

A509 Isham Bypass
Statement of Case

June 2007

A509 ISHAM BYPASS

THE NORTHAMPTONSHIRE COUNTY COUNCIL (A509 ISHAM BYPASS CLASSIFIED ROAD) (SIDE ROADS) ORDER 2006

THE NORTHAMPTONSHIRE COUNTY COUNCIL (A509 ISHAM BYPASS CLASSIFIED ROAD) COMPULSORY PURCHASE ORDER 2007

Statement of Case

1.0 Introduction

- 1.1 This statement represents the main statement of case for the Northamptonshire County Council in support of the A509 Isham Bypass.
- 1.2 The Northamptonshire County Council's case will be supported by separate proofs of evidence detailing the following matters in more depth:
 - ◆ Engineering – Hugh Smith
 - ◆ Traffic and Economics – Paul Eagle
 - ◆ Landscape and Environment – David Ellwood
 - ◆ Noise and Air Quality – Tony Fletcher
- 1.3 The specialist supporting witnesses are employed by Atkins. Atkins has a term commission to provide Northamptonshire County Council with professional and technical support for the provision and maintenance of highway services within the County of Northamptonshire. Other evidence may be presented, if required, to expand on issues that may emerge during the course of the Inquiries.
- 1.4 The proposals for the A509 Isham Bypass, which have been developed over a period of six years, have been published and are described in this statement. The proposals are those which, on the basis of a careful appraisal by the Northamptonshire County Council's engineering partner, Atkins, are considered to be the best solution for the objectives set out in paragraph 2.4 overleaf.

2.0 Background

- 2.1 The village of Isham, on the A509 south of Kettering, suffers from the effects of through traffic. The observed 24 hour average annual daily traffic flows on the A509 through Isham at detailed investigation stage were approximately 21,300 vehicles, 2,556 (12%) of which were heavy goods vehicles.

- 2.2 The Northamptonshire Local Transport Plan, published in 2000 covering the five year period between 2001 and 2006, identified the Isham Bypass as one of the 6 top-priority road schemes in Northamptonshire. These 6 top-priority schemes were appraised in 2000/2001 and the Northamptonshire 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.
- 2.3 In May 2003, following extensive public consultation, the Northamptonshire County Council Executive formally announced the Preferred Route for the Isham Bypass. This route passed to the west of the village. Following a submission from the Northamptonshire County Council to Central Government, provisional acceptance and financial approval was received in December 2003.
- 2.4 The objectives of the Scheme are:
- ◆ to reduce community severance currently experienced through the village of Isham by removing through traffic, particularly heavy goods vehicles
 - ◆ to reduce the number and severity of road accidents
 - ◆ to reduce congestion on the A509 particularly during peak hours
 - ◆ to enhance the local environment of Isham and improve conditions for motorists, cyclists and pedestrians
 - ◆ to improve transport links between Kettering and Wellingborough

3.0 Description of Existing Route

- 3.1 The village of Isham is located on the A509 route in Northamptonshire, south of the town of Kettering.
- 3.2 The A509 is a strategic route running in a north south direction, between Kettering in the north and Junction 14 of the M1 (near Newport Pagnell, Buckinghamshire) in the south. It intersects the A45 Trunk Road south west of the town of Wellingborough. As well as being a strategic route, up to 30% of the traffic is local, travelling between the towns of Kettering and Wellingborough.
- 3.3 The village of Isham is situated on the A509 between the A14 junction 9 south of Kettering (the Pytchley Roundabout) and the A509/A510 Roundabout, to the north of Wellingborough.
- 3.4 The existing A509 is a single carriageway road with an undulating and bendy alignment. There are 4 junctions with minor roads along the length to be bypassed, as well as other side road junctions within the village of Isham.

4.0 Consultation

- 4.1 A Wider Reference Group for the Isham Bypass study 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, Isham, Orlingbury, 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.
- 4.2 Atkins began the preliminary assessment with thirteen route options (see Appendix 1). These were identified in the brief agreed by the members of the Wider Reference Group in January 2002. Most of these options were derived from a public consultation held in 1993, when a preferred route (described in this statement as Option 6) was chosen for a bypass.
- 4.3 Baseline environmental data was collected in order to assist in the sieving of routes. Of the thirteen routes, five (3, 4, 7, 9 and 11) were variations of other routes and it was considered that there was little merit in considering them further in the initial assessment. However, the possibility of reconsidering them at a later stage, should one of their 'parent' routes be selected, was not ruled out.
- 4.4 The eight remaining routes (1, 2, 5, 6, 8, 10, 12 and 13) were subject to further assessment. The Wider Reference Group was informed and consulted on these options under consideration between August 2002 and January 2003 in respect to engineering, environmental, traffic and economic assessments.
- 4.5 Following this period of technical assessment a workshop was held with the Wider Reference Group in January 2003. A decision was made, on the recommendation of the Wider Reference Group, to take forward three routes to public consultation. The routes recommended were Routes 2, 5 and 6 (see Appendix 2).
- 4.6 Routes 1, 8, 10, 12 and 13 were rejected for a variety of reasons, as follows:
- ◆ Route 1 would not adequately reduce the amount of traffic travelling through Isham;
 - ◆ Route 8 would only provide 50% traffic relief through Isham village in 2007 and 65% in 2022;
 - ◆ Route 10 would not address the accident problem at the Hill Top Road and Finedon Station Road junctions and it might lead to undesirable infill development between the route and the edge of the village envelope;

- ◆ Route 12 was the least acceptable in terms of its impact on natural resources, nor did it perform as well as other routes in terms of traffic relief. The route was rejected primarily on environmental grounds;
 - ◆ Route 13 would only provide 1% traffic relief to the village of Isham in 2007 and 6% in 2022. It would also have a direct impact on a designated County Wildlife Site located to the west of Finedon;
 - ◆ Routes 1, 8 and 12 were in too close a proximity to the residents of Pytchley and would have had a significant impact on open countryside to the west of Isham.
- 4.7 On the recommendation of the Wider Reference Group, Routes 2, 5 and 6 were put forward for public consultation in February/March 2003. The consultation process included public exhibitions at Isham Church of England Primary School, Orlingbury Village Hall, Little Harrowden Village Hall, Pytchley Village Hall and Burton Latimer Methodist Chapel Rooms.

4.8 **Description of Route 2**

- 4.8.1 Route 2 would pass 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 Road and Great Harrowden. The length of the route would be 4.3km. There would be two at-grade roundabout junctions, one at the junction with the A509 Kettering Road south of the A14 Pytchley Roundabout and the other at the junction with the B574 Hill Top Road. All the side roads would be single carriageway, totalling 1.05km. The side roads would provide access to the village via the existing A509 and maintain access to the B574. An overbridge would be required to carry Orlingbury Road over the main route.
- 4.8.2 Extensive earthworks would be required with this route, with cuttings up to 9m deep and embankments up to 10m high. This route would pass within 30m of properties in Fairfield Road and Winston Drive in Isham, in an 8m deep cutting; pass within 80m of Frisby Lodge, in a 7m deep cutting; and within 30m of the nearest property at Hill Top Road.
- 4.8.3 The route would cross bridleway GW15, footpaths GW2, TM3, TM4 and TK18 and would cross three tributaries of the River Ise. Provisions for the rights of way would be considered further once the preferred route was chosen.
- 4.8.4 The cost of this route was then estimated at £10.314m based on 1998 costs excluding inflation, risk analysis and optimism bias.

4.9 Description of Route 5

- 4.9.1 Route 5 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 route would be 6.5 km in length. A single carriageway would link through to Northen Way and 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.
- 4.9.2 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. 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.
- 4.9.3 The route would cross footpaths TM10, TM11 and TM6, three tributaries of the River Ise and two ditches adjacent to Isham Mill. Provisions for the rights of way would be considered further once the preferred route was chosen.
- 4.9.4 The cost of this route was then estimated at £15. 897m based on 1998 costs excluding inflation, risk analysis and optimism bias.

4.10 Description of Route 6

- 4.10.1 Route 6 would pass 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 the route would be 3.8km. The road would be 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 side roads would enable access to the A509 where appropriate and Burton Latimer Station Road.

- 4.10.2 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.
- 4.10.3 The route would cross footpaths TM10, TM11 and TM6, cross two tributaries of the River Ise and two ditches adjacent to Isham Mill. Provision for the rights of way would be considered further once the preferred route was chosen.
- 4.10.4 The cost of this route was then estimated at £10.667m based on 1998 costs excluding inflation, risk analysis and optimism bias.
- 4.11 Following the extensive consultation process, and detailed analysis of the three options, the Northamptonshire County Council’s Cabinet agreed, at its meeting on 27th May 2003, that Route 2 should be designated the ‘Preferred Route’ for the A509 Isham Bypass, and that preparation work should continue towards a planning application.
- 4.12 Reasons for the rejection of alternative Routes 5 and 6 included:
- ◆ 82% of the consultation questionnaires returned supported the idea of an Isham Bypass, with 62% supporting Route 2 (the Preferred Route), 34% Route 5 and 4% Route 6.
 - ◆ Environmental considerations relating, in particular, to Routes 5 and 6 passing through the River Ise floodplain. The Environment Agency had a preference for Route 2 on the grounds that the other routes would involve development within the floodplain of the River Ise. Overall the environmental aspects of the route options were assessed and on balance the ‘Preferred Route’ would have the least adverse impact.
 - ◆ From an engineering perspective all the routes had large earthworks associated with undulating topography of the land. The ‘Preferred Route’ would have the advantage of not being constructed in the floodplain where additional flood alleviation measures would be required.
 - ◆ Transportation aspects including traffic modelling, cost benefit analysis and accident savings showed the ‘Preferred Route’ as having the most beneficial cost benefit ratios, best accident savings and good traffic relief.

A comparison summary table of Routes 2, 5 and 6 is shown at Appendix 3.

- 4.13 A Stage II Environmental Appraisal Report was compiled in July 2003 and concluded that the ‘Preferred Route’ presented “no insuperable environmental difficulties and would be the most favourable option on environmental grounds”.

4.14 A509 Isham to Wellingborough Improvement

- 4.14.1 The A509 is an important strategic connection in both the county and sub-regional contexts. It links the urban areas of Kettering and Wellingborough and also provides links between the A14 and the A45 trunk roads. Provision of a dual carriageway over this length is a key infrastructure proposal contained within the Milton Keynes and South Midlands Sub-Regional Strategy.
- 4.14.2 To meet future infrastructure needs, the County Council decided in May 2003 that it would investigate an extension of the Isham Bypass, running between Hill Top Road and the north of Wellingborough. This scheme, known as the A509 Isham to Wellingborough Improvement, would bypass the village of Great Harrowden and complete a high quality dual carriageway road between Kettering and Wellingborough.
- 4.14.3 Both the A509 Isham Bypass and the A509 Isham to Wellingborough Improvement schemes offer good benefit to cost ratios as independent schemes.
- 4.14.4 During consultations for the A509 Isham Bypass, supporters of Route 5 suggested this option would offer a comprehensive solution to the A509 Kettering to Wellingborough strategic route. Although longer and more costly than Route 2 (see Appendix 3), supporters of Route 5 considered that, when compared to the combined schemes of A509 Isham Bypass and A509 Isham to Wellingborough Improvement, it would perform better. A comparison was undertaken of the aforementioned combined schemes and Route 5 with additional improvements to Northen Way and Niort Way. This enabled comparisons to be made which identified that Route 5 would:-
- Cost more
 - Offer poorer value for money
 - Save fewer accidents
 - Offer less traffic relief in Isham and Great Harrowden
 - Impact adversely on the flood plain of the River Ise
 - Be less effective as a strategic route within the framework of the sub-regional strategy.
- 4.14.5 The above factors were set out in detail within a Northamptonshire County Council Cabinet Report dated 29th June 2004, when the Preferred Route for the A509 Isham to Wellingborough Improvement was chosen.

5.0 The Planning Process

- 5.1 Following the public consultation undertaken in February/March 2003 the Northamptonshire County Council Cabinet decided on the 'Preferred Route' for the Isham Bypass at a meeting on the 27th May 2003.
- 5.2 The Northamptonshire County Council submitted a bid for finance for the Isham Bypass Scheme to Central Government in July 2003 and it received provisional acceptance and financial approval in December 2003.
- 5.3 The Isham Bypass was further developed and consultation on the draft Environmental Statement took place in October 2004. On the 27th January 2005 the Cabinet Member responsible for Transport decided that a planning application should be submitted for the A509 Isham Bypass, subject to some minor changes.
- 5.4 It was recognised the Isham Bypass would have significant implications on the existing rights of way provisions within the study area. As a priority for the Northamptonshire County Council is to maintain and improve access to the countryside, it was decided to undertake a detailed study with widespread consultation involving local councils, council members and interest groups. This consultation took place during March and April 2005 and resulted in decisions being made on proposals for rights of way provisions that could be incorporated within the scheme.
- 5.5 The Planning Application was made on the 31st July 2005. The Application, together with comments made by various public bodies and local people, was considered at the Northamptonshire County Council Development Control Committee meeting on the 17th January 2006. A holding direction to the Planning Application was made by the Highways Agency. This related to potential increased traffic movements at junction 9 of the A14 Trunk Road (the junction with the A509) and required further analysis be carried out to demonstrate that no significant adverse impact would result from the proposed scheme. After considering the Application and the comments received, the Committee decided it be approved, subject to the Highways Agency concerns being resolved. Other planning conditions were also outlined in the report that would require implementation.
- 5.6 On 13th February 2006, the Northamptonshire County Council made an application under Section 12 (3) of the Highways Act 1980 for the proposed bypass to become the A509 classified road.
- 5.7 More detailed analysis and modelling of the proposals demonstrated the A14 junction would operate efficiently under all the modelled scenarios. The Highways Agency advised the Northamptonshire County Council on 2nd May 2006 that the Secretary of State for Transport did not propose to give a direction restricting the grant of planning permission. The Highways Agency

was satisfied that the proposed A509 Isham Bypass would not result in any significant detriment to the safety or operation of the A14 Trunk Road.

- 5.8 The formal Planning Permission for the A509 Isham Bypass was issued on 5th May 2006.
- 5.9 At its meeting held on the 22nd May 2006, the Northamptonshire County Council's Cabinet gave authority to make the statutory Side Roads Order and Compulsory Purchase Order for the A509 Isham Bypass.

6.0 Description of the Proposed A509 Isham Bypass

- 6.1 The A509 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 Roads serving Kettering and Wellingborough and destinations towards the southwest.
- 6.2 The A509 Isham Bypass would pass to the west of Isham, commencing at the A14 junction 9 (Pytchley Roundabout) and run southwards to rejoin the A509 Wellingborough Road midway between Hill Top Road and Great Harrowden. The length of the Isham Bypass would be 4.3km. There would be two at-grade roundabout junctions, one at the junction with the A509 Kettering Road 800m south of the A14 Pytchley Roundabout and the other at the junction with the B574 Hill Top Road.
- 6.3 Northwards from the roundabout at Hill Top Road the A509 Isham Bypass would be dual carriageway standard, with a single carriageway provision southwards to connect with the existing A509.
- 6.4 All the side roads would be single carriageway. The side roads would provide access to the village of Isham via the existing A509 and maintain access to the B574. An overbridge would be provided to carry Orlingbury Road over the A509 Isham Bypass.
- 6.5 Extensive earthworks would be required, with cuttings up to a maximum of 9m deep and embankments up to a maximum of 10m high.
- 6.6 The A509 Isham Bypass would pass within 30m of properties in Fairfield Road and Winston Drive in Isham, in an 8m deep cutting; pass within 80m of Frisby Lodge, in a 7m deep cutting; and within 30m of the nearest property at Hill Top Road.
- 6.7 Street lighting would be installed at the two roundabout junctions. Flat glass 'cut off' lanterns with a high pressure sodium (SON) light source would be used to reduce light 'spill' to the night sky. This would minimise visual impact and provide a more natural rendition of colour.

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- 6.8 Lay-bys would be constructed to the north and south of the Kettering Road roundabout.
- 6.9 The A509 Isham Bypass would cross bridleway GW15, footpaths GW2, TM3, TM4 and TK18.
- 6.10 The bridleway GW15 and footpath GW2 would be combined to cross beneath the A509 Isham Bypass in a combined footpath underpass and culvert for Pytchley Brook. A further bridleway diversion would provide a link from bridleway and footpaths GW2/15 and TM3 to an overbridge at The Ruts, north-west of Fairfield Road.
- 6.11 Footpath TM4 would be diverted over the new overbridge at Orlingbury Road.
- 6.12 Footpath TK18/TM5 would be diverted to a farm accommodation overbridge crossing the A509 Isham Bypass just west of Ashpole Plantation.
- 6.13 A further footbridge would be provided south of the Hill Top Roundabout to allow pedestrians, cyclists and equestrians to cross the A509 in safety.
- 6.14 The A509 Isham Bypass would cross 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.

7.0 Compulsory Purchase Order

- 7.1 The Compulsory Purchase Order procedure is being implemented so that the Northamptonshire County Council may acquire, without unreasonable delay, all the land needed for the construction of the A509 Isham Bypass and associated alterations to side roads.
- 7.2 All the land indicated on the map referred to in the scheme and the reason for acquiring each individual plot is detailed in Section 10.
- 7.3 The enabling powers to be exercised are Sections 239, 240, 246 and 249 of the Highways Act 1980.

8.0 Description of the Land to be Acquired

- 8.1 Land required: - 36.29 Hectares – for the construction of the A509 Isham Bypass and associated drainage works is shown coloured pink on the Order Plan and is predominately agricultural land.
- 8.2 Land required: - 3.66 Hectares – for the mitigation of the adverse effects of the A509 Isham Bypass is shown coloured pink on the Order Plan and is predominately agricultural land.
- 8.3 Of the 39.95 Hectares of land to be acquired, 95% is agricultural arable land. 74% of the land to be acquired is best and most versatile Grade 2 and 3A and 26% is poorer quality Grade 3B and 4 land. The remaining area of land to be acquired (5%) forms part of the existing highways.

9.0 Concurrent Orders

- 9.1 A Side Roads Order under Sections 14 and 125 of the Highways Act 1980 was published to enable the Northamptonshire County Council to stop up and alter existing highways, private accesses and public rights of way affected by the A509 Isham Bypass.
- 9.2 A co-ordinated decision by the Secretary of State on the two Orders will be required.

10.0 Reasons for the Acquisition of the Individual Plots

10.1 Classified Road and other new highways

- 10.1.1 The following plots will be required for the construction of the Classified Road, other new highways as described in the Side Roads Order and the improvement of the existing highways.

Plot No's (Coloured Pink):

1, 2, 3, 4, 5, 5A, 5B, 6, 7, 7A, 7B, 7D, 7E, 8, 8A, 9, 9B, 9C, 10, 10B, 10E, 10F, 10G, 10H, 11, 11A, 11B, 11C, 11D, 12, 12A, 12B, 12C, 12D, 12E, 12H, 12J, 12L, 12M, 12N, 12P, 13A, 14, 14B, 14C, 15, 16, 16A, 16C, 16D, 16H, 16J, 17, 18

- 10.1.2 The following plots will be required for the mitigation of the adverse effects of the Classified Road, other new highways as described in the Side Roads Order and the improvement of the existing highways.

Drainage:

Plot No's (Coloured Pink):

4C, 4D, 4E, 4F, 11E, 11F, 16F, 16G

Landscape Planting:

Plot No's (Coloured Pink):

2A, 3A, 4A, 4B, 7C, 7F, 7G, 9A, 9D, 10A, 10C, 10D, 12F, 12G, 12K, 13, 14A, 16B, 16E.

11.0 Objections and Supporters

- 11.1 Letters were received from a total of 6 statutory objectors and 70 non-statutory objectors. Of the 70 non-statutory objectors letters, 21 were in the form of a 'standardised letter'.
- 11.2 Meetings are being held with representatives of the statutory objectors (all landowners). Although it is likely some issues will be resolved, it is not thought that all objections will be withdrawn before the Public Inquiry.
- 11.3 All objections have been formally acknowledged by the Department for Transport.
- 11.4 The objections broadly fall into the following categories:
- ◆ The A509 Isham Bypass should be alongside the existing Railway Line to the east of Isham, as described in Route 5 section 4.9. Route 5 is less destructive, less expensive and was originally preferred but the decision has changed because of the objections of the greater population in the east.
 - ◆ The whole route of A509 Isham Bypass and Isham to Wellingborough Improvement should be constructed together. Great Harrowden will continue to suffer.
 - ◆ The single carriageway link from the proposed Roundabout at Hill Top Road to the existing A509 would cause congestion and accidents.
 - ◆ Local villages to the west of Isham would be split.
 - ◆ The A509 Isham Bypass would not benefit large companies in Burton Latimer and traffic will continue to pass through Isham.

- ◆ Proposed development of land to the east of Wellingborough would not be effectively served by the proposed A509 Isham Bypass.
 - ◆ The proposed A509 Isham Bypass would destroy productive farmland and wildlife corridors.
 - ◆ Consequential housing infill would result between Isham Village and the A509 Isham Bypass.
 - ◆ There would be safety concerns with regard to the proximity of the A509 Isham Bypass to a 'pyrotechnics store' and aviation fuel line.
 - ◆ The A509 Isham Bypass would pass too close to properties in Winston Drive, and would cause noise and air pollution.
- 11.5 Atkins, on behalf of Northamptonshire County Council, will respond to all the objectors, setting out the reasons for the proposals, and attempt to resolve concerns. The Inspector will be updated on progress in this respect.
- 11.6 Letters were received from a total of 38 supporters of the A509 Isham Bypass. Comments made in these letters broadly fall into the following categories:
- ◆ The A509 Isham Bypass would avoid destruction of the Ise Valley and is the most ecologically friendly.
 - ◆ The A509 Isham Bypass would have far less effect on wildlife and natural habitats.
 - ◆ The A509 Isham Bypass would reduce accidents, improve access to the village and remove heavy goods vehicles.
 - ◆ Only a few properties would be affected by the A509 Isham Bypass.
 - ◆ The A509 Isham Bypass is superior on cost, travel time and emissions, when compared to alternative routes.

12.0 Summary

- 12.1 A Scheme assessment has been carried out in accordance with the guidance on Stage 2 assessments given in the Design Manual for Roads and Bridges Volume 11 – Environmental Assessment. As part of the environmental assessment, the following topics identified in “Guidance on the Methodology for Multi-Modal Studies” (now superseded by Transport Appraisal Guidance) were examined:-

Environment – to protect the built and natural environment.

- ◆ Landscape
- ◆ Townscape
- ◆ Biodiversity
- ◆ Heritage
- ◆ Noise
- ◆ Air Quality
- ◆ Greenhouse Gases
- ◆ Water Environment
- ◆ Physical Fitness
- ◆ Journey Ambience
- ◆ Integration

Safety – to improve safety

- ◆ to reduce accidents

Economy – to support sustainable economic activity and obtain value for money.

- ◆ to improve Transport Economic Efficiency
- ◆ to improve reliability in journey times
- ◆ to provide beneficial wider economic impact

Accessibility – to improve access to facilities for those without a car and to reduce severance

- ◆ to reduce severance
- ◆ to improve access to the Transport System

Integration – to ensure that all decisions are taken in the context of the Government's integrated transport policy

- ◆ to improve Transport Interchange
- ◆ to integrate transport policy with Land-use Policy
- ◆ to integrate transport policy with Other Government Policies

12.2 A summary table that identifies 'qualitative impacts' and 'quantitative measures' of the above objectives and sub-objectives is presented at Appendix 3.

12.3 Against these objectives the effects of the A509 Isham Bypass can be summarised as follows:-

Benefits

- ◆ Reduced traffic noise for properties overall
- ◆ Improved air quality for many residents
- ◆ Reduced number of accidents and improved safety for residents
- ◆ Reduced severance within Isham Village
- ◆ Improved economic efficiency and reliability

Adverse

- ◆ Major change to local landscape
- ◆ Slight adverse on biodiversity and water environment
- ◆ Moderate adverse on severance to agricultural holdings

Neutral

- ◆ Improved cycling and walking environment within and north of the village but high volumes of traffic on the A509 Isham Bypass not conducive for cycling.
- ◆ Journey ambience is rated neutral due to the A509 Isham Bypass linking into busy A14 roundabout junction.
- ◆ The Scheme complies with local transport planning policy and national government policy objectives. There is however conflict with landscape and nature conservation policies to protect the open countryside.

13.0 Conclusion

- 13.1 The proposals contained within the A509 Isham Bypass scheme are consistent with Local Transport Planning Policy and with Government Policy Objectives for Transport. The construction of the proposed A509 Isham Bypass would yield significant benefits for traffic, by separating long distance and local traffic, reduce congestion, and improve safety for all travellers.

14.0 Documents on Deposit

- 14.1 The documents which the Northamptonshire County Council will use in supporting evidence during the Public Inquiry are identified as follows:

Draft Orders

- * The Northamptonshire County Council (A509 Isham Bypass Classified Road) (Side Roads) Order 2006
- * The Northamptonshire County Council (A509 Isham Bypass Classified Road) Compulsory Purchase Order 2007

Environmental Statement

- * Environmental Statement Volume 1 - Text
- * Environmental Statement Volume 2 – Illustrations
- * Environmental Statement Volume 3 – Appendices
- * Environmental Statement Non-technical Summary

Scheme Layout Drawings (1:2500)

Stage 1 Road Safety Audit Report

Technical Information

- ◆ Town and Country Planning (Environmental Impact Assessment) Regulations 1999.
- ◆ Design Manual for Roads and Bridges Volume 11.
- ◆ Guidance on the Methodology for Multi-Modal Studies DETR 2000
- ◆ Traffic Analysis Guidance DfT 2004
- ◆ Guidelines for Landscape and Visual Impact Assessment , Institute of Environmental Assessment and The Landscape Institute.
- ◆ Calculation of Road traffic Noise DfT 1988
- ◆ Pollution Handbook, National Society for Clean Air and Environmental Protection 2006
- ◆ TD 9/93 Highway Link Design
- ◆ TD 16/93 Geometric Design of Roundabouts
- ◆ TA 23/81 Junctions and Accesses:-Determination of Size of Roundabouts and Major/Minor Junctions

- ◆ TD 27/05 Cross Sections and Headroom
- ◆ TA 46/97 Traffic Flow Ranges for Use in Assessment of New Rural Roads
- ◆ TD 42/95 Geometric Design of Major/Minor Priority Junctions
- ◆ TD 30/87 Design of Road Lighting for All Purpose Trunk Roads
- ◆ TA 69/96 The Location and Layout of Lay-bys

Planning and Transport Policy Documents

- ◆ Integrated Transport White Paper (1998)
- ◆ Planning Policy Statement (PPS1): Delivering Sustainable Development (2005)
- ◆ PPS 7: Sustainable Development in Rural Areas (2004)
- ◆ PPS 9: Biodiversity and Geological Conservation (2005)
- ◆ PPS 11: Regional Spatial Strategies (2004)
- ◆ PPG 12: Development Plans (1999)
- ◆ PPS 12: Local Development Frameworks (2004)
- ◆ PPG 13: Transport (2001)
- ◆ PPG 15: Planning and the historic environment (1994)
- ◆ PPG 16: Archaeology and Planning (1990)
- ◆ PPG 24: Planning and Noise (1994)
- ◆ PPS 25: Development and Flood Risk (2006)
- ◆ Regional Spatial Strategy 8: East Midlands (2005)
- ◆ Milton Keynes South Midlands Sub Regional Strategy (2005)
- ◆ Sustainable Communities Plan (2003)
- ◆ Northamptonshire County Structure Plan (2001)
- ◆ Northamptonshire Local Transport Plan (2001)

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- ◆ Kettering Local Plan (1995)
- ◆ Wellingborough Local Plan (1999)
- ◆ Wellingborough Local Plan Alteration (Adopted 2004)
- ◆ Northamptonshire Minerals Local Plan 1991-2016

Proofs of Evidence

- * Northamptonshire County Council's Proof of Evidence on Engineering
Northamptonshire County Council's Summary of Proof of Evidence on Engineering
- * Northamptonshire County Council's Proof of Evidence on Traffic and Economics
Northamptonshire County Council's Summary of Proof of Evidence on Traffic and Economics
- * Northamptonshire County Council's Proof of Evidence on Landscape and Environment
Northamptonshire County Council's Summary of Proof of Evidence on Landscape and Environment
- * Northamptonshire County Council's Proof of Evidence on Noise and Air Quality
Northamptonshire County Council's Summary of Proof of Evidence on Noise and Air Quality

14.2 A copy of this Statement and the documents above marked with an * can be viewed at the following locations during normal office hours:-

Northamptonshire County Council
County Hall
Guildhall Road
Northampton NN1 1DD

Kettering Borough Council
Bowling Green Road
Kettering NN15 7QX

Borough Council of Wellingborough
Swanspool House
Wellingborough NN18 1BP

Burton Latimer Library
High Street
Burton Latimer NN15 5RH

Finedon Library
Berry Green Road
Finedon NN9 5JL

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