

**BELA PARTNERSHIP LTD**

**Corby Northern Orbital Road  
(Amended)**

**Non Technical Summary**

**September 2007**

## 1 NON TECHNICAL SUMMARY

### 1.1 Introduction

1.1.1 Bee Bee Developments Ltd and Northamptonshire County Council have submitted a Joint Venture planning application for the proposed Corby Northern Orbital Road (CNOR). The proposed highway is to provide a dual carriageway link between Steel Road Roundabout (Junction with A43) with Mitchell Road on Phoenix Parkway (A6116).

### 1.2 What are the proposals?

1.2.1 The proposed Corby Northern Orbital Road is located approximately 1km north east of Corby in an industrial area between Rockingham Speedway to the north and Weldon Industrial Estate to the south.

In summary the development will include the following:

- *Dualling of Steel Road*

This will involve the dualling of Steel Road and the remodelling of the existing Steel Road roundabout (**roundabout 1**) at the junction of the **A43/A43(T)/A427**. The roundabout (**roundabout 2**) at Birchington Road will also be remodelled to cater for the dual carriageway section.

- *New Road Link (Dual Carriageway)*

This will involve a new dual carriageway section to link with a new roundabout (**roundabout 3**) to be located to the **north**-west of the Morrison's depot. The second section of dual carriageway will extend from roundabout 3 following a westerly alignment ~~to be positioned in the western portion of~~ **towards the gated access for** Rockingham Speedway ~~land~~ and will cross the Willow Brook North watercourse. It is proposed that a bridge be provided where the route crosses the watercourse. A fourth new roundabout (**roundabout 4**) will be constructed to provide a link to Phoenix Parkway.

- *Dual Carriageway Link **on Mitchell Road***

This section of the proposed route will involve dualling of the existing Mitchell Road. In addition a ~~new roundabout (roundabout 5)~~ **T-junction** will be constructed to form a junction with Phoenix Parkway.

- 1.2.2 The surrounding area is largely characterised by industrial uses and Rockingham Speedway, with the village of Weldon located to the south of the route and the village of Deene located the north east. To the north of the site the area is largely characterised by countryside and arable fields.

#### *Environmental Statement*

- 1.2.3 The Environmental Statement (of which this is a summary) has been prepared in accordance with the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. The Environmental Statement lists the possible impacts of the proposals, considers their significance and identifies measures for reducing the effects. Three alternatives have been considered as part of the assessment. These include the amended proposal as set out in the Planning Application Supporting Statement and Environmental Statement, an alternative route alignment, and a 'do minimum' alternative which considers the effects of the existing road network without the proposed application.
- 1.2.4 It is considered that the amended proposals as set out in the Planning Application and Environmental Statement is the alternative with the least overall environmental impact.

### **1.3 Principal Environmental Impacts**

- 1.3.1 The principal environmental issues addressed in the Environmental Statement are summarised below.

#### *Landscape and Visual Impact*

- 1.3.2 The landscape and visual assessment has involved a study of the existing landscape character, identification of viewpoints of the proposed development and an assessment of the sensitivity of such views with and without mitigation.

The development will have few landscape and visual impacts, this is because much of the road is located within existing road corridors and through already degraded quarry and industrial lands ~~and associated grass verges~~. There will be some adverse impacts associated with the small loss of scrub vegetation in the northern part of the route. However, the planting of trees on completion of the works will reduce this impact.

The greatest visual impacts would be experienced on the A6116, however the impacts are largely associated with construction operations and on completion of the proposals, impacts will reduce.

Residential areas with views of the site would be limited to those on the edge of Weldon. These will experience partial views of construction operations. However, on completion the road would generally be screened from view and impacts will be reduced further by landscape planting.

One footpath would experience views of the proposed route. Where this footpath crosses the A427 however on completion of the works the impact would be reduced. In addition, a footpath located to the western end of Mitchell Road will experience some views of the new roundabout but these views are seen in the context of existing roads.

### *Biodiversity*

- 1.3.3 The proposed scheme will have no direct impact on any area of habitat protected by statutory designations and is likely to have neutral impacts on locally designated sites. The proposed scheme will have impacts on habitats frequented by certain protected species.

Water voles were not present near the route on Willow Brook North. This will be re-surveyed before construction begins in order to confirm that no impacts will occur from the proposal.

The scheme will also impact on habitats frequented by Great Crested Newts (GCN), common lizard and grass snake.

License consent from DEFRA will be required along with appropriate mitigation measures. This is likely to include the provision of fencing and trapping for relocation of reptiles and great crested newts.

Mitigation measures will be required to ensure protection of Badgers. This will need to include the provision of a mammal ledge under the proposed bridge that will cross the Willow Brook North watercourse and ensuring that site compounds are located away from badger setts.

Vegetation clearance of scrub, trees and other potential breeding bird habitats, including areas of grassland, will be undertaken outside of the breeding season (March to August) to prevent impacts on breeding birds.

### *Noise*

~~1.3.4 The noise assessment has identified the predicted noise levels for all relevant receptors, including properties and other locations taking into account any agreed mitigation. The noise assessment indicates that none of the receptors will experience a significant increase in noise levels.~~

1.3.4 The noise assessment had identified a number of noise sensitive receptors within 300 metres of the roadway and associated road links and concludes that none of the receptors will experience a significant increase in noise levels.

#### *Air Quality*

1.3.5 The air quality assessment has identified sensitive receptors within 200m of existing routes which will be potentially affected by the CNOR. Air pollutant concentrations were predicted for all receptors for the opening year of 2008 and the design year 2023, each with and without the CNOR.

The results of the assessment indicated that the proposed scheme would have an insignificant impact on air quality at all receptor locations. All predicted air quality concentrations were well below the National Air Quality Standard objectives for ~~both~~ assessment years 2008 and 2023.

#### *Hydrology and Hydrogeology*

1.3.6 The development area has been extensively quarried and back-filled with quarry and landfill material. A review of available information has shown that there are few local water abstractions. The proposed road is not expected to adversely change the underlying aquifer.

The proposed road will cross the Willow Brook North watercourse, however the design of the road is not expected to impact on the current floodplain area. Surface water runoff from the road will be directed towards the existing drainage system, which will be upgraded where necessary. The quality of discharge from the road surface has been assessed and it is not expected to impact on the local surface water environment.

#### *Physical Fitness*

1.3.7 The assessment on physical fitness gives an indicative judgement on the effect of the proposed route on health benefits. The assessment has considered the changes in opportunities for increased physical activity through cycling and walking.

The proposed new route would have positive impacts on physical fitness and health. The provision for future walkways could have major health benefits for non-road users as the

new road provides new journeys above a 30-minute threshold. Similarly, the provision for future cycle lanes could provide minor health benefits for cyclists using the proposed route as the new journey would be below a 30-minute threshold.

#### *Journey Ambience*

- 1.3.8 An assessment on journey ambience has been carried out. This assessment analysed the quality of the journey experienced by travellers taking into account traveller care, travellers' views and travellers' stress.

The construction of the Corby Northern Orbital Road will have an overall beneficial impact on journey ambience. The provisions of adequate street lighting and road design will offset an increased perception of danger/fear and frustration. In addition journey ambience will be improved for road users and for pedestrians/ cyclists due to the future provision of cycleways and footpaths. It is expected that the proposed development will have a neutral impact on travellers' views.