, thereby, assisting with site viability;
- implementation of NGMS is managed by the Highways Agency; and
- agreement that NCC will provide a banker role for the Local Planning Authorities and other partners.

2.4 In addition, the delivery and operation of the NGMS will be reviewed in light of its status and extent of delivery/ implementation when the Community Infrastructure Levy is introduced, anticipated during the course of 2013.

### **3. Implications for WNDC**

3.1 As a consequence of the transition of planning powers, WNDC's role is focused at the Sponsors Board. This provides overall strategic oversight and direction for MoU implementation and delivery of the NGMS. Operational delivery rests with a Project Board that operates below the Sponsors Board.

3.2 In addition, WNDC has an important role to play in supporting the delivery of the NGMS through close liaison and collaboration with partners of both the public and private sectors to seek to secure external funding to assist with delivery.

3.3 Sites promoted by WNDC that are demonstrated to have an impact on the Strategic Road Network will, as with any other developer, be expected to contribute to the delivery of the NGMS. The transparency and robustness of the NGMS, does however bring clarity and certainty to the delivery of development through Section 106 contributions toward the A45/M1 corridor and negates the imposition of restrictive Grampian condition(s).

### **4. Conclusions**

4.1 WNDC has successfully worked in partnership with the Highway Agency and West Northamptonshire authorities to develop, finalise and sign the NGMS MoU.

4.2 The ability of the NGMS MoU to bring transparency and certainty to the delivery of growth and regeneration across Northampton as identified through the WNJCS is to be welcomed.

4.3 WNDC retains a significant role in the direction and delivery of infrastructure as set through NGMS and in supporting partners to seek external NGMS funding.

4.4 The infrastructure requirements, as detailed within the NGMS, will have to be taken into consideration for those WNDC schemes that have an identified impact upon the Strategic Highways Network.