

Town and Country Planning Act 1990 (As Amended)  
Local Highway Authority (LHA) Response

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| <b>Application Reference</b> | KET/2015/0028  |
| <b>LHA Reference</b>         | PL 9323  |
| <b>Proposal</b>              | Details of Infill Link Road joining Access F Primary Street (Cranford Road) to Access E Primary Street adjacent to District Centre incorporating 750 metres of road, footways/cycleways, maintenance access track to surface water attenuation pond with wildlife management (Parcel SS1), four access points and drainage to Parcel R22, drainage infrastructure, landscaping and associated engineering works. |
| <b>Location</b>              | Land East of Kettering, North of Cranford Road, Kettering/Barton Seagrave  |
| <b>Date</b>                  | 5 March 2015   |

This document forms the formal response by Northamptonshire Highways in relation to the highways issues associated with the reserved matters application for the Infill Link Road off Cranford Road, Barton Seagrave, providing a portion of the access route between Cranford Road and the primary school currently under construction.

I am aware that the local road network currently suffers from some queuing and delay and that over the course of the East Kettering development period, many other roads and junctions will be in need of improvement to cope not only with the site's traffic but also background traffic growth. The assessment of junctions carried out as part of the tranche 2 triggers application showed that there had been a general reduction in the forecasts for traffic growth since the recession and this gave some benefits to capacity on parts of the network. This allowed the transport consultants to show that many of the off-site junctions (such as "g" at Cranford Road, and Ma" on Stamford Road / Windmill Avenue) could operate satisfactorily at the beginning of the development programme.

Therefore it is reasonable to assume that the addition of a handful of trips emanating from the primary school site onto Cranford Road would not have a detrimental impact on local junctions at this moment in time, as we are several years away from the development generating the number of trips which would cause problems.

However, it was always assumed that the main site accesses for phase 1 ("D, E and F") would be open by the time the primary school was operational and that these would provide significant relief to existing junctions along certain corridors, including junction "g". If these main site accesses are not open then it is fair to assume that MgD will take more traffic through it, but if the only new development is the primary school then the trips generated from this would not cause the junction to fail in the short term. The current issue of queuing along Barton Road is partially related to the A14 on-line widening works which once finished will reduce the number of vehicles accessing Kettering this way. Other junction improvement works are planned in this area and these are all

necessary to improve capacity at other locations such as Woodland Avenue and St Botolph's Road. In summary it is not currently necessary or attractive to complete an improvement scheme at junction Mg" due to other schemes along this corridor taking precedence and the relatively small number of additional vehicles passing through the junction in association with the new primary school.

In terms of the road itself, I am comfortable with the general approach taken in its design and indeed I have had a discussion already with the applicant as to the detail of the road and how it fits in with the requirements of the design code as well as our own standards. There are no issues related to the general form of the road as such, subject to the submission of an updated drawing showing the changes agreed with the applicant following a conference call last week.

The southern end of the road will join Cranford Road at a location already subject to planning approval and the technical approval process this new junction is currently being dealt with by Northamptonshire Highways. It is anticipated that this approval process will be complete well in advance of the infill road commencement.

If the current application is to be successful in protecting our asset (Le. the highway network) and ensuring that there are no lasting impacts on the flow of traffic, it would be appropriate to insist that, if your authority was to grant consent, a suitable planning condition is imposed which provides for the infill road to serve the primary school only (plus the inevitable construction traffic) and that this route to the school should last only until access to the school is provided via Access "F" at the A14 and/or Access "E" off Barton Road at its junction with Warkton Lane. I would be happy to discuss the wording of such a condition. It is however important to ensure that "E" and "F" connect up otherwise Cranford Road is still the access into parts of the development rather than being simply a point where a larger road crosses.

In conclusion Northamptonshire Highways is content with the application for the infill link road to serve the Primary School until such time as Accesses "E" and "F" are open to traffic, and therefore we support the application.

Richard Hall  
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*The views, observations, comments and recommendations contained in this response represent those of Northamptonshire Highways on behalf of Northamptonshire County Council as Local Highway Authority and in no other function or authority.*  
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