Welcome to the third edition of the Daventry Development Link Road Newsletter.

Our first newsletter was issued in early spring, and the second in the summer, and as with those editions, we want this newsletter – and subsequent issues – to keep you informed.

However, we would also welcome your views and comments so that we can make sure we are giving you the information you really want.

Over the months ahead we will continue to build-up a ‘Frequently Asked Question’ (FAQ) section on the Northamptonshire County Council (NCC) website. If you are unsure about anything or want to know more please ask us. This will help to form the FAQ section on the NCC website and help to keep the information we provide to you relevant and accurate.

This newsletter is produced by the delivery team for the project who are Northamptonshire Highways and Balfour Beatty Construction Services UK who are now well into the programme to build the new A45 Daventry Development Link Road.

We will continue to issue these newsletters as we progress to keep residents, affected land owners, local businesses and other interested groups informed about our work and the way we will carry it out.

The scheme

Many of you will doubtless be familiar with this already… but to recap…the A45 Daventry Development Link Road (formerly Weedon, Flore & Upper Heyford Bypass) will be a new 3.5 mile (5.7 km) single carriageway.

The road will start at a new roundabout on the existing A45 between the villages of Dodford and Weedon. It will then pass to the north of the communities of Weedon, Flore and Upper Heyford before re-joining the A45 at a new roundabout between Upper Heyford and the M1 motorway at junction 16.

The scheme features extensive earthworks (cuttings and embankments) and includes the construction of eight structures as follows:

- A major combined bridge crossing of the West Coast Main Line Railway & Grand Union Canal
- A bridge spanning the River Nene (Whilton Branch)
- Bridges carrying Brockhall Road, Brington Road, a bridleway and a byway over the new road
- A stream culvert (a structure that allows water to flow under a road, railroad, trail, or similar obstruction from one side to the other side) and farm access bridge
Earthworks
The stripping of the top soil layer has now progressed throughout much of the site and has been completed over around two thirds of the route from the western end almost through to Upper Heyford. This is being stored in stockpiles along the route for subsequent replacement and reuse at later stages of the works.

Ground stabilisation has been carried out on sections of the new link road route where sub-soil stability is poor, notably west of the railway and north-west of Hillside Road, Flore.

Where soft ground conditions exist in the flood plain area around Whilton Brook and the A5 trunk road, large quantities of rock fill have been placed to both provide stability to the road embankments and permeable layer to assist drainage.

Mass ‘cut and fill’ earthworks operations (excavating cuttings and forming embankments) are now taking place throughout the western half of the site to the north of Weedon and Flore. Some of the excavated soil is being reused to form embankments close to where it is dug-out, some is being transported across the A5 to form the embankment leading up to the canal crossing and a large quantity is to be moved by road lorries from the point of origin east of the A5, south along the A5, through Weedon Crossroads and along the A45 to be deposited on the approach to the railway from the west.

Drainage
Drainage works have now commenced on the site, and drainage pipes and associated manholes and connections have been laid at the western end of the site (in the area of the proposed western A45 roundabout). At various locations elsewhere along the route of the new road, including pipes across the first of the four balancing ponds (to contain storm water so that it is discharged into watercourses in a controlled manner) is now being excavated adjacent to Hollandstone Farm brook. Further balancing ponds will be created in due course west of the A5, above Whilton Brook and at the eastern end of the link road near M1 junction 16.

Temporary works to facilitate construction
Works are proceeding for the temporary A5 diversion road, where earthworks and drainage are now complete and the road layers and surfacing are being implemented so that traffic using the A5 trunk road can be diverted onto the temporary road for a number of months to enable construction of the roundabout junction with the link road. To do this will require a short delay when the traffic is transferred from the current A5 to the temporary road, expected to be carried out at night to minimise disruption. We will confirm.

Temporary crossings of Whilton Brook and the Hollandstone Farm brook have been constructed to facilitate access throughout the length of much of the site, minimising the need for construction plant and delivery vehicles to use local roads except where unavoidable. These supplement the haul road (temporary service access) that has already been constructed throughout much of the site.

Public Utilities
Both of the high voltage overhead cables within the site adjacent to the railway and canal which lay in the path of the new link road have now been successfully re-laid and protected underground so as to be clear of the works.

Works have continued to ensure that various public utilities apparatus (water, electricity, gas, telephone, etc) is suitably protected or diverted as appropriate, and in addition to the above these works are taking place throughout the length of the site, particularly at the interfaces with the public road network.

Accommodation works (provision for affected land owners)
Good progress has been made on the accommodation works, including additional fencing, gates and water supplies to adjoining landowners. The fencing in many cases includes the addition of wire mesh to variously exclude or protect badgers, newts, deer, sheep and other livestock. The water supplies for land owners are primarily in the form of connections to water troughs in fields used by grazing cattle, sheep etc.

We aim to minimise disruption for our neighbours during construction.

We will do this by:

- Carrying out as much of the construction work during the day time as we can
- Using clear diversion route signs when roads are closed
- Ensuring that site vehicles only use approved routes
- Closely monitoring the impact of site operations
- Using techniques and machines designed to minimise noise and vibration
- Keeping in regular contact with our neighbours so they are informed as works progress

For road users we will ensure their safety by:

- Operating a reduced speed limit through the road works; this makes it safer for the workforce and drivers, and gives drivers more time to react to the road conditions ahead
- Keeping road closures to a minimum and avoiding peak hours where possible
Every effort is being made to maintain access for farmers to continue working their land without disruption, whether as arable or for grazing. Close liaison is being maintained with them to ensure this continues, especially when particular operations are due to take place on site which could compromise this.

**Bridges and Structures**
Many of the bridges and other structures along the route have now been set-out and a start is expected shortly on the construction of these. These include piling works for the major bridge over the railway and canal early in the New Year, whilst Whilton Brook Bridge, Hollandstone Farm Culvert and the Green Bridge (carries Hillside Road bridleway) will also commence soon.

Other structures include a small farm access culvert and bridges which will eventually carry Brockhall Road, Brington Road and the byway at Upper Heyford over the link road (just as these three routes already include bridges over the nearby M1 motorway): The construction of these will affect those three local routes in different ways and at different times, more information will be provided on these details as soon as they are known.

**Site Access**
A large amount of dangerous work is being carried out within the entire site and members of the public are urged not to enter the site areas at any time for their own safety. Please only use the Public Rights Way to cross the site at the designated crossing points which are clearly signed and cordoned off.

At times it may be necessary to locally divert the Public Rights of Way routes or restrict their use, but we will keep you up to date as we progress. The Rights of Way which interface the construction site are EU1 (Flore Hill to Dodford footpath); EU 14 / EU2 (Flore to Brockhall bridleway / footpath); EU5 (Flore High Street to Brington Road footpath); and EU7 (Flore to Harpole footpath). The tow path of the Grand Union Canal also cross the site.

**Archaeology, Ecology & Environment**
Additional monitoring and safeguarding works have been carried out in sensitive locations along and adjacent to the route in terms of archaeology, protected species and the key areas of hedgerows and trees that require protection. We have ensured they are not disturbed and that sensitive areas are fenced off where necessary.

**Christmas 2016 & New Year 2017**
Please note that the main contractors (Balfour Beatty) and their various sub-contractors will not be working over the forthcoming Christmas and New Year period, The construction site will not be operational for two weeks.

The site will close on the afternoon of Friday 23rd December 2016, and will re-open on the morning of Monday 9th January 2017.

For more information about the scheme you can visit the website at [www.northamptonshire.gov.uk](http://www.northamptonshire.gov.uk)

Please advise people that they can join this mailing list and receive regular progress updates by emailing rmiller@kierwsp.co.uk and registering their email address. They will be added to the mailing list and this information will remain confidential and will not be shared with any third parties.

If you have any questions relating to these activities please do not hesitate to contact Simon Levell at slevell@kierwsp.co.uk who will be your site-based contact on day-to-day issues specifically relating to the road construction phase and its impacts.

For all general highway issues that are not specific to the Daventry Development Link Road works please contact the Street Doctor service in Northamptonshire.

Remember, you can also report highway faults online with our Street Doctor service. northamptonshire.gov.uk/streetdoctor

Follow us on Twitter @nnhighways and @A45daventrylink for all the latest transport and highways updates and news.

A45 Daventry Development Link Road funded by: Northamptonshire County Council, SEMLEP and Daventry District Council