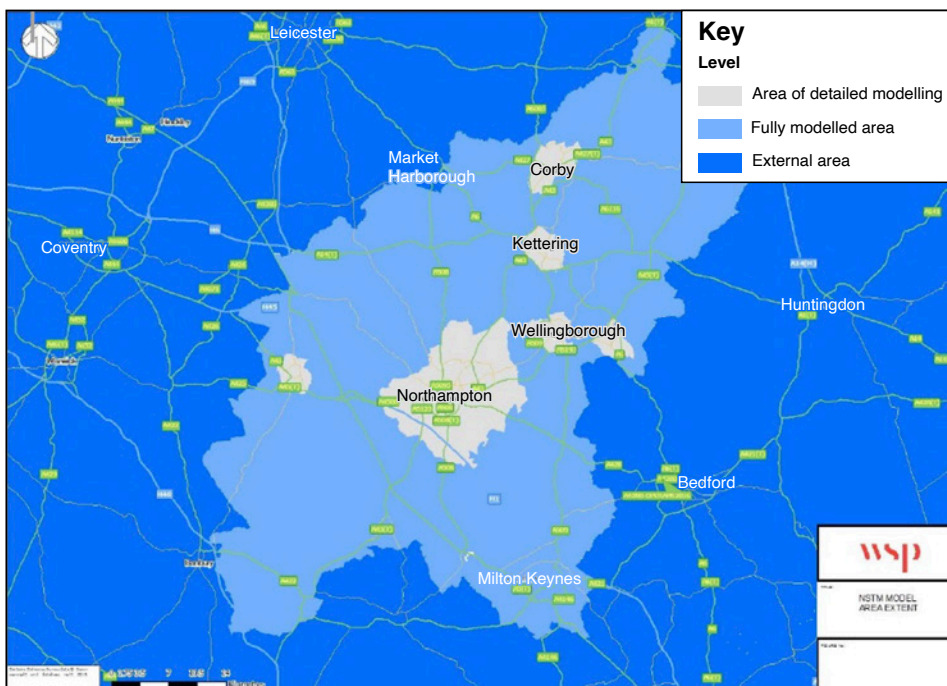


Highways and Transport

Introduction

Existing access to the site is from the A510 Thrapston Road onto Wold Road, which is a private road that provides access to the existing farm at the site. The proposed access to the Energy Park will continue to be from the A510 using a purpose built roundabout located approximately 240 metres north of Wold Road where the road is relatively flat to provide good visibility of the new junction in both directions.

Discussions regarding access and highway capacity with both the Highway Authority and National Highways about the Energy Park project started in 2021 and modelling work to understand the effects of additional traffic was progressed across 2022-2023. This modelling work considered the local and strategic highway network (including the A510, A6, A14, A45 & A43) to identify constraints or junctions where works may be needed. The modelling considers future background traffic growth as well as the cumulative effect of other developments in the area, such as the proposals for Hanwood Park.



Transport Modelling

The modelling work that was undertaken in 2022-2023 assessed the development of 390,000 sq m of employment floorspace, of which 70% was for B8 (logistics and distribution and 30% for B2 (industrial/manufacturing), with allowances for mezzanine floorspace, stand-alone offices and other employment uses such as Research and Development. This modelling work used the Council's model of Northamptonshire known as the NSTM, the area that this covers is shown on Figure 1.

The modelling is now being updated to assess the reduced employment floorspace of c. 302,000 sq m and the revised land use split of 50% B8 and 50% B2 (again with an allowance for mezzanine floorspace, offices and Research and Development uses).

Detailed assessment will also be undertaken at identified local junctions to test the effects of the development. Improvements within the highway boundary will be considered as part of this process.

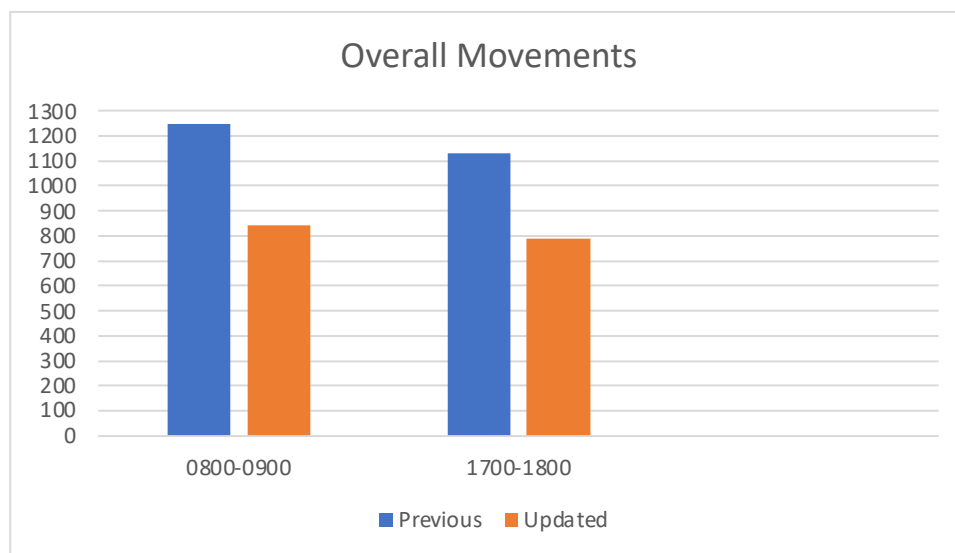
The detailed assessment will include consideration of the following junctions:

- A6/A510 Finedon Roundabout
- A510 New Site Access Roundabout
- A510 Woodford Road Priority Junction
- A510 Cranford Road Priority Junction

Once the updated modelling and assessment work has completed, this will be presented in a Transport Assessment Report which will support the Outline Planning Application.

Previous assessment work carried out in consultation with National Highways and the Highway Authority identified that no improvements are needed to the strategic highway network in the vicinity of the site to accommodate the proposed development traffic. Some local improvements will be required at key junctions as identified below. As the proposed employment floorsapce has now reduced to c 302,000 sq m, it is considered that the development traffic associated with the site will have a reduced impact overall with similar local improvements proposed.

The previous and updated traffic generation are shown in the graph below



The revised traffic generation is anticipated as being around 25-30% lower than the previous proposals, which will reduce the overall impact on the local and strategic road network for both light and heavy vehicles.

Key Junctions

An improvement scheme has been put forward to North Northamptonshire Council at the Finedon roundabout at the junction with the A6. This takes the form of a traffic signal crossroad junction in place of the existing roundabout accommodated within the extent of the existing highway boundary and mindful of the existing constraints at this junction. Improvements to pedestrian crossings in Finedon will also be considered with the Highway Authority.

Options for improving the priority junctions onto the A510 with Cranford Road and Woodford Road are also being considered, including the potential to convert these to signalised junctions, which will help to reduce traffic speeds and provide better and safer access to residents in the local villages accessed via these junctions.

Travel Planning & Sustainable Travel

An assessment has been undertaken of existing public transport and walking/cycling routes to identify how these can potentially be improved to provide different options to access the site. Opportunities are still being explored to:

- Provide access to e-bike hire networks
- Improve cycle access to Kettering Railway Station, Burton Latimer and
- Provide walking and cycling routes within the site
- Provide better a shuttle bus connections to key parts of the local area such as the railway stations at Kettering and Wellingborough

The Masterplan proposes to incorporate and promote modes of sustainable transport such as provision of additional pedestrian and cycle routes, which will improve sustainable access to the site.

Footway/ cycleway provision will be included as part of the proposals, along the main estate road and a cyclist connection will be included through to Burton Latimer. A connection will also be made to the north to link with the Hanwood Park development. Within the site itself there are proposals to divert two existing PROWs. The diversions include Footpath UA6#1 (running east to west) and Bridleway GF17#1 (running north to south).

