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Your ref:
Our ref: CLR711f
Date: 2nd July 2013

Miss C Spokes
Development Control Officer
Northamptonshire County Council
County Hall
Northampton
NN1 1ED

Dear Sir or Madam

A43 Corby Link Road – Non Material Amendment

Northampton Highways on behalf of Northampton County Council are submitting a non-material amendment for the creation of 4 permanent earth bunds as part of the works for the A43 Corby Link Road. These bunds are located as follows

The original A43 Corby Link Road planning application (numbers CO/06/0427 and KE/06/1127) were submitted in December 2006 and subsequently approved on 22nd June 2007, and at that time the application did not include the bunding areas described above, as it was anticipated that the 221,000 cubic metres of surplus excavated material that would be generated by the works would be taken off site.

To date Northamptonshire Highways and the Main Contractor have already found engineering solution to reduce the above amount down to around 134,250cu.m, and the proposals to create the four bunds within the application will help reduce this figure by a further 72,735cu.m down to around 59,650cu.m. Consequently, this will reduce the HGV traffic using the highway network down from 24,500 to around 5600 lorry loads

Although the proposed bunds lie within the existing “red line” planning boundary, the proposed works require the formal approval of the Planning Authority, and the submission indicates the changes being proposed, and any impact on the original planning conditions.

The construction of the A43 Corby Link Road commenced in June 2012 and is due for completion in April 2014, and the proposed bunds will be incorporated within the overall programme of works. The proposed works will **not** change the route, road alignment or scope of the remainder of the A43 Corby Link Road as approved as part of the original Planning Approval in June 2007.

I can confirm that the Certificate of Ownership, and agricultural holdings and the notice of intension to submit a non material amendment application have been sent to the relevant landowners, tenants and their land agents.

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If you have any questions relating to the A43 Corby Link Road or the non material amendment please contact me on the above number or alternatively you can e-mail me on tball@mgwasp.co.uk

Yours sincerely



Tony Ball
Scheme Project Manager
For and on behalf of Northamptonshire Highways

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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 to create a number of earth bunds at various locations along the length of the A43 Corby Link Road currently under construction, these areas of bunding were not part of the original A43 Corby Link Road planning application approved on 22nd June 2007.

1.2 The location of the proposed bunding areas are detailed below in section 3,

1.3 The construction of the A43 Corby Link Road commenced in June 2012 and is due for completion in May 2014, the proposed bunding will be undertaken as part of the earthworks process as and when material becomes available.

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 area of works required as part of this Non Material Amendment application are located as follows

Bund 1 - To the western side of the proposed roundabout on the A6003, approx. 170m south of the existing Barford Railway Bridge located / centred on Ordnance survey grid reference **SP861833**. See Drawing **5033318-010 /121 revision C sheet 1 of 2** the updated Planning Application scheme plan for site location in Appendix A.

Bund 2 - To the eastern side of the proposed roundabout on the A6003, approx. 220m south-east of the existing Barford Railway Bridge located / centred on Ordnance survey grid

reference **SP862832**. See Drawing **5033318-010 /121 revision C sheet 1 of 2** the updated Planning Application scheme plan for site location in Appendix A.

Bund 3 - In an area that lies to the east of the existing Kettering to Manton Railway line, the west of the A43 Corby Link Road, north of the Public footpath GT1, and south of the Little Oakley to Great Oakley Road. This area is centred on Ordnance survey grid reference **SP877853** See Drawing **5033318-010 /121 revision C sheet 1 of 2** the updated Planning Application scheme plan for site location in Appendix.

Bund 4 – In an area that lies to the south of the Stanion Road (A43/A6116) roundabout to the west of New Grange Farm on the eastern side of the A43 Corby Link Road. This area is centred on Ordinance Survey grid reference **SP909872** See Drawing **5033318-010 /121 revision C Sheet 2 of 2** the updated Planning Application scheme plan for site location in Appendix.

4.0 Proposed scheme

4.1 The proposed application seeks approval to create 3 new areas of bunding and convert 1 area from a temporary bunding area in to permanent bund. These are as follows

4.2 BUND 1 – PROPOSED BUND

This area is to the west of the proposed A43 / A6003 roundabout and south of the Barford Railway Bridge, it is currently part of the existing A6003 carriageway and verge and within the planning “redline” and highway ownership boundaries. As part of the highway works the carriageway would have been perforated, and overlaid with topsoil, seeded and planted as per the agreed planting scheme submitted as part of the original planning application.

The proposal is to perforate the existing carriageway, and form a bund using 9000cu.metres of suitable excess materials over an area of 2250 Sq. metres. The toe of the bund will be 3.5m from the kerb line of the roundabout, and the bund will rise approx. 4.5m above the proposed kerb line, with a gradient of 1 in 3. The rear of the bund will flare down towards the existing hedge line and beyond the existing carriageway, and 450mm of topsoil will be overlaid on the proposed bund and the highway planting scheme will be suitably updated.

4.3 BUND 2 – PROPOSED BUND

This area is to the east of the proposed A43 / A6003 roundabout and south of the Barford Railway Bridge, and lies between the proposed verge / embankment of the south bound carriageway of the A6003 and balancing pond 1a. The area is within the planning “redline” boundary and will stay within the highway ownership boundary. As part of the works the area was to be topsoiled, seeded and planted as per the agreed planting scheme submitted as part of the original planning application.

The proposal is form a bund between the existing back of verge levels and the balancing pond 1a using 18,000cu.metres of suitable excess materials over an area of 5040Sq. metres. The toe of the bund will be 4.0m back from the kerb line of the roundabout, and the bund will rise approx. 3.0m above the proposed kerb line, with a gradient of 1 in 3. The rear of the bund will flare down towards the earthworks to the balancing pond, and the area will be overlaid with 450mm of topsoil and the highway planting scheme will be suitably updated.

4.4 BUND 3 – EXISTING TEMPORARY BUND

This area was designated as planting within the original planning approval, and a full planting scheme has been approved as part of the discharge of planning condition. The area varies in width between 16m and 30m and is approx. 560m in length, running parallel with both the Kettering to Manton Railway Line and the A43 Corby Link Road. The area is within the planning “redline” boundary and is designated as Plot 2G in the Compulsory Purchase Order. It is also adjacent to the 5 Railways cottages although these are on the western side of the railway, the nearest property being old Station House which is 30m away.

At present the area is being used as a temporary stockpile for topsoil destined for re-use on the scheme. However, there is an excess of suitable topsoil across the site, and therefore there is an opportunity to either leave the topsoil stockpile in place, or should the topsoil subsequently be required, replace the topsoil with excess natural material.

The current bund is approx. 1.5m high, with a top width of approx. 2.0m and a base with that varies between approx. 10m and 24m over a length of around 425m, and has a volume of approx. 7735cu.m. over an area of 6575sq.m.

The proposal is to maintain the topsoil bund as the above dimensions, or form a similar bund using excess suitable natural material in this location but increasing the height to approx. 2.5m. At the time of submission a final decision has not been made and will depend on the outcome of the overall earthworks requirement for topsoil.

The A43 Corby Link Road is in approx.5.5m of cutting as it passes the Railway Cottages, and the road was designed this way to offer some noise mitigation to the cottages, the proposed bund will add an extra 1.5m or possibly 2.5m above the existing ground level and will therefore offer a little extra screening for both the noise and visual impacts to these properties.

4.5 Bund 4 PROPOSED BUND

This area was designated as planting within the original planning approval, and a full planting scheme has been approved as part of the discharge of planning condition. The area behind the highway boundary varies in width between 8m and 35m and is approx. 425m in length, running parallel and on the eastern side of the A43 Corby Link Road.

The area is within the planning “redline” boundary and is designated as Plot 10A in the Compulsory Purchase Order, and is located adjacent to New Grange Farm, with the nearest residential properties being approx. 80m away on the western edge of the village of Stanion close to the existing A43/ A6116 roundabout..

The proposal is to create a permanent bund using 38,000cu.metres of suitable excess material across an area of 12,630sq.m, the top of the bund will be approx. 3.0m above the kerb line, and flare back to existing ground level within the redline boundary.

The bund will extend southwards towards the proposed balancing pond 3 which is also located adjacent to New Grange Farm. The proposed bund will help to reduce the open views across from the A43 Corby Link Road towards New Grange Farm and the size and shape of the bund offering a potential deterrent to unlawful access to the farm buildings.

The bund will also offer some very minor improvements to both the visual and noise impact of the scheme for the nearest residents of Stanion, by creating a “false” bund where originally the ground would have been left flat.

The proposed planting scheme in all the above locations will need to be revised to reflect the proposed changes.

4.6 The plans indicating the layouts and locations of the proposed bunding areas are included in **Appendix A** as follows:–

- BUND 1

Location - Drawing number **5033318-010 /121 revision C sheet 1 of 2**

Details – Drawing number **CL03/08/161 revision D**

- BUND 2

Location - Drawing number **5033318-010 /121 revision C sheet 1 of 2**

Details – Drawing number **CL03/08/169 revision A**

BUND 3

Location - Drawing number **5033318-010 /121 revision C sheet 1 of 2**

Details – Drawing number **CL03/08/165 revision B**

BUND 4

Location - Drawing number **5033318-010 /121 revision C sheet 2 of 2**

Details – Drawing number **CL03/08/163 revision C**

4.6 The proposed changes will **not** change the route, the road alignment or the scope of Works for the remainder of the A43 Corby Link Road as approved as part of the original Planning application in June 2007

5.0 The Need for the Scheme

5.1 The scheme did not include the bunding areas described above, at the time of the original planning application it was anticipated that all excess earthworks materials would be taken offsite.

5.2 Northamptonshire Highways, on behalf of Northamptonshire County Council are actively seeking value engineering solutions to reduce the overall construction cost of the scheme, and wherever possible re-investing any savings made back in to the scheme to provide higher quality long term maintenance items, i.e. socketed posts to central reservations and improved highway surfacing on the existing A6003 outside of the site boundary.

5.3 Originally the scheme required approx. 221,000cu.m of surplus excavated material to be taken off site, this has already been reduced to approx. 134,250cu.m following value engineering design reviews for drainage and highways designs, and the proposals within this submission will reduce the excess of material for disposal by a further 72,735cu.m.

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 objectives of this submission are to:

- reduce the volume of excess material being taken off site
- reduce the number of heavy goods vehicles using the highway network by a further 6600.
- provide minor improvements to the noise and visual impact of the completed scheme for local residents.
- provide additional security to New Grange Farm by reducing the view over farm buildings and a further deterrent to unlawful access to the farm.

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 There has not been a formal consultation with local residents, as three the areas of bunding are away from any residential properties. The fourth is bund is adjacent to Railway Cottages but on the opposite side of the railway line, and will not be visible from these properties. .

8.2 The tenant farmer and land owner of New Grange Farm have been informally approached about the proposals for bund 4, and this was seen as an improvement and generally acceptable

8.3 As part of the Certificate of Ownership and Agricultural holdings process, a detailed letter of explanation has been sent to the landowners, tenants and their land agents.

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, but as highlighted in section 6.3 above, the reduction of around 8300 heavy goods vehicle movements on the public highway is an added benefit, along with the minor improvements to the long term noise and visual intrusion of the scheme.

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

10.3 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 along the whole of the works, the bunding proposals will be incorporated in to the approved landscaping proposals but are unlikely to impact or change the current landscaping proposals significantly.

The updated landscape proposals are not available at the time of submission, but will be supplied as soon as possible, and it is assumed that this could be a “condition to be discharged” as part of the approval to this submission. **See the existing Landscape planting plans for the four locations in appendix C**

4) **Materials**

The proposed bunds will be formed using excess excavated material.

5) **Lighting**

The proposed bunding will not affect the current street lighting proposals

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 8am and 6pm Mondays to Fridays, and 8.0am to 1.0pm on Saturdays.

7) **Geotechnical Survey**

A full geotechnical survey has been undertaken as part of the main works, and the proposed bunding will not impact on the engineering integrity of current embankments, structures or highway.

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**

Bund 1

The bund lies within the existing A6003 highway boundary, and close the western edge of field 1 the former quarry site, and no archaeological are required in this area.

Bund 2

The bund lies within field 1 the former quarry site, and no archaeological are required in this area.

Bund 3

The location of this bund is in the north side of field 6, which had no condition attached to the original highway works, and we would not expect any archaeological investigations to be required.

Bund 4

The location of this bund is in south side of field 25, which had no condition attached to the original highway works, and we do not expect any archaeological investigations to be required.

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

The overall areas of bunding within this submission have 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 Ecologist assigned to the site will continue to monitor any activities being undertaken by the main contractor to ensure the EMP guidelines are followed.

The Ecological Management Plan is included in Appendix B

17) and 18) **Drainage**

The proposed highway drainage network along the of the main A43 Corby Link Road scheme, has sufficient capacity to cater for the proposed bonding areas within this proposal. However, an extra drainage ditch will be installed along the eastern side of bund 4 to ensure no water off the bund discharging in to the adjacent field.

19) **Public Rights of Way**

No rights of way are affected.

20) **Breeding Birds**

All of the proposed bunding 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, however the assigned Ecologist will continue to monitor progress of the works 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 planning 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, and the bunding works will be incorporated in to the overall programme.

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

11.1 The direct cost benefit is a reduction in the Haul and tip off site charges, however the material will still need to be transported as part of the earthworks contract to the bund locations. A saving of around £90-100,000 is expected, although this is significant figure in itself, the greater benefit is the opportunity to reinvest this amount in improved specification and long term maintenance benefits to the scheme and the reduction in traffic movements as identified in items 5.3 and 6.3.

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

12.0 Summary and conclusions

12.1 In summary, the cost saving is relatively small in the greater scheme value, but savings like these will help balance the overall cost burden to the County Council, by allowing this and other savings to be reinvested in the scheme and the maintenance of the A6003 which will become the A43 towards Kettering.

12.2 Although the forming bunds 3 and 4 will not mitigate the visual and noise impacts of the scheme, the bunding will raise the finished ground levels locally by up to 3m, which will help contain the noise in a "false" bund and raise the finished landscaping to increase the longer term screening of the new road.

APPLICATION INFORMATION

	Document Title	
	Covering Letter to Planning Authority	1
	Application Form for Non Material Amendment	2
	Planning Support Statement	3
	Copy of letter to landowner, tenants and their agents	4
	Certificate of ownership, Agricultural Holdings and notice of Intension to submit a Non Material Amendment to the Planning Application	5

APPENDIX A- Planning Support Drawings

Drawing Number	Title	
5033318-010 /121 revision C	the Planning Application scheme plan sheet 1 of 2 indicating the overall scheme plan and location of bunding	A1
5033318-010 /121 revision C	the Planning Application scheme plan sheet 2 of 2 indicating the overall scheme plan and location of bunding	A2
CL03/08/161 revision D	Proposed Bund 1, adjacent to Barford Bridge Roundabout	A3
CL03/08/169 revision A	Proposed Bund 2, adjacent to Barford Bridge Roundabout	A4
CL03/08/165 revision B	Proposed Bund 3 – North of Newton Road.	A5
CL03/08/163 revision C	Proposed Bund 4 – South of Stanion Road Roundabout	A6

APPENDIX B- Planning Support Information

Drawing Number	Title	
Application No: CO/06/0427 & KE/06/1127	A43 Corby Link Road Planning Approval	B1
	A43 Corby link Road – Environmental Management Plan Dated December 2011	B22- B26

APPENDIX C- Existing Landscape Drawings

Drawing Number	Title	
LS_CLR_001/C	Existing Landscape proposals at Bund 1 and 2	C1
LS_CLR_004/C	Existing Landscape proposals at Bund 3	C2
LS_CLR_009/C	Existing Landscape Proposals at Bund 4	C3