

**East Kettering Approval of Condition Application
Planning Committee Update 18th December 2012**

AOC/0694/0706 – A14 Access Options

Additional Consultation Response

A further letter from the Highways Agency was received on 14th December 2012. This reads as follows:

“Further to my letter of 7 December 2012 (attached) in response to your consultation over the above, which was made subject to prior Ministerial clearance of the policy departure to allow a new access onto the A14, I am pleased to advise that the policy departure has been agreed by the Transport Minister.

Agreement to the policy departure has been done so solely in the context of discharging the terms of Condition 73A of the outline planning permission for Kettering East and confers no wider commitment on the part of Government to either the funding or delivery of these access arrangements.”

Officer Response:

The response does not raise any new issues that are not already covered in the officer's report.

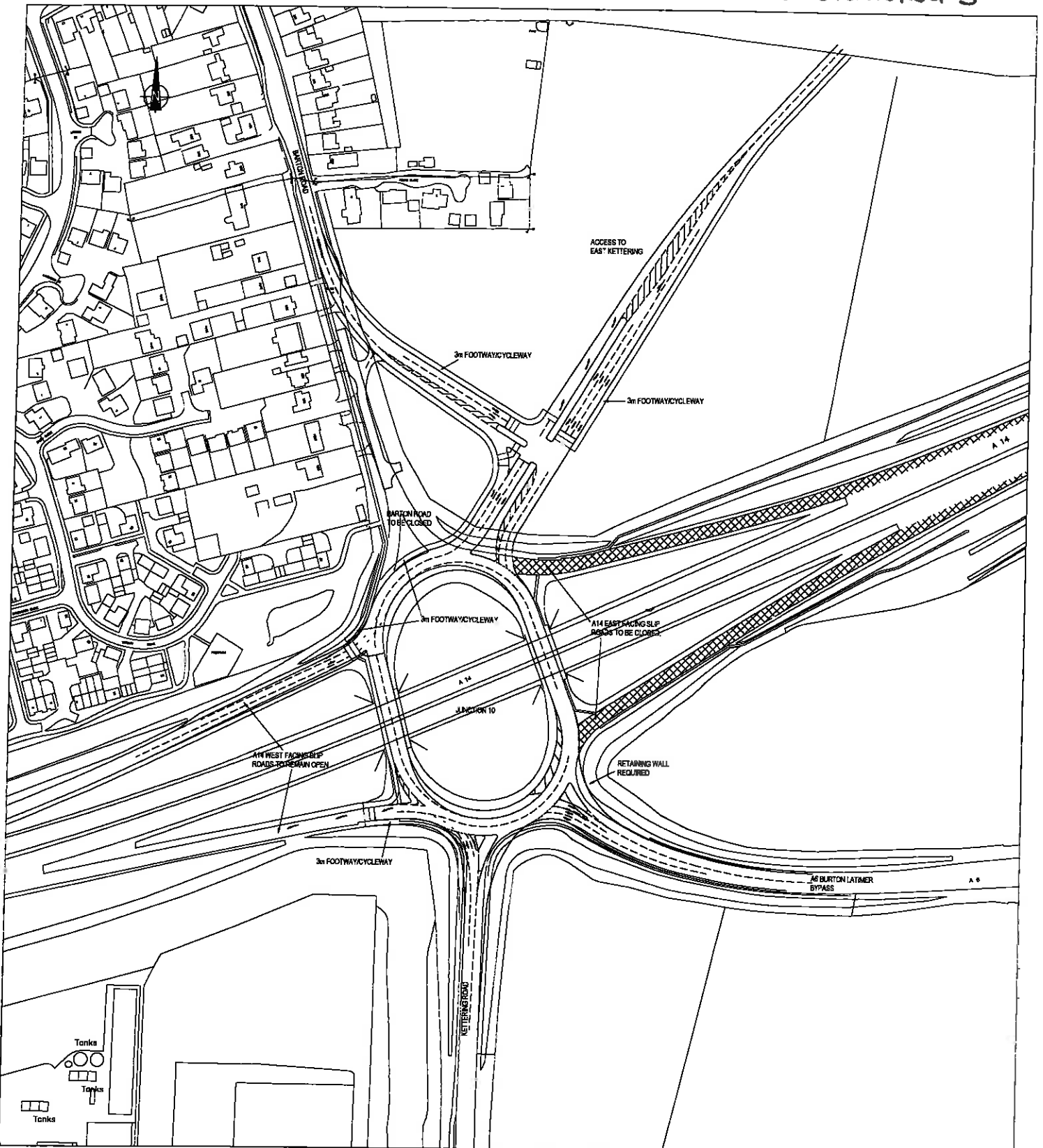
Revised Plans:

The applicant has submitted a revised Appendix 4 Drawing 3 and a revised Appendix 4 Drawing 4. Changes have been made to make the plans clearer.

Q&A

A list of Q&As prepared by officers is attached to this update for information.

REVISED APPENDIX 4 DRAWING 3



B	FURTHER CLARIFICATION ON SLP ROADS ADDED	BNP	10.12.12	JH
A	LANE MARKING ALLOCATION TO BARTON ROAD EXIT AMENDED	JH	26.08.10	JH
Mark	Revision	Drawn	Checked	Checked

SCALE NOTE: Do not scale from this drawing. If in doubt, ask.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is made in expressed or implied. Check with plant or app owners prior to any ground breaking works. The Contractor is to make and to maintain his own investigation where the presence of any existing services, services, plant or apparatus may affect his operations.

Drawing Issue Status: **FOR AUDIT**

EAST KETTERING
POTENTIAL A14 JUNCTION 10
ENHANCEMENT

Client:
ALLEDGE BROOK LTD.

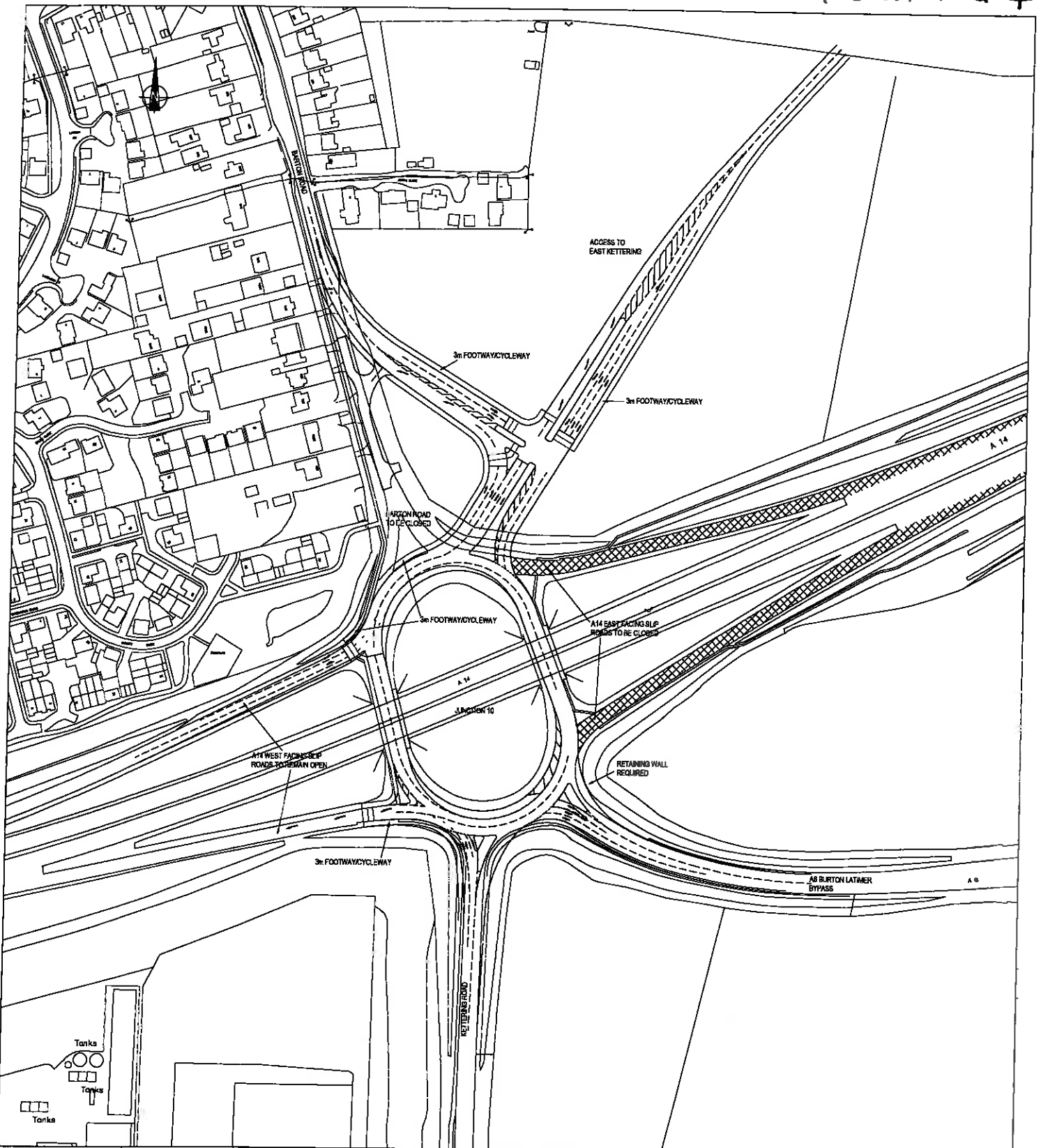
Date of last issue: 14.09.12
Drawn by: BNP
At Scale: 1:1000
Checked by: JH

Drawing Number: **25134/001/001**
Revision: **B**

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REVISED APPENDIX 4 DRAWING 4



B	FURTHER CLARIFICATION ON SLIP ROADS ADDED	BMP	18.12.12	JH
A	LANE MARKING ALLOCATION TO BARTON ROAD BUT AMENDED	JH	28.08.12	JH
Issue	Revised	Drawn	Chris	Chris

SCALE NOTE: This scale applies to the drawing. It is not to be used for any other purpose. The position of any existing or proposed utility services, utility poles, plant or apparatus shown on this drawing is believed to be correct, but no warranty is made as to its accuracy. Other suit plant or apparatus may also be shown but not shown. The Contractor is advised to investigate the site conditions where the presence of any existing services, overhead, plant or apparatus may affect his operations.

Drawing Issue Status: **FOR AUDIT**

EAST KETTERING
POTENTIAL A14 JUNCTION 10
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Date of this Issue	14.02.12	Drawn by	BMP
At Scale	1:1000	Checked by	JH
Drawing Number	25134/001/002	Revision	B

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Condition 73A Officer Q &A

Q1. What did the outline planning permission grant consent for with regard to the A14 access?

A: Option B was presented at the outline planning stage and was consented as part of the scheme.

Q2. Why was condition 73 required?

A: Option B was considered to work in highway terms but was not necessarily the best solution for local businesses or local people. A condition was therefore imposed to require the applicant to consider alternative solutions and assess them not only in terms of highway considerations but also the environmental and amenity impacts and the impacts on businesses and local residents.

Q3. What is the application for condition 73A asking approval for?

A: An alternative solution to option B which was approved at the outline planning stage. Highway considerations, environmental and amenity impacts and impacts on businesses and local people must all be part of the assessment of alternatives.

Q4. When will detailed designs come forward?

A: If an alternative to option B (the outline solution) is approved part B of condition 73 requires the applicant to submit detailed designs before any development starts on site. Part B will need to go through the same approval process as part A.

Q5. What if it is considered that there is no feasible alternative to Option B?

A: Part C and D of condition 73 will apply. Option B would have to be taken forward for detailed design.

Q6. What is HA policy regarding additional accesses on the A14?

A: The Department for Transport Circular 2/2007 Planning and the Strategic Road Network sets out the presumption against allowing any additional accesses to motorways and other routes of strategic national importance, like the A14, and that development should be served from existing junctions.

Q7. What distance is required between slips roads on the A14? Why is this needed?

A: There is a requirement to have 1000m between the end and start of slips roads (end of a merge/start of a diverge). There is a risk of accidents where two junctions are positioned in proximity to one another. This is caused where vehicles wishing to leave the mainline have to cross paths,

within a limited distance, with those vehicles that have just joined the mainline.

Q8. Why can't there be two full movement junctions (i.e. all slips open at both J10 and J10A)?

A: It would be contrary to Highways Agency (HA) policy of not allowing additional accesses on the A14 to serve development and there would not be the required distance between the slip roads at J10 and J10A (it would be around half the distance required). This would have serious safety implications. It would not be supported by the HA.

Q9. Why can't J10 remain as existing with west facing slips open at J10A?

There would not be the required distance between the slip roads at J10 and J10A and it would have serious safety implications. The HA would not support this option. Additionally it is considered that the investment required for a new junction could not be justified or considered to be cost-effective if two slips were designed to be closed.

Q10. Why can't J10 remain as existing with east facing slips open at J10A?

A:

- The option would not provide for the majority of movements to and from the west. Given that more traffic is destined for or originates from the west, it is illogical to construct a new junction without west facing slips roads. This option would not provide for the majority of movement required i.e. to and from the west.
- High levels of traffic would have to go through J10 as a result of not having west facing slips at J10A. This would result in congestion issues at J10 and is likely to impact detrimentally on residential amenity in this area.
- There would be no gateway to the development and there is likely to be geometry issues with the east facing slips and delivery of an access to the SUE.
- The investment required for a new junction could not be justified or considered to be cost-effective if two slips were designed to be closed.