

## Shelton Road, Corby

# HGV ROUTE MANAGEMENT SCHEME

## Proposed Energy Recovery Facility

### 1. Introduction

- 1.1. In April 2019 Northamptonshire County Council granted planning permission for an Energy Recovery Facility (ERC), comprising proven combustion technology, with an education visitor centre, access, landscaping and associated works on Land at Shelton road, Willowbrook East Industrial Estate, Corby NN17 5XH. [NCC Ref: 19/00027/WASFUL; CBC Ref: 19/00215/COC]. Planning permission was granted subject to a number of conditions. Condition 15 states:

*“Prior to commencement of development a Route Management Scheme shall be submitted to and approved in writing by the Waste Planning Authority. The Route Management Scheme shall set out how Heavy Goods Vehicles will be directed to the highest category routes available. The approved scheme shall be adhered to throughout the construction and operational periods of the development.”*

- 1.2. This HGV Route Management Scheme has therefore been prepared to discharge Condition 15 and to control and regulate the movement of HGV’s to and from the site during the construction and operation of the ERC.
- 1.3. It should be noted that a separate condition (C10) requires the submission of a Construction Traffic Management Plan prior to commencement. This HGV Route Management Scheme therefore deals exclusively with the routing of HGVs; all other traffic management matters are dealt with separately.

### 2. Site location

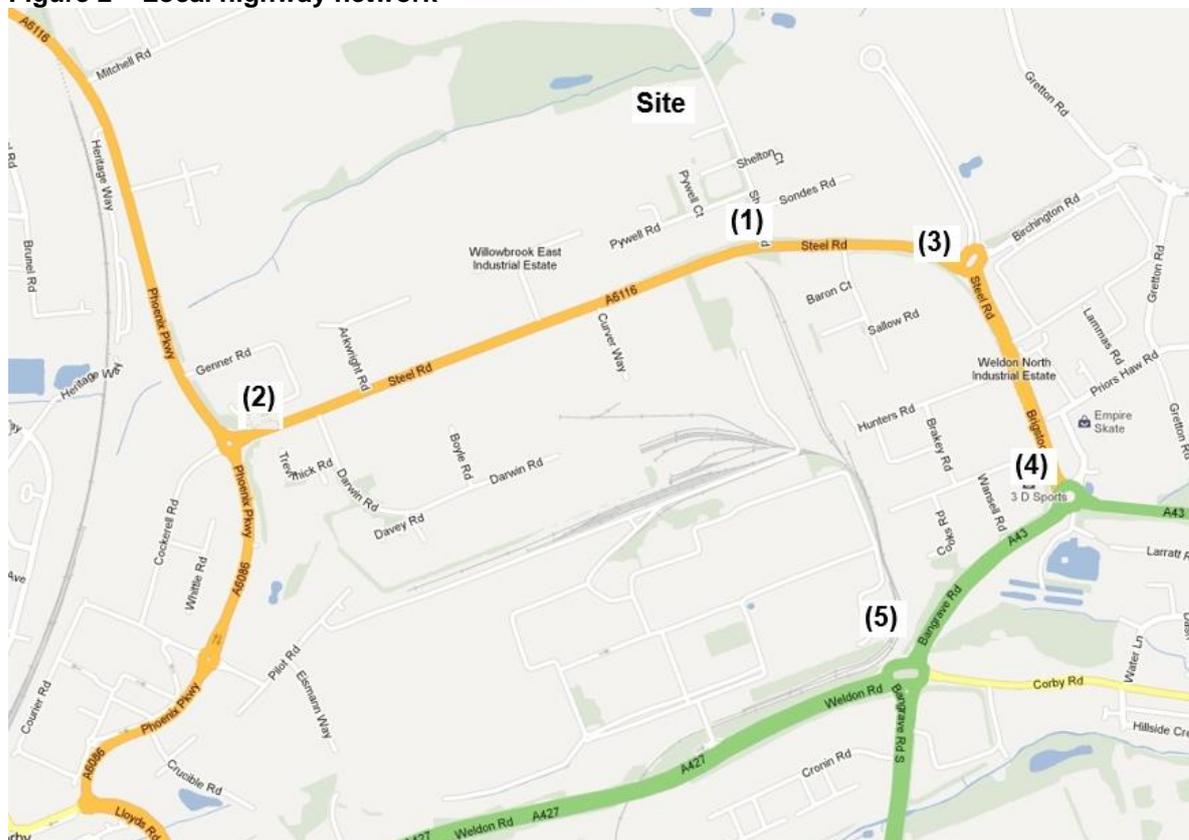
- 2.1. The proposed ERC is located to the west of Shelton Road and to the north of the Willowbrook East Industrial Estate. The site is bounded on its southern edge by unit F-N (Harlow House) of the Willowbrook East Industrial Estate. To the west is an existing car storage and distribution operation. The developable site area is 2.43 hectares. The general Site location is shown by Figure 1 below.

**Figure 1 – Site location plan**



- 2.2. The proposed ERC takes access from Shelton Road, which is a 7.3 m wide industrial estate road serving part of Willowbrook East Industrial Estate. Shelton Road is an adopted public highway with a 30 mph speed limit and is bounded by a footway to the western side and a grassed verge to the eastern side.

**Figure 2 – Local highway network**



- 2.3. There are currently a set of locked gates across Shelton Road located approximately 110 metres south of the northern extent of the publically maintained highway, however the highway authority has no record of any traffic order permitting the erection of these gates on highway land. The gates will be removed prior to the proposed ERC being brought into operation.
- 2.4. Shelton Road joins the A6116 Steel Road at a large three arm priority ghost island junction (1) with Shelton Road forming the minor arm. Steel Rd is an important single carriageway local distributor road link through the existing industrial and commercial area to the north west of Corby and provides a key east-west link between the A6006 (via Phoenix Way) and the A43. The speed limit on Steel Road is 40mph.
- 2.5. Some 1400 metres to the west of the Steel Road/Shelton Road junction is the A6116 Phoenix Parkway/Steel Road roundabout (2). This is a large four arm roundabout with uncontrolled pedestrian crossing facilities on each arm at the deflection islands. Phoenix Parkway leads north and west towards the A6006, whilst to the south; Phoenix Parkway leads towards the town centre and the A427 Weldon Road.
- 2.6. About 470 metres to the east of the Shelton Road/Steel Road junction, Steel Road meets a four arm roundabout (3) linking Steel Road, Birchington Road and the part-completed Corby Northern Orbital Relief Road (CNOR) which is a dual carriageway road which will connect Steel Road with Mitchell Rd on the A6116 Phoenix Parkway. This junction is street-lit with anti-skid on each approach, with uncontrolled pedestrian crossing facilities provided. To the south of this roundabout junction, Steel Road becomes a dual carriageway with a 40 mph limit.



- 2.7. Further to the south, Steel Road meets the A43 at a large five arm roundabout junction (4). To the west of this junction the A43 is dual carriageway, whilst to the east the A43 is single carriageway. The national speed limit applies at this roundabout and also on the A43 approaches. This junction is street-lit with anti-skid on each approach, and there are uncontrolled pedestrian crossing facilities provided.
- 2.8. To the southwest on the A43, is the junction of A427 Weldon Rd and A43 Bangrave Rd (5). This junction forms a small five arm roundabout gyratory with an overall diameter of 105 metres. This junction is street-lit and the national speed limit applies.
- 2.9. All local main highway links and junctions are fully designed to accommodate HGV movements which occur regularly given the location within an established industrial estate.
- 2.10. To the north of the Steel Road/Phoenix Parkway junction, a minor local road Gretton Brook Road runs from West to East between Phoenix Parkway and Kirby Lane (to the east of Rockingham Motor Speedway). A further local road, Gretton Road, runs from north to south from Gretton Brook Road to the CNOR. During the consultation period for the approved development, concern was expressed by local residents and Councillors about the use of these roads by HGVs. This route management scheme therefore excludes those two roads from the approved routes to and from the proposed ERC.

### **3. Haulage procurement**

- 3.1. The nature of the ERC means that during the operational phase all material brought to, and taken from the site will be by prior arrangement under contract. No material will be accepted from vehicles arriving speculatively.
- 3.2. All commercial vehicles entering and leaving the site will do so via a weigh-bridge and report to the site reception. Details of every vehicle will be recorded, including driver, vehicle registration number and time of arrival and departure.
- 3.3. During the construction phase all HGVs arriving at the site will subject to the requirements of the Construction Traffic Management Plan. As for the operational phase, all such vehicles will be subject to a contract between the developer and the contractor.
- 3.4. Given the above, every HGV driver arriving at the proposed ERC during the construction and operational phases will do so under the control of a contract between the developer/operator and the haulage firm or contractor. This ensures that the HGV Route Management Scheme can be communicated to every driver prior to them travelling to the proposed ERC for the first time.
- 3.5. The haulage contract also provides an appropriate mechanism for the operator to enforce the HGV Route Management Strategy. Any driver failing to comply with the requirements of the strategy can be easily identified by cross-referencing with the weight-bridge log. A first offence will result in a verbal warning to the driver, a second offence from the same driver (or provider) will result in a written warning to the driver and their employer. Any repeat offences will result in a two-week suspension for the driver, and the operator reserves the right to cancel the contract with that provider.

### **4. Communication**

- 4.1. During the construction phase the developer will provide a copy of the HGV Route Management Scheme to each and every contractor prior to them commencing on site. The contract will require the contractor to make the Route Management Scheme leaflet (Appendix A) available to every driver.
- 4.2. During the operational phase the operator will provide a copy of the HGV Route Management Scheme to each and every provider and/or haulage contractor prior to them delivering to (or collecting from) the site for the first time. The contract between the operator and provider will require the provider to make the Route Management Scheme leaflet available to every driver.



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## **5. Summary and conclusion**

- 5.1. This HGV Route Management Scheme has been prepared to discharge Condition 15 of the planning permission granted in 2019, and to control and regulate the movement of HGV's to and from the site during the construction and operation of the ERC. This scheme ensures drivers will use the highest category of road available at all times and follow signed HGV routes where available. It will also ensure no driver will use Gretton Brook Road or Gretton Road when travelling to or from the proposed ERC.



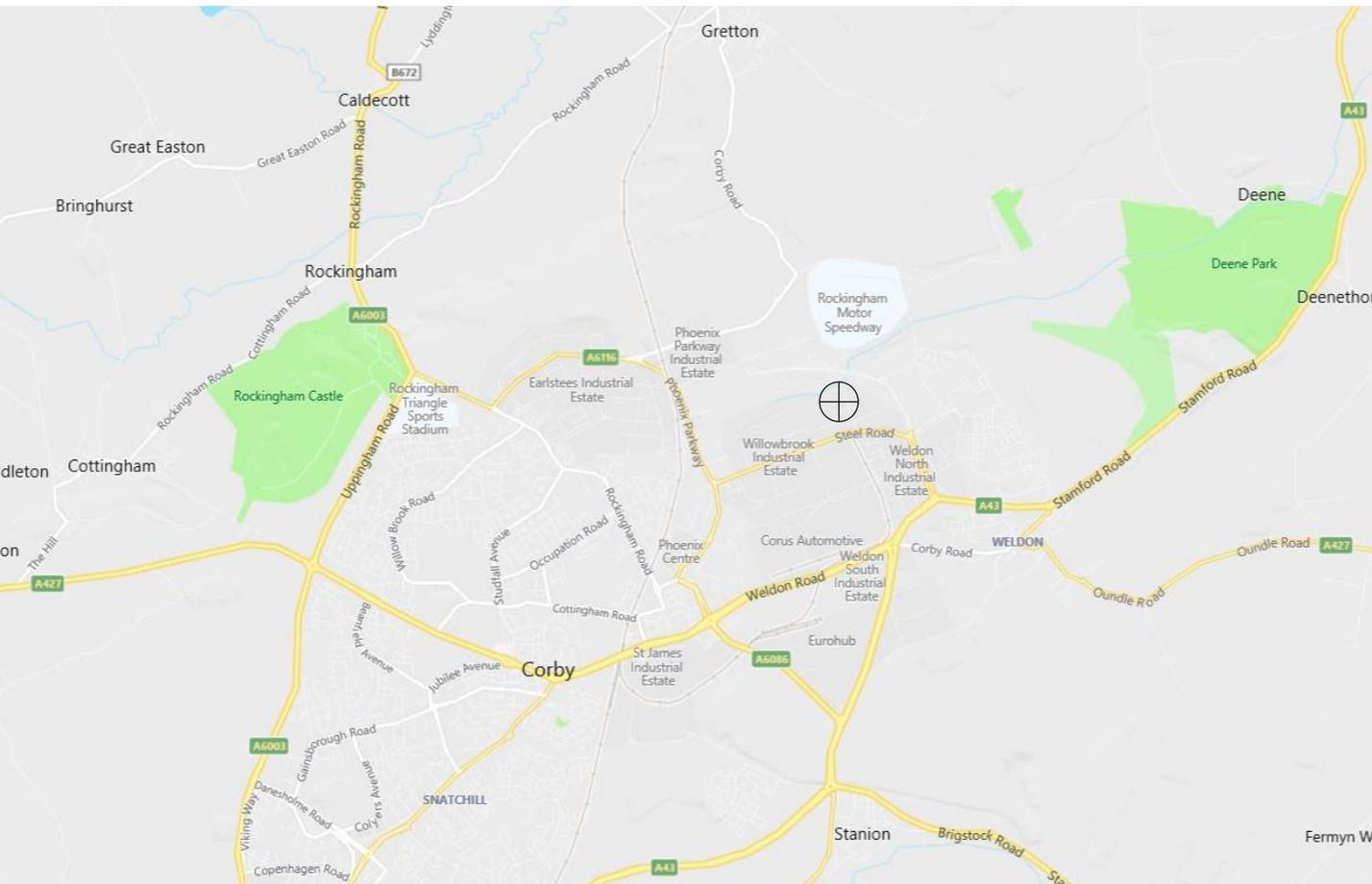
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Route Management Scheme  
**Appendix A**  
HGV Route Management Scheme leaflet

# Corby Energy Recovery Facility, Shelton Road, Corby

## HGV Route Management

- All drivers **MUST** use the highest category of road available to them to travel to and from the facility.
- All drivers **MUST** follow white-on-black HGV routing signage to Steel Road where provided.
- Drivers **MUST NOT** use either Gretton Brook Road or Gretton Road to travel to or from the facility.



Always follow HGV routing signage to Steel Road where provided. Follow 'Willowbrook' or 'Weldon North'.

Do **NOT** use Gretton Brook Road or Gretton Road



Example local HGV routing sign

