

# **A509 Isham Bypass Application No's KE/05/790 and WP/05/584**

## **Regulation 3**

### **Planning Support Statement**

#### **1.0 Summary of Current Situation**

On 5<sup>th</sup> May 2006 Northamptonshire County Council were granted planning approval for the A509 Isham Bypass, and following a Public Inquiry in October 2007 the Compulsory Purchase Order (CPO) and the Side Roads Order (SRO) were confirmed in April 2008 by the Secretary of State.

In January 2010 and March 2010 the tenders were issued and returned respectively, and the Major Schemes Business Case (MSBC) for full funding approval was programmed for issue in April 2010, but on advice from the Department for Transport (DfT) no MSBC's were being accepted prior to the Governments Comprehensive Spending Review (CSR)

In October 2010, the post CSR announcement by the DfT as part of their "Investment in Local Major Transport Schemes" document which included the A509 Isham Bypass in their "Pre-Qualification" pool. In early January 2011, the Authority submitted the required Expression of Interest (EoI) for the scheme, and subsequently in early February 2011 the DfT issued an update to the Investment in Local Major Transport Schemes which confirmed that the A509 Isham Bypass would not receive funding in the current spending period between 2011 /12 and 2014/15 and therefore the delivery of this piece of infrastructure will be delayed until post 2015 at the earliest.

A report to the Authorities Cabinet on 10<sup>th</sup> May 2011, will recommend that cabinet:

- reaffirms the Authorities position of the A509 Isham Bypass as a high priority scheme within the county and commit funding from the existing NCC capital allocations.
- agrees to the revised financial strategy for continuing support of the project
- show continued support for the A509 Isham Bypass through an extension in time of the schemes planning permission.

The reason for making this Regulation 3 Application relates to that final point, as the Current Planning Approval will expire on 5<sup>th</sup> May 2011.

#### **1.1 The Proposed Application**

The proposed application is requesting a 5 year Extension of time for Implementation, as part of Planning Condition 1- Time Limit of the original approval given in May 2006.

The scope of the works relating to the A509 Isham Bypass has not changed since the original planning application made in July 2005, there are no proposals to alter the original route, alignment or scope of works. The changes to the layout of the scheme relate to the earthworks around the bridges and structures following the completion of the engineering design, and these minor changes have not affected the original "red line" boundary on the planning drawings.

The latest drawings are included in Appendix A - Planning Condition 2 - Scope of Permission

The Planning Approval dated 5<sup>th</sup> May 2006 set out a number of site specific planning conditions that must be discharged by the Planning Authority prior to the works commencing on site. Northamptonshire County Council Highways and Transportation

department and their consultants have previously submitted information to the Planning Authority and have been working with them on the discharging of the Conditions, at present the Planning Authority have not issued their formal responses to the information provided.

The current statuses of the Planning Conditions are indicated in Appendix B

## 1.2 Ecological Surveys

It is recognised that this request for an “Extension of time for Implementation” submission does not include an up to date report or addendum to the biodiversity section of the original Environmental Statement. In anticipation of a construction start in April 2009, a “Pre-Construction Ecological Survey Report” dated December 2008 was submitted to the Planning Authority. This report did not highlight any significant changes to the ecological characteristics to the study area, however it did update the mitigation requirements for protected species and breeding birds and in line with the requirements of the planning conditions and mitigation measures were due to be implemented prior to commencement.

However, since the above report was published monitoring of the areas has continued, Unfortunately due to the timing of this submission and the recognised survey season time scales for various species, an up to date ecological report is not available at this time.

The timescales for survey works are as follows

Survey	Recognised Survey season	Suggested timescales
Great Crested Newt presence / likely absence survey	Mid march to Mid April	Mid April to mid may 2011
Bat activity Survey	May to September	June to August 2011
Badger survey		April to June 2011
Water vole and Otter survey	April/May and August/September	August to September 2011
White Claw Crayfish survey	July - October	July to October 2011
Reptile Survey	April - October	May and September 2011
Hedgerow surveys	April to September	May to September 2011

These surveys will be undertaken and an addendum to the original biodiversity section of the Environmental statement will be provided, the completion of the addendum is likely to be 6-8 weeks after the final survey being completed. Although early findings will be reported to the Planning Authority at the earliest opportunity, and the final report issued as soon as possible.

## 1.3 Updated information

The main body of this document uses the original planning support statement dated July 2005 as the background, with any relevant information, comments or updates being added to sections 2 -7.

Section 8 of this report – Measures to Lessen the effects of the scheme, has been updated to include comments and relevant information that has been submitted to the Planning Authority as part of the process to discharge the planning conditions. This information is included in a number of appendices at the end of this statement and will be available electronically.

## 2.0 Scheme Objectives

Northamptonshire County Council proposes to construct a bypass to the west of the village of Isham, The scheme will

- reduce community severance in the village of Isham by removing through traffic, particularly heavy goods vehicles;
- reduce the number and severity of road accidents;
- reduce congestion on the A509 particularly during peak hours;
- enhance the local environment of Isham and improve conditions for motorists, cyclists and pedestrians;
- improve transport links between Kettering and Wellingborough

**Update** – The above objectives hold true and are as relevant today as they were in 2005, and form the basis of why a 5years Extension of time for Implementation is being sought.

## 3.0 The Existing Situation

The existing A509 Wellingborough Road is a strategic route, running in a north - south direction, between the A14 Pytchley roundabout south of Kettering and the A509/A510 roundabout, located to the north of Wellingborough. The village of Isham is located on the A509 and suffers from the effects of through traffic, the observed traffic flows (base year 2002) through the village are approximately 21,300, 12% of which are Heavy Goods Vehicles. This is almost twice the capacity of the existing road

**Update** - In 2009 the observed flows had increased to approx. 22,650 of which 9.5% (2155) were HGV's, however in 2010, there was a reduction to approx 20,350 of which 9.7% (1982) were HGV's. Even with this slight reduction, the traffic flows are still almost twice the design capacity of the existing road, and the village of Isham continues to suffer from congestion especially in the peak hours.

## 4.0 Development of the Scheme

A preferred route for the Isham Bypass to the east of the village was chosen by Northamptonshire Planning & Transportation Committee in 1994. Preparation work ceased in the 1990's due to budget pressures.

The Northamptonshire Local Transport Plan, published in 2000 identified the Isham Bypass as one of 6 top-priority road schemes in Northamptonshire which were appraised by Northamptonshire in 2000/2001. The County Council Executive decided, in July 2001 that the bypass at Isham was one of two top priority schemes whose implementation should be pursued during the lifetime of the Local Transport Plan.

The Executive decided that the proposed bypass should be subject to a thorough review of potential route alignments and their impacts. The information on which the original decision was taken, being nearly 10 years old and the assessment being required to follow the 'new approach to appraisal' methodology introduced by Central Government.

A Wider Reference Group was set up in November 2001. This comprised of MPs, Northamptonshire County Councillors, Borough of Wellingborough and Kettering Borough Councillors, Parish Councillors of nearby towns and villages (Burton Latimer, Pytchley, Oringbury, Finedon, Great Harrowden, and Little Harrowden) as well as representatives from local action groups. The remit of this group was to decide on which routes should be taken forward for further assessment and be subject to public consultation.

The assessment of thirteen route options, included in the brief agreed by the members of the Wider Reference Group, commenced in January 2002. The Wider Reference Group was consulted in August 2002 following a technical assessment, which comprised preliminary environmental, traffic and economic assessments, and three routes were taken forward to public consultation in mid February 2003.

The Northamptonshire County Council Cabinet decided on the Preferred Route in May 2003 and a bid for government funding was made in July 2003. Provisional acceptance of the scheme was received in December 2003. Following further work, consultation on the draft Environmental Statement took place from October to December 2004 and the Scheme was revised to take into account comments received. The decision to submit a Planning Application for the A509 Isham Bypass was made by the Northamptonshire County Council Cabinet Member responsible for Transport in January 2005.

**Update** In May 2006 the Council granted planning permission, and a Public Inquiry was held into the Compulsory Purchase Order and Side Roads Order between 30<sup>th</sup> October and 2<sup>nd</sup> November 2007 and in the following May the Secretary of State confirmed those orders.

In February 2009 continued support through the Regional Funding Allocation process was confirmed with a Department for Transport being prepared to contribute £27million towards the scheme.

In January 2010 the tender documents and drawings issued, and in early March 2010 tenders returned, and later assessed with the bidders being ranked on a quality and price basis. As part of that process a preferred bidder was identified, but the tender was not awarded. With the calling of the General Election for May 2010, a month earlier on advice from the Department for Transport (DfT) no Major Scheme Business Cases were being accepted prior to the Governments Comprehensive Spending Review (CSR). Therefore the full approval business case for the funding could not be made.

In June 2010, the DfT issued their interim Guidance on Local Authority Major Schemes, suspending previous guidance, and the final preparations of the Major Scheme Business Case and engineering design were put on hold.

In October 2010 the DfT publish their "Investment in Local Transport Schemes" document, which set out their case for investment, and the A509 Isham Bypass is in the "Pre-Qualification Pool", and required an Expression of Interest to be submitted to the DfT.

In November 2010, as the tender for the scheme could not be awarded, the Council abandoned the tender process.

In January 2011 the Expression of Interest submission was made, and in February 2011 the DfT confirmed that A509 Isham Bypass would not receive funding in the current spending period between 2011 /12 and 2014/15 and therefore the delivery of this piece of infrastructure will be delayed until post 2015 at the earliest.

## **5.0 Description of the Scheme**

The route for the Isham bypass lies within a route corridor between the towns of Kettering in the north and Wellingborough in the south. The existing A509 road, which passes through the village of Isham, provides an important north/south route connecting the A14 and A45 Trunk Road serving Kettering and Wellingborough and destinations towards the southwest.

The study area is of undulating terrain consisting of mainly arable and pasture land with some small areas of woodland. The River Ise runs to the east of Isham village and east of

the Midland Mainline railway. Altitudes within the study area range from around 50m on the Ise floodplain valley to around 90m on the high ground west of Isham.

The route passes to the west of Isham, commencing at the A14 Pytchley Roundabout and would run southwards to rejoin the A509 Wellingborough Road midway between Hill Top and Great Harrowden. The length of the bypass would be 4.3km. There would be two at grade roundabout junctions. Kettering Road Roundabout at the junction with the A509 Kettering Road south of the A14 Pytchley Roundabout and Hill Top Road Roundabout at the junction with the B574 Hill Top Road.. Northwards from the roundabout at Hill Top would be dual carriageway standard and single carriageway southwards to connect with the existing A509. All the side roads would be single carriageway. The role of the side roads would be to provide access to the village of Isham via the existing A509 and to maintain access to the B574. An overbridge would be provided to carry Orlingbury Road over the bypass.

Extensive earthworks would be required, with cuttings up to a maximum of 9m deep and embankments up to a maximum of 10m high. The route would pass within 30m of properties in Fairfield Road and Winston Road in Isham, in an 8m deep cutting. It would pass within 80m of Frisby Lodge in a 7m deep cutting, and within 30m of the nearest property at Hill Top Road in a 6m deep cutting.

Street lighting would be installed at the two roundabout junctions. Flat glass 'cut off' lanterns would be used for street lighting to reduce light 'spill' to the night sky and night time visual impact.

Lay-bys would be constructed to the north and south of the Kettering Road roundabout. The route crosses three watercourses which drain into the River Ise. These are Pytchley Brook, Hardwick Brook and an unnamed watercourse to be referred to as 'Little Harrowden Brook'. New culverts would be constructed at Pytchley and Hardwick Brooks and the existing pipe extended for the 'Little Harrowden Brook'. Balancing ponds would be constructed, to control the discharge rate of highway drainage, at each of the watercourses.

The road would cross bridleway GW15, footpaths, GW2, TM3, TM4 and TK18. Footpath GW2 would be diverted to a combined culvert and underpass at Pytchley Brook. Footpath TM3 and Bridleway GW15 would be diverted to a combined footway/bridleway and accommodation bridge at The Ruts (northwest of Fairfield Road). Footpath TM4 would be diverted across Orlingbury Road Bridge. Footpath TK18 would be diverted to a combined footpath and accommodation bridge near Frisby Lodge. Additionally a combined footpath/bridleway bridge would be constructed to serve Hill Top Road and the Furnace Lane byway.

The detailed design of structures has yet to be finalised. Options for the watercourse crossings include corrugated pipe arch culverts or reinforced concrete box culverts. The Orlingbury Road Bridge could be reinforced concrete or steel beam construction, while the footbridge is likely to be of steel truss construction.

The design life, with appropriate maintenance for the road pavement is 40 years and for structures 120 years.

**Update** – The structural designs have been completed and the latest drawings are included in appendix A

## 6.0 Description of the Alternative Routes

A further 12 routes were assessed in addition to the preferred route. The two described below were evaluated to the same level as the final preferred route (Route 2) and presented at the public consultation stage.

### 6.1 Route 5

This route would pass to the east of Isham commencing at the A14 Pytchley Roundabout and leading to the junction with Northen Way and Stewarts Road in Wellingborough. The road would be 6.5 km in length. The road would be dual carriageway with a single carriageway link through to Northen Way; all side roads would be single carriageway. At grade roundabouts would be constructed at the junction with Burton Latimer Station Road; the junction with Finedon Station Road; and the junction with the proposed extension of Northen Way. Overbridges would be required at Furnace Lane and 'The Slips', (road leading to Great Harrowden Lodge). The side roads would enable access to be maintained where appropriate onto the existing A509 and Burton Latimer Station Road.

This was the longest of the three routes and would involve cuttings up to 6m deep and embankments up to 7m in height. The route would pass within 85m of "Ranley" Burton Latimer Station Road, at grade and within 55m of No's 15 and 17 Mill Lane Isham, on a 2m embankment possibly screened by an earthworks bund. The route would pass within 45m of Station Farm, Finedon Station Road generally at grade. The route would pass within 20m of 23 Furnace Lane and 30m of "The Bungalow" Furnace Lane, in a 3m cutting.

The road would cross footpaths TM10, TM11 and TM6. The road would cross two tributaries of the River Ise and two ditches adjacent to Isham Mill. Right of way TM10 could be diverted via the old A509 and Burton Latimer Station Road. A pedestrian overbridge could be provided where the route crosses right of way TM11 and right of way TM6 could be diverted to this overbridge.

### 6.2 Route 6

This route would run to the east of Isham from the A14 Pytchley roundabout to the A509 Wellingborough Road midway between Finedon Station Road and Furnace Lane. The length of Route 6 would be 3.8km. The road would be dual carriageway from the A14 to Finedon Station Road and then a single carriageway from Finedon Station Road to tie in with A509 Wellingborough Road. All side roads would be single carriageway, totalling 1.27km. There would be at grade roundabouts at the junction with Burton Latimer Station Road and at the junction with Finedon Station Road. The role of the side roads would be to enable access to the A509 where appropriate and Burton Latimer Station Road.

There would be less extensive earthworks associated with this route, compared to the other two routes, though some cuttings would be up to 8m deep and embankments up to 7m in height. The route would pass within 85m of "Ranley" Burton Latimer Station Road, at grade and within 55m of No's 15 and 17 Mill Lane Isham, on a 2m embankment possibly screened by an earthworks bund.

The road would cross footpaths TM10, TM11 and TM6. The road would cross two tributaries of the River Ise and two ditches adjacent to Isham Mill. Right of way TM10 could be diverted via the old A509 and Burton Latimer Station Road. A pedestrian overbridge could be provided where the route crosses right of way TM11 and right of way TM6 could be diverted to this overbridge.

### **6.3 Reasons for the Rejection of Alternative Routes 5 and 6**

82% of the consultation questionnaires returned supported the idea of an Isham Bypass, with 62% supporting the preferred route, 34% Route 5 and 4% Route 6.

There has been an increasing awareness of environment issues since the original preferred route was chosen in 1994. In particular flooding and both Routes 5 and 6 pass through the river Ise floodplain. The views of the Environment Agency require significant consideration and they had a preference for Route 2 on the grounds that the other routes involve development within the floodplain of the River Ise. The environmental aspects of the route options were assessed and on balance the preferred alternative on environmental grounds was route 2.

From an engineering perspective all the routes are buildable with large earthworks associated with all the route options due to the undulating topography of the land. Route 2 has the advantage of not being constructed in the floodplain where additional flood measures would be required.

Transportation aspects including traffic modelling, cost benefit analysis and accident savings were assessed. Route 2 showed the most beneficial cost benefit ratios, best accident savings and good traffic relief.

## **7.0 Effects on the Environment**

### **7.1 Land use**

The majority of the study area is under winter wheat, oil seed rape and winter beans, produced in very large fields. One livery enterprise and a pheasant shoot would be impacted by the scheme. A total of 38.43 ha of agricultural land would be lost, of which 80% is estimated to be best and most versatile agricultural land. Eight farm enterprises would be affected but none seriously. New field accesses would be provided and two accommodation bridges to facilitate agricultural access.

### **7.2 Landscape**

The Scheme is located within the undulating landform of the Ise Valley, dominated by the towns of Wellingborough and Kettering, and falling within the "Northamptonshire Vales" character area as designated by the Countryside Agency. The local landforms consist of gently rolling clay vales and ridges rising to over 100m above sea level. The Scheme would cross three valleys, against the lie of the land, necessitating embankments of up to 10m in height and cuttings down to 9m in depth. The Scheme would have a significant adverse impact on the landscape.

The landscape proposals forming part of the Scheme aim to reflecting and enhancing the character of the area. This will be achieved by integrating the Scheme with the surrounding landscape, screening unattractive views, retaining as much existing planting as possible and providing a pleasant environment for the road user.

### **7.3 Townscape**

The Scheme would benefit the townscape of Isham village by reducing the amount of traffic travelling along the A509 and associated visual impacts on the setting of the buildings bordering the road. It would be largely screened from the village by being in cutting for part of its length.

A number of properties would experience substantial and moderate visual impact in the Scheme's opening year, but this would be reduced in the design year (15 years after implementation) as planting matures.

The lighting of the proposed roundabouts would result in an adverse night-time visual impact but a high standard of lighting technology will be used to keep the impact to a minimum.

#### **7.4 Biodiversity**

There is one Site of Special Scientific Interest (Southfield Farm Marsh) and one County Wildlife Site (Big Covert) located near the scheme. The SSSI would not be affected by the scheme. Big Covert would be indirectly affected as some of its connections with the local hedgerow network would be lost. Overall, the majority of land affected by the proposed Scheme is arable land of low ecological value. Some hedgerows and trees would be lost but replacements are planned as part of the Scheme.

#### **7.5 Heritage**

No Scheduled Ancient Monuments, Listed Buildings or Historic Parks and Gardens would be affected by the proposed scheme. Isham is a designated Conservation Area. The Scheme would provide benefits for this area by reducing traffic noise and improving the visual amenity of the village centre. Isham is an archaeologically rich area, with the Scheme directly affecting five potential archaeological sites. Trial trenching has been undertaken and archaeological features were present in 16 of the 68 trenches excavated. Finds included cropmarks, ditches and trenches and a nearly complete Saxon pottery vessel. The need for further archaeological investigations will be considered further prior to scheme construction.

#### **7.6 Noise**

Overall, the Scheme would have beneficial effects for residents of Isham. It would improve the noise environment for an estimated 40 people (net). Adverse effects on the noise climate have been mitigated by locating the proposed bypass in cutting where it passes closest to the west of Isham and also where it runs closest to properties at Hill Top.

#### **7.7 Air Quality**

Existing air quality within the study area is generally good. The Scheme would result in an overall improvement in local air quality, with almost 700 properties experiencing an improvement in air quality and just over 100 suffering deterioration. There would be an increase in the emissions of greenhouse gases and regional air quality pollution.

#### **7.8 Water Environment**

The area around the proposed Scheme is undulating and drained by a number of small streams that flow into the River Ise. Pytchley Brook, Hardwick Brook and an un-named tributary would be traversed by the Scheme. Water quality sampling undertaken at two points on the River Ise indicates a steady improvement between 1998 and 2002. The Scheme does not cross any major floodplains and the effect on the water environment is expected to be minimal. The Scheme includes pollution control measures and balancing ponds to control the flow of water draining from the scheme into nearby watercourses.

#### **7.9 Local Community**

The existing A509 Kettering Road passes through the village of Isham. The Scheme would not require the demolition of any properties. The removal of through traffic would provide a safer environment for pedestrians and cyclists, ensuring easier access to residential and commercial premises. Air quality conditions would improve and noise levels in the village would fall as a result of re-routing through traffic onto the bypass.

There would be no provision for pedestrians or cyclists along the new route except for the construction of a cycleway/footpath north of the Kettering Road Roundabout linking to Isham. The Scheme would cross four public footpaths and one bridleway. Three bridges, an underpass and a number of footpath diversions would be provided to maintain the present level of accessibility for non-motorised users.

### **7.10 Integration**

The Scheme would meet regional and local transport planning objectives which support improvements to the existing A509. In particular it will be consistent with the recently adopted Regional Spatial Strategy for the East Midlands and the Milton Keynes South Midlands Sub-Regional Strategy. It will provide essential infrastructure to facilitate the extensive development in the Kettering/Wellingborough area, which is promoted in these strategies. It would not impact on any designated development sites or sites with planning permission.

### **7.11 Construction**

Stringent measures would be taken to protect the ecology and the drainage system of the area during the construction phase. Construction traffic would be confined to the main roads and within the site boundary. The spread of dust and dirt would be kept to a minimum by employing appropriate working practices.

## **8.0 Measures to Lessen the Effects of the Scheme**

### **8.1 Land Use**

The effects of severance will be minimized by providing alternative accesses. Off-site field drainage and making good, land affected temporarily by construction, will be carefully monitored so that there will be no long term impact on field drainage, and no significant long-term soil damage.

### **8.2 Landscape**

Landscape mitigation measures have been proposed to reduce the impact of the road proposals, and to link the proposals with the surrounding landscape. These take into account the potential for habitat creation, including wetland and grassland habitats to diversify the local environment.

#### **Planning Condition 3 – Landscaping**

Areas identified for landscaping were subsequently included as part of the Compulsory Purchase Orders and subjected to the Public Inquiry process. A detailed and comprehensive landscaping scheme has been submitted to the Planning Authority

Landscaping is part of the Scope of Permission see Drawings in Appendix A.

#### **Planning Condition 20 (Part) Noise Mitigation (also see 8.6)**

A landscape design between the highway boundary and the original property boundaries has been agreed with the residents of 17 – 25 Winston Drive, this work will take place in the first growing season after the road is open

The options for Noise Mitigation to Properties at Winston Drive and Fairfield Road, Isham report dated March 2007 is included in appendix D

### **8.3 Townscape**

The Scheme would have a positive impact on the townscape of Isham. The reduction in through traffic would enable the historic character to be more fully appreciated.

#### **Planning Condition 5 – Lighting**

Detailed design, drawings and specifications have been previously submitted to the Planning Authority. The proposals indicate that lighting is only proposed in the vicinity of the roundabout junctions and the lighting equipment used will minimise light spillage as far as is practicable.

For lighting layout see Drawings in appendix C

## **8.4 Biodiversity**

Mitigation will include badger fencing and tunnels at specific locations, if necessary, to maintain habitat continuity for badgers. A variety of native grasslands will be sown on specific soil types within the scheme. Native tree and shrub species will be planted maintaining links to woodland habitats and hedgerows.

### **Planning Condition 15 – Protected Species**

At one time the scheme was due to commence on site in April 2009, and a “pre-Construction Ecological Survey Report” dated December 2008 was submitted to the Planning Authority in January 2009. This was based on surveys undertaken in the latter half of 2008 and included mitigation strategies requested at the time, monitoring of protected species has continued since then, and will continue until commencement of works, Mitigation measures will be included in the contract documents.

Further reports to support this statement and pre-construction survey reports will be undertaken and submitted to the Planning Authority, and monitoring of the study area will also continue.

The pre construction report is included as part of Scope of Permission in appendix A

### **Planning Condition 19 – Breeding Birds**

A restriction will be included in the conditions of contract to prohibit the contractor from destruction or removal of vegetation between the months of March to July inclusive.

## **8.5 Heritage**

The mitigation strategy allows for full investigation and recording of archaeological information where remains cannot be preserved in-situ, minimizing the overall impact.

### **Planning Condition 14 – Archaeology**

The impact of the development on Cultural heritage has been assessed with desk and fieldwork being undertaken during the design phase. In accordance with the mitigation strategy, which has been approved by the Northamptonshire County Council Historic Environmental Team, there will be a “watching brief” during the initial construction focussed on areas identified in the field walking evidence. This will be organised following the appointment of a contractor.

The brief for a programme of Archaeological Excavation, Recording, analysis and publication of land associated with the A509 Isham bypass, Isham Northamptonshire is included in appendix D

## **8.6 Noise**

The overall impact of the proposed Bypass would be beneficial in comparison with a Do Minimum scenario. Adverse effects will be minimized for Isham residents as the proposed bypass route will be in cutting where it passes closest to existing properties.

### **Planning Condition 20 – Noise mitigation**

A report entitled “Noise Mitigation” dated March 2007 has been submitted to the planning authority. This has been used as the basis of extensive consultations and meetings with residents of 17- 25 Winston Drive, Isham. All parties have agreed that a robust timber noise attenuation fence, 2m high will be erected on the highway boundary prior to the road coming in to use.

The options for Noise Mitigation to Properties at Winston Drive and Fairfield Road, Isham report dated March 2007 is included in appendix D

## **8.7 Air Quality**

The impact on local air quality of the proposed scheme and the associated redistribution of traffic on the existing road network is beneficial. Air quality within 20m of the kerbside is very much better than the air quality objectives set out in the Air Quality Limit Value Regulations 2001.

### **Planning Conditions 11, 12 and 13 – Wheel Cleaning / Dust Control / Vehicle Sheeting**

The management of these “nuisance” issues during construction is acknowledged and consequently the contract specifications will require water spraying and sweeping of roads, use of wheel washes for vehicles leaving the site and vehicles that carry dusty materials must be sheeted. The Engineers representative will enforce this throughout the works.

See specification in Appendix D

## **8.8 Water Environment**

The water quality assessments completed indicate that there is no anticipated problem from normal road runoff unless the flows into the receiving water courses are exceptionally low. The results of the routine runoff assessment indicated that there would be no water quality problems for the River Ise associated with routine runoff from the scheme. However, the road would first drain to tributaries of the River Ise and so pollution may be problematic for these watercourses due to limited dilution at times of low flows. As a precaution, a system to remove the likely contaminants is recommended, ideally incorporating a reedbed type system which would provide additional benefits of habitat creation.

### **Planning Conditions 16 and 17 – Drainage**

A detailed Flood Risk assessment of the drainage layout and balancing ponds has been approved by the Environment Agency, and the proposals comply with their current standards and PPG 25. Prior to construction the FRA will be reviewed against current standards closer to the time of construction, and an application for “consent for works affecting watercourses” will also be made prior to construction.

See Appendix A – Scope of Permission for Flood Risk assessment updated in October 2009

## **8.9 Local Community**

The bypass would reduce the volume of traffic travelling through the village of Isham, which would result in a significant improvement to the environment of the village centre and in conditions for pedestrians and cyclists. This would significantly reduce the community severance currently experienced in Isham, resulting in a much less hazardous environment. Local residents would experience a greater freedom moving around the village and the likelihood of accidents should be reduced. Where footpaths and bridleways are severed provision will be made for crossing the scheme by bridge or underpass, and diversions will be put in place where necessary.

### **Planning Condition 18 - Public Rights of Way / Structures**

The scheme includes the following 5 structures

- Pytchley Brook Culvert
- The ruts accommodation / Bridleway Overbridge
- Oringbury Road OverBridge
- Frisby lodge accommodation Bridge
- Hill Top Road footbridge

Drawings for the above identify construction details and materials of the over bridges and underpasses have been previously submitted to the Planning Authority, along with

accommodation works drawing that show tracks, footpaths and other paved areas that are proposed to be incorporated within the works.

See Appendix A for the General arrangement drawings for the structures as part of the scope of permission.

The layout of tracks, footpaths and other paved areas that are proposed to be incorporated within the works are show on the accommodation works drawings

See Appendix E for accommodation works / Rights of Way drawings

### **8.10 Integration**

The proposed bypass would facilitate regional and local transport planning objectives which support improvements to the existing A509. The impact of the route on land use policies is balanced.

With mitigation measures in place, the extent to which the Scheme conflicts with certain planning policy objectives could be reduced. This applies particularly to archaeological and biodiversity mitigation and appropriate landscape mitigation proposals to reduce the impact of the Scheme on the open countryside.

### **8.11 Construction**

Construction impacts would be temporary in nature and with mitigation measures in place, adverse impacts during construction should be limited. The key consideration during the road construction would be the timing of the clearance works and major construction activities. Noise control measures will be agreed with the local authority to ensure construction noise is minimized; stringent measures will be taken to protect the ecology and the drainage system of the area during the construction phase; construction traffic will be restricted to main roads and within the site boundary and dust and dirt nuisances will be kept to a minimum by employing appropriate working practices.

### **Planning Conditions 8 and 9**

Construction route drawings have been submitted too the Planning Authority, these identify roads which will be prohibited for use by construction traffic, and enforcement will be undertaken by the Engineers Representative on site. Temporary accesses and accommodation works will be considered by tenders and consultations will be held with the successful contractor concerning access arrangements and the location of the site compound. Restrictions are included in appendix 1/9 of the contract documents for noise sensitive areas.

See Appendix D for construction route drawing and standard signing detail

### **Planning Condition 10 – Machinery Noise Suppression**

Noise during construction is likely to be a contentious issue, and appendix 1/9 of the contract specification requires that only the quietest suitable plant and machinery be used which will be silenced in accordance with manufactures instructions. In addition the contractor will also be required to comply with BS5228 “code of Practice for noise Control on Construction sites, the Engineers representative on site will ensure compliance during the site works

See Appendix D for the specification 1/9

## Appendix A - Planning Condition 2

## Scope of Permission

Original Documents	dated	PC	Current Documents	dated	Doc
Planning Support Statement	July 2005		Planning support Statement	Dated May 2011	A
Environmental Statement 3 Vols	August 2006		Environmental Statement 3 Vols	August 2006	B
		15	Pre-Construction Ecological Survey Report"	December 2008	C
Flood risk assessment	January 2005	16 /17	Flood Risk Assessment	26 <sup>th</sup> October 2009	D
Original Drawings No's			Current Drawing No's		
Indicative landscape plan Figure 16	Landscape Master plan	3	LS_A509-001C, LS_A509-002C LS_A509-003C LS_A509-004C	Appendix C includes these latest landscape drawings.	E1 E2 E3 E4
51C	Scheme Plans		51F	Minor changes to Kettering Link to Isham and earthworks	F
66A sheet 1	Planning Application Sheet 1 of 2 (1/2500 scale)		66B sheet 1	Minor changes to Kettering Link to Isham	G
66A Sheet 2	Planning Application Sheet 2 of 2 (1/2500 scale)		66B Sheet 2	Minor changes to Kettering Link to Isham	H
28B	Planning Application Section – Winston Drive		28B	Still Current	I
59 A	A509 isham bypass Various sections sheet 1 Pytchley Brook Culvert		1528 – 002 A	Pytchley Brook Culvert General arrangement	J
60A	A509 Isham Bypass Various sections sheet 2 The Ruts  Accommodation Bridge and Orlingbury Road Overbridge		5051674/ 012/01/1700 C  012/03/1700 D	The Ruts Accommodation Bridge General arrangement  Orlingbury Road Overbridge, General arrangement	K1  K2
61A	A509 Isham Bypass Various sections sheet 3 Hardwick Brook culvert		1531-02-A	Hardwick Brook Culvert General arrangement	L

Appendix A - Planning Condition 2 -Scope of Permission - continued					
Original Documents	dated	PC	Current Documents	dated	Doc
62A	A509 Isham Bypass Various sections sheet 4 Frisby Lodge Accomodation Bridge and Hill Top Road Footbridge		5051674/ 012/02/1700 C	Frisby Lodge Accommodation Bridge, General arrangement	M1
			012/04/1700 C	Hill Top Road Footbridge General arrangement	M2
68A	Pytchley Brook Balancing pond Plan and section		IB02/08/223 D	Balancing Pond drawing	N
69A	Hardwick Brook Balancing Pond Plan and section		IB02/08/223 D	Balancing Pond drawing	N
70A	Little Harrowden Brook Balancing Pond Plan and section		IB02/08/223 D	Balancing Pond drawing	N
72A	Planning Application Site Plan (1/5000 scale)		72B	Minor changes to Kettering Link to Isham	O

## Appendix B – Current Status of Planning Conditions

The following is based on the original Planning Permission dated 5 <sup>th</sup> May 2006, and the schedule of planning conditions therein, a copy of this document is attached to this application			
Condition	Subject	Comments	Status
1	Time Limit	Subject of this submission	
2	Scope of Permission	Scope of overall works not amended, drawings up dated to include engineering issues that have been resolved	Drawing changes included in appendix A
3	Landscaping	Submission made to Planning Authority (PA)	Verbal approval given awaiting formal response from PA
4	Material	This is an instruction	Confirm material for road surface as specified.
5	Lighting	Drawings submitted to PA	Verbal approval given awaiting formal response from PA
6	Hours of working	This is an instruction	Confirm the restricted working times in contract document
7	Geotechnical Survey	Full Geotechnical survey undertaken and available for viewing	Minor changes made to earthworks
8	Construction traffic	Restricted access drawings submitted to PA	Verbal approval given awaiting formal response from PA
9	Construction traffic	As above	As above
10	Machinery Noise suppression	Contract documentation include need for machinery to be the quietest suitable plant, and contractor will need to comply with BS5228	No formal approval expected, condition to be enforced by Engineers representative to ensure compliance
11	Wheel Cleaning	Nuisance issues acknowledged and specification included contract documents	As above
12	Dust	As above	As above
13	Vehicle sheeting	As Above	As above
14	Archaeology	PA aware that impact of the development on Cultural Heritage has been assessed, in accordance with NCC Historic Environmental Team	Further works prior to start on site are required this will be organised following the appointment of a contractor.
15	Protected Species	Pre-construction ecological survey report dated December 2008 has been sent to PA.	Further site surveys required to bring original report up to date.
16	Drainage	Flood Risk Assessments (FRA) have been carried out and approved by Environment Agency.(EA)	Awaiting formal response from PA

Condition	Subject	Comments	Status
17	Drainage	Works will be implemented fully in accordance with the FRA and an application for "Consent for works" will be made prior to commencement.	Awaiting formal response from PA
18	Public Rights of Way	All up dated drawings relating to Public Rights of Way (and structures has been issued to PA	Awaiting formal response from PA
19	Breeding Birds	Pre-construction ecological survey report dated December 2008 has been sent to PA.	Further site surveys required to bring original report up to date.
20	Noise mitigation	Noise mitigation report dated March 2007 has been issued to PA. Plus extensive consultations with the residents of 17-25 Winston Drive have resulted in a landscape layout and proposals to include noise attenuation fence with in the proposed scheme	Awaiting formal response from PA

#### APPENDIX C- Planning Condition 5 -Street Lighting Drawings

Condition	Drawing No's	Title	
5	08/212/C	Traffic Markings, Traffic Signs, Street Lighting and Safety Fencing sheet 1 of 3	P1
5	08/213/A	Traffic Markings, Traffic Signs, Street Lighting and Safety Fencing sheet 2 of 3	P2
5	08/214/D	Traffic Markings, Traffic Signs, Street Lighting and Safety Fencing sheet 3 of 3	P3

#### APPENDIX D – Various supporting Documents

Condition	Drawing No.	Document Title	Date	
8/ 9 / 10		Appendix 1/9 of Contract Specification		Q1
8 / 9 / 10	08/200/A	Construction Routes		Q2
8 / 9 /10	SD 1/4/1	Type 1 Routing Sign		Q3
11,12 / 13		Appendix 1/9 of Contract Specification		R1
14		Archaeological Brief (included in Environmental statement)		
20		Options for Noise Mitigation to properties at Winston Drive and Fairfield Road, Isham.	March 2007	T

#### APPENDIX E- Condition 18 - Rights of Way Drawings

Condition	Drawing No's	Title	Doc
18	08/218/A	Accommodation Works Sheet 1 of 3	U1
18	08/219/A	Accommodation Works Sheet 2 of 3	U2
18	08/220/B	Accommodation Works Sheet 3 of 3	U3