

A43 Corby Link Road

Application No:

Planning Application Support Statement

1.0 Introduction

1.1. This supporting statement has been prepared to accompany a Non Material Amendment relating to a proposal for extension of site working time ; condition 6 of planning permission in which 7:30 am start and 6pm finish was agreed.

1.4 The original Planning Application Numbers Co/06/0427 and KE/06/1127, with application date being 12th December 2006, this is include in appendix A

2.0 Background

2.1 The A43 Corby Link Road is a major highways scheme that has been developed over many years by the County Council, with the aim of improving transport links between Corby and the A14, to support the growth of Corby and to relieve the A43 at Geddington of through traffic, reduce the number and severity of road accidents and provide a high quality route for through traffic.

2.2 The A43 is identified in the Northamptonshire Arc as a key deliverable in its forward programme and is a strategic route within the county. Previous survey work has shown that it is carrying around 22,300 vehicles (observed base year 2004) per day of which 18% are heavy goods vehicles.

2.3 The A43 Corby Link Road involves the construction of approx 6.5km of dual carriageway, between the A6003, just north of Barford Bridge, to the north of Kettering and the Stanion Roundabout at the junction of the A43 / A6116 junction to the south east of Corby. The link road runs parallel and on the eastern side of the Kettering to Manton railway line for more than half its length before heading north-east towards Stanion. The works will include the construction of two bridges where it crosses the Newton-Oakley road, the Little Oakley – Great Oakley Road and a third bridge at Featherbed Lane to accommodate farm severance.

2.4 Brief History of the A43 Corby Link Road

- June 2007 - Planning Permission granted.
- Sept 2008 - Public Inquiry relating to Compulsory Purchase and Side Road Orders.
- May 2009 - Secretary of State confirmed the Orders
- June 2010 - Department for Transport issue interim Guidance on Local Authority Major Schemes, suspending previous guidance.
- Jan 2011 - Expression of Interest submission made to the Department of Transport.
- Sept 2011 - Submission of Best And Final Bid Offer to Department for Transport.

- Jan 2012 - Department for Transport due to announce A43 Corby Link Road will be supported as part of their Investment in Local Transport Schemes.
- Feb 2012 – Full Approval submission made to Department for Transport seeking funding
- March 2012 – NCC serve the Notices to Treat and Enter on the landowners
- April 2012 Department for Transport expected to confirm their contribution to the funding of the scheme
- May 2012 Award of Tender
- June 2012 – Works to commence on site

Future Dates

- April 2014 Construction works completed
- May 2014 Road Opens

3.0 Scheme Location

3.1 The A43 Corby Link Road is located within open land with Corby to the North, Kettering to the South, with the A43 / Geddington to the East and Kettering to Manton Railway line and Oakley vale to the West, the route is predominately in agricultural use,

3.2 The areas are highlighted below where it is planned that earthworks will be carried out in the working time extension (1hour) are as follows:

Chainage 1300 to 1900
 Chainage 2000 to 2900
 Chainage 4200 to 5700.
 Chainage 3400- 4200

See Drawing **5033318-010 /121 revision B** the Planning Application scheme plan for site location in Appendix A

4.0 Proposed scheme

4.1 The proposed application seeks approval to extend working hours from 7:30 am to 6pm to 7:30 am to 7pm (extension of 1 hour) to be approved as part of the Planning permission given to the scheme in June 2007.

4.2 The extended 1 hour will help the contractor to catch up for the time lost due to poor weather conditions and the archaeological investigations which took longer than expected.

4.3. The proposal will only apply from May 2013 to October 2013 to take advantage of dry season which will help to complete outstanding earthworks on the main carriageway run.

4.4 The layout and scheme location is shown in **Appendix A:-**

- Drawing number **121 (2of 2) 5033318.010**

5.0 The Need for the Scheme

Extension of working time :

5.1. The working hours for the scheme currently are 7:30am to 6pm . Due to initial issues with archaeology investigations last year in 2012 after start of the scheme. Contractor was not able to access all the site areas. Due to this considerable amount of time has been lost and the progress has been slow.

5.2. Poor weather condition throughout from November 2012 to March 2013 did not allow contractor to carry out bulk earthworks as this could have damaged the road formation and the concentration was only on structures like Newton Road, Little Oakley and Harperbrook culvert construction.

5.3. It is expected that from May 2013, weather will be improved and dry weather will allow the contractor to carry out majority of the earthworks outstanding to make up for the time lost.

5.4. To achieve above, the additional one hour extension of time from 6pm finish to 7pm finish is proposed which will help to speed up things and allow contractor to take benefit of expected dry weather from May to October 13 and get majority of earthworks completed within the programme.

5.5 Works will be concentrated at any given time in certain sections of the road to reduce the impact and these chainages will be :

Chainage 1300 to 1900 Begging of June to Middle June13.

Chainage 2000 to 2900 Middle of May to End of May 13

Chainage 4200 to 5700 May 13 to Beginning of July13.

Chainage 3400- 4200 Middle of May 13 to End of October 13.

6.0 Scheme Objectives

6.1 The general objectives for the main scheme can be summarised in two key elements:

- To help deliver the planned growth for Corby, Kettering & Wellingborough towns;
- To relieve Geddington of the adverse environmental and social impacts that the village is currently suffering.

6.2 The specific objectives of the main scheme are to:

- Improve the transport links between Corby and the A14 ;
- Assist the short and long term economic growth of Corby and support the aspirations of Catalyst Corby;
- Relieve the A43 at Geddington of through traffic;
- Reduce the number and severity of road accidents;
- Provide a high quality route for through traffic.

6.3 The key objective for this proposal is that:

- Satisfy the requirements of the Side Roads Orders to provide / maintain access to the existing farm track.
- To undertake the works early in the contract to reduce the impact of heavy goods vehicles on the local residents at the adjacent Storefield Cottages as soon as possible.
- Give better access off the highway to the grain store facility,

7.0 Public Consultations

7.1 The consultation process for the A43 Corby Link Road date back to 2001, when the County Council's executive decided that the A43 Corby Link Road was one of the two top priority schemes, the other being the A509 Isham Bypass, and work started on the project in November 2001. A Wider Reference Group was set up consisting of MP's, local Councillors, local Parish and Town Councils and action groups, initially 5 routes were considered of these 2 were rejected on both environmental and economic grounds, and three routes were put forward for public consultation in April 2002.

7.2 Following consultations the preferred route was finally agreed by Cabinet in August 2005 and Planning Permission granted in June 2007. All statutory procedures have been completed in relation to the delivery of the bypass and, therefore, full consultation has been carried out at key stages throughout the development of the scheme.

7.3 The scheme has planning permission and has been through the Compulsory Purchase Order, Side Roads Order Public Inquiry process.

8.0 Statement of Community Engagement

8.1 Although there has not been a formal consultation with the residents of Storefield Cottages, at a recent evening meeting with the resident they were given an up date on the main contract works, which included a number of discussion about removing HGV's off the Geddington / Newton Road.

8.2 The proposed track is relatively isolated from the closest properties which are approx.150m to the west.

9 Planning Policy Considerations

9.1 The local development framework for the Corby, Kettering, Wellingborough and Northeast Northamptonshire has been prepared jointly as the North Northamptonshire Core Spatial Strategy adopted in June 2008. This document contains policies relating to the protection of the environment from the adverse impacts of development and seeking to ensure adequate mitigation measures are secured where adverse impacts are unavoidable.

9.2 The North Northamptonshire Core Spatial Strategy (June 2008) sets out the vision for future growth up to 2021 and seeks to secure road and infrastructure improvements to support the development in the north of the county.

9.3 Policy 2 of the North Northamptonshire Core Spatial Strategy relates to connecting that part of the county to the surrounding areas, and the network improvements including the A43 Corby Link Road linking the A6003 between Kettering and Corby with the A43 near

Stanion as a priority for further work and investment within North Northamptonshire in the period to 2021.

9.4 Therefore the A43 Corby Link Road is an integral part of the future growth in North Northamptonshire.

10 Effects on the Environment / Environmental Benefits

10.1 The main environmental effects and benefits lie within the main highways scheme, however the proposed access of the new roundabout at Barford Bridge and the new alignment of Newton Road, will offer a significantly enhanced access arrangements for the vehicles using the new sections of the highway network.

10.2 The location of the Camgrain facility will make the best use of the new highway giving better access for HGV and farm traffic during the harvest period.

10.4 The access works of this proposal will conform with the Planning Consent Conditions as applied to the original A43 Corby Link Road as part of the June 2007 approval relating to Application Numbers CO/06/0427 and KE/06/1127. **A copy of the approval is included in appendix B**

10.5 The following comments relate to points raised in the original planning approval.

Condition

No

3) Landscaping

The proposed landscaping scheme for the main scheme includes for landscaping around the adoptable access off the proposed Newton Road. The main landscaping scheme does not include any additional planting over the length of the accommodation track within the Boughton Estates and Camgrain ownership areas. **See Landscape planting plan in appendix A**

4) Materials

The proposed accommodation track will be of reinforced concrete construction, including the adopted turning head.

5) Lighting

There is no street lighting associated with the proposed accommodation track, however, there will be lighting on the adjacent Barford Bridge Roundabout on the A6003,

6) Hours of working

All works will be undertaken within the current highways contract, therefore the working hours will continue to be limited to between 7:30am and 6pm Mondays to Fridays, and 8.0am to 1.0pm on Saturdays
Proposal – via NMA – To extend hours from 7:30 am to 7pm. No change on Sat working hours.

7) Geotechnical Survey

A full geotechnical survey has been undertaken as part of the main works, the proposed accommodation track requires only minor filling operations to create a

suitable vertical alignment, therefore this submission conform to the criteria set out in the geotechnical survey.

8) and 9) **Construction Traffic**

The proposed works in this application will not require any changes to the routes to site already approved.

10) **Machinery Noise Suppression**

All plant, equipment and machinery used on site including vehicular traffic, which is capable of being fitted with the appropriate silencers, baffles, cladding and rubber linings shall be so fitted and maintained

11) **Wheel Cleaning**

All vehicles leaving the site will not be allowed on the public highway without first being cleaned to prevent mud etc being deposited on the highway.

12) and 13) **Dust and vehicle sheeting**

Control measures for dust emissions shall include:

- Regular water-spraying and sweeping of unpaved and paved roads.
- Sheeting or enclosure of all loads of potentially dusty materials to be transported on the public highway.
- Restricting vehicle speeds on unmade surfaces on site to no more than 15mph.
- Maintaining potentially dusty exposed surfaces in a damp condition by application of water sprays/mobile bowsers preferably making use of rain or grey water.
- Regular inspection and cleansing of paved surfaces – especially site access points - using appropriate means to minimise dust mobilisation
- Provision and supervised use of vehicle cleaning facilities before site exits to the public highway.
- Use of wet suppression or air extraction and filtration during disc cutting operations.
- Minimise the surface area of unmade roads.
- Clearance of any spillages of potentially dusty materials as a matter of priority using appropriate means to minimise dust mobilisation
- Storage of any dusty or waste materials in covered skips (if practicable) or screened areas and as far from potentially sensitive receptors as possible (such materials should be removed from the site for proper disposal as soon as possible)

14) **Archaeology**

The Authority have commissioned Northamptonshire Archaeology to undertake all archaeological investigations associated with the main works, this area lies within the boundaries of the existing commission.

15) and 16) **Protected Species and Biodiversity –**

A further walkover survey of the site of these works has been undertaken by the site ecologists who have determined that there are no additional impacts on protected species and biodiversity. The area has previously been assessed as part of the development of the A43 Corby Link Road Ecological Management Plan (EMP) produced in September 2011. The EMP covers the identified protected species that will be impacted by the construction of the A43 Corby Link Road and includes mitigation for their protection and enhancement. The current proposals and its impacts have already been identified in the Ecological Management Plan and the

species identified as being present will be protected by the plan and its method statements.

The Ecological Management Plan is included in Appendix B

17) and 18) **Drainage**

There is proposed drainage along the Geddington / Newton road as part of the main A43 Corby Link Road scheme, and two additional gullies will be included in the highway to cater for any flows off the adoptable turning head. The flows the scheme are relatively small and can be catered for within the proposed drainage scheme, and will ultimately outfall will be via oil interceptor to proposed pond 1a which has sufficient capacity to cater for the additional flow.

19) **Public Rights of Way**

No rights of way are affected.

20) **Breeding Birds**

The proposed access lies within the original development area and therefore its impacts on breeding birds have been assessed as part of the A43 Corby Link Road Ecological Management Plan produced in September 2011. The plan covers the potential for breeding birds and method statements for their protection and enhancement of habitat. Although, the current proposals and its impacts have already been identified in the Ecological Management Plan and provisions have been identified and implemented, a further walkover survey of the site and adjacent area have been undertaken by ecologists to ensure that no breeding birds are affected by the development.

21) **Noise Surveys and Monitoring**

Monitoring surveys were undertaken prior to the commencement of works, the original panning conditions relate to properties identified in Table 12.2 of Volume 1 of the Environmental Statement, which include Storefield Cottages. These surveys will be undertaken again within 3 months of the new road being fully opened.

22) **Programme of Works**

The proposed works will be included in the main programme of works. The main works commenced in June 2012, these works for the requested extension of working time are planned to start in the middle of 2013 to Oct 2013.

23) **Temporary Construction Access**

The proposed works will not require any amendment to the proposed Temporary construction access routes

24) **Tip Locations and Haul Routes**

The proposed works will not require any additional requirements and will be included in the proposals for the main works.

25) **Construction Compound**

The proposed works will not require any additional areas for site compounds other than those for the main works.

26) **Extraordinary Loads**

The proposed works will not require any extra ordinary loads.

11.0 Cost Benefits

11.2 It is anticipated that overall this proposals will be cost neutral to the works contract.

12.0 Summary and conclusions

12.1 In summary, permitting the proposals in this application will help the Principal Contractor to make up for the lost time at the end of 2012 and beginning of this year due to exceptionally poor weather conditions.

APPENDIX A- Planning Support Drawings

Drawing Number	Title	
5033318-010 /121 revision B	Original Planning Drawing / Site Location Drawing	A2
Application No: CO/06/0427 & KE/06/1127	Application No: CO/06/0427 & KE/06/1127	B1