

**Open Report on behalf of Andy Gutherson
Executive Director for Place**

<p>Report to:</p> <p>Date:</p> <p>Subject:</p>	<p>Planning and Regulation Committee</p> <p>29 July 2019</p> <p>County Council Development Applications –</p> <p>H14-0326-19 - To construct Section 5 of the Spalding Western Relief Road comprising of a new single carriageway route from the B1356 Spalding Road and Enterprise Way to Vernatt's Sustainable Urban Extension (SUE) incorporating a new roundabout junction with the B1356 Spalding Road, a bridge over the Peterborough to Sleaford railway line, and a priority junction into Vernatt's SUE</p> <p>H16-0327-19 - To construct Section 1 of the Spalding Western Relief Road comprising of a new single carriageway route from the B1172 Spalding Common to Holland Park Sustainable Urban Extension (SUE) incorporating a new roundabout junction with the B1172 Spalding Common, a bridge over the Peterborough to Sleaford railway line, and a new roundabout junction for access into Holland Park SUE</p>
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Summary:

The Spalding Western Relief Road (SWRR) is an important highway infrastructure project for the Spalding area. The SWRR seeks to relieve congestion in Spalding caused by frequent closures of the highway network at level crossings and to facilitate access for and within the Vernatt's Sustainable Urban Extension (VSUE) and the Holland Park Sustainable Urban Extension (HPSUE). The VSUE is an area to the north-west of Spalding which is allocated in the recently adopted South East Lincolnshire Local Plan for 4,000 residential dwellings. The HPSUE is a further area located to the south-west of Spalding which comprises of 2,250 dwellings and associated community facilities.

The SWRR is planned to be built in at least three phases. Section 1 (the southern section) and Section 5 (the northern section) are to be built first with Sections 2, 3 and 4 (collectively referred to as the central section) to be built at a later date as the development of the VSUE and HPSUE progress. Given the importance of the SWRR to the future growth of Spalding, a safeguarding corridor for its route has been identified within the recently adopted South East Lincolnshire Local Plan. Planning applications have been submitted which are seeking permission for both

Sections 1 and 5 of the SWRR. As a highway infrastructure project, those applications have been submitted to the County Council for determination in accordance with the provisions of Regulation 3 of the Town & Country Planning General Regulations 1992.

Section 1 would provide a new 1.2 kilometre single carriageway route west of Spalding linking the B1172 Spalding Common to the HPSUE development in the north. The route includes a new four arm roundabout junction off the B1172 Spalding Common, a bridge over the Peterborough to Sleaford railway line and a three arm roundabout junction at the intersection of South Drove Drain and Hill's Drain giving access to the north-west corner of the HPSUE and future link to Section 2 of the SWRR.

Section 5 would provide of a new single carriageway route from the B1356 Spalding Road and Enterprise Way and provide access to the VSUE which is to be developed to the north of the Vernatt's Drain. The road would run parallel to the Vernatt's Drain and comprise of a new five arm roundabout junction with the B1356 Spalding Road, a bridge over the Peterborough to Sleaford railway line and a signalised T-junction at its western extent giving access into latter phases of the VSUE.

Both applications are supported by an Environmental Statement which has considered the potential impacts of each proposal as well as identifying any mitigation measures that are proposed to be implemented in order to avoid, reduce and, if possible, remedy any significant adverse impacts. Both applications have been subject to consultation with statutory and non-statutory consultees and representations made from these bodies as well as from members of the public. Having taken into account these comments and assessed the proposals against local development policies contained within the adopted South East Lincolnshire Local Plan, overall the proposals are both considered to accord with the vision, objectives and criteria for new development as set out in Local Plan. Subject to mitigation measures identified within the application and suitable planning conditions, I am therefore satisfied that the developments could be undertaken in a manner where the level of impact would be acceptable and would not significantly conflict with the wider objectives or development control policies contained within the Development Plan.

Notwithstanding the above, the Ministry of Housing, Communities and Local Government (MHCLG) have received requests from the public that these applications be 'called in' for determination by the Secretary of State (SoS). In exercise of his powers under Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the SoS has therefore issued a 'holding direction' which directs that the County Council may not grant permission on these applications without specific authorisation from him. This direction has been issued to allow the SoS further time to consider the applications and to determine whether they should be referred to him for final determination.

This 'holding direction' does not prevent the Committee from making a decision at this stage, however, should the Committee resolve to grant planning permission no

planning permissions can be issued until such time that the SoS authorises this.

Recommendation:

Subject to confirmation from the Secretary of State that he does not wish to 'call in' the applications for determination, following consideration of the relevant development plan policies and the comments received through consultation and publicity it is recommended that conditional planning permission be granted for both Sections 1 and Section 5 of the Spalding Western Relief Road.

Background

1. The Spalding Western Relief Road (SWRR) is an important infrastructure project for the Spalding area. The SWRR seeks to relieve congestion in Spalding caused by frequent closures of the highway network at level crossings and to facilitate access for and within the Vernatt's Sustainable Urban Extension (SUE) and the Holland Park Sustainable Urban Extension (SUE). The Vernatt's SUE is an area to the north-west of Spalding which is allocated in the recently adopted South East Lincolnshire Local Plan for 4,000 residential dwellings. The Holland Park SUE is a further area located to the south-west of Spalding which comprises of 2,250 dwellings and associated community facilities.
2. The SWRR is planned to be built in at least three phases. Section 1 (the southern section) and Section 5 (the northern section) are to be built first with Sections 2, 3 and 4 (collectively referred to as the central section) to be built at a later date as the development of the Vernatt's SUE and Holland Park SUE progress. Given the importance of the SWRR to the future growth of Spalding, a safeguarding corridor for its route has been identified within the recently adopted South East Lincolnshire Local Plan. Planning applications have been submitted which are seeking planning permission for both Sections 1 and 5 of the SWRR. Whilst Sections 1 and 5 ultimately form only part of the planned SWRR, each section has been designed so that they can be delivered independently of the remaining sections. As a result the applications can be determined on their own merits. As a highway infrastructure project, the two applications have been submitted to the County Council for determination in accordance with the provisions of Regulation 3 of the Town & Country Planning General Regulations 1992.
3. This report deals with both applications which, although being separate applications in their own right, are both supported by an Environmental Statement (ES). The ES contains an assessment of the potential impacts arising from each of the proposed developments as well as identifying any mitigation measures that are proposed to be implemented in order to avoid, reduce and, if possible, remedy any significant adverse impacts.

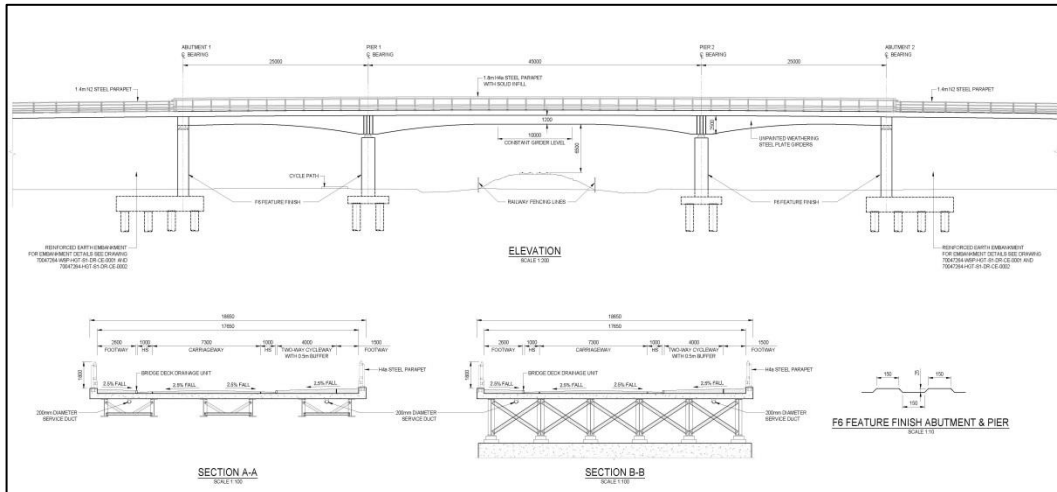
of the roundabout (connecting north and south) and a 3.5m wide shared footway/cycleway would be provided on the other arms.

The main route of Section 1 would extend from the north-western arm and comprise of a single, two way carriageway (7.3m wide) with 1m wide hard strips on either side with an embankment and traditional earthworks. The total length of the embankment would be 650m with 1.4m high railings on either side. A 5.5m wide shared use footway/cycleway would run along the western edge of the route leading away from the four-arm roundabout and a 2.5m wide footway would be provided on the eastern boundary. North of the railway bridge, a 3.5m wide footway/cycleway ramp would give access to the land under the bridge for non-motorised user access to the wider area.

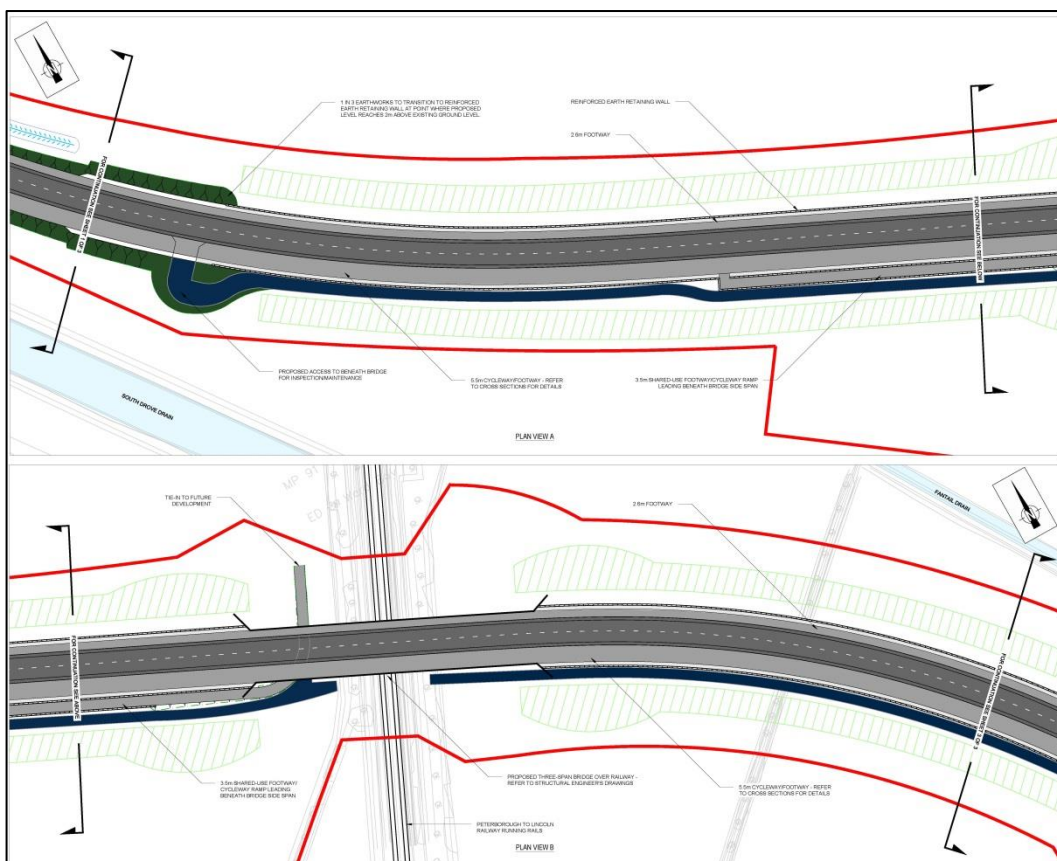


Section 1 – Proposed four-arm roundabout - proposed highway finishes

- Bridge** – this is a three-span continuous highway bridge incorporating a reinforced earth ramp and which would also be supported on full height concrete abutments and leaf piers. The main span of the bridge measures approximately 45m in length and would have a 1.8m high edge protection and vehicle containment parapet on either side of the deck. The underside of the bridge would be 6.5m above the railway; the distance between the underside of the bridge deck and the top of the parapet would be 3m, above the piers this distance is 4.3m. The bridge would support the main alignment of Section 1 which comprises a 7.3m wide carriageway, with 1m hard strips either side. A 2.6m wide footway would be provided along the northern side of the bridge with a 5.5m wide shared footway/cycleway along its southern edge.

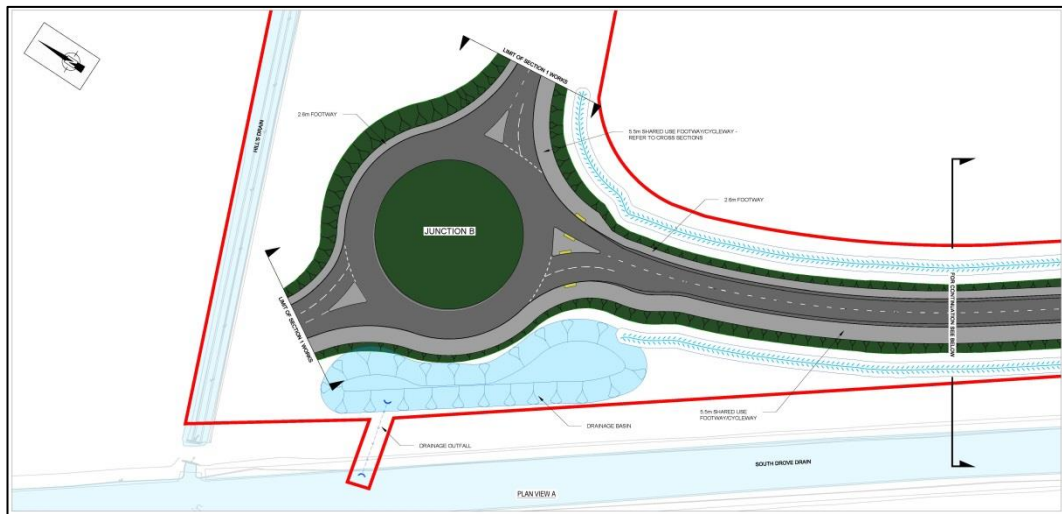


Section 1 – Proposed bridge - structural cross section



Section 1 - Bridge - proposed highway finishes

- **Three-arm roundabout** – this would be constructed at the northern end of the Section 1 route. The roundabout would give access to the Holland Park SUE (to the north-east) and provide access to land north of Hills Drain which would provide a future link to Section 2 of the SWRR (to be built at a later date). It would incorporate a single traffic lane on both the approaches and exits of the roundabout and have signalled pedestrian and cyclist crossing points on all arms.

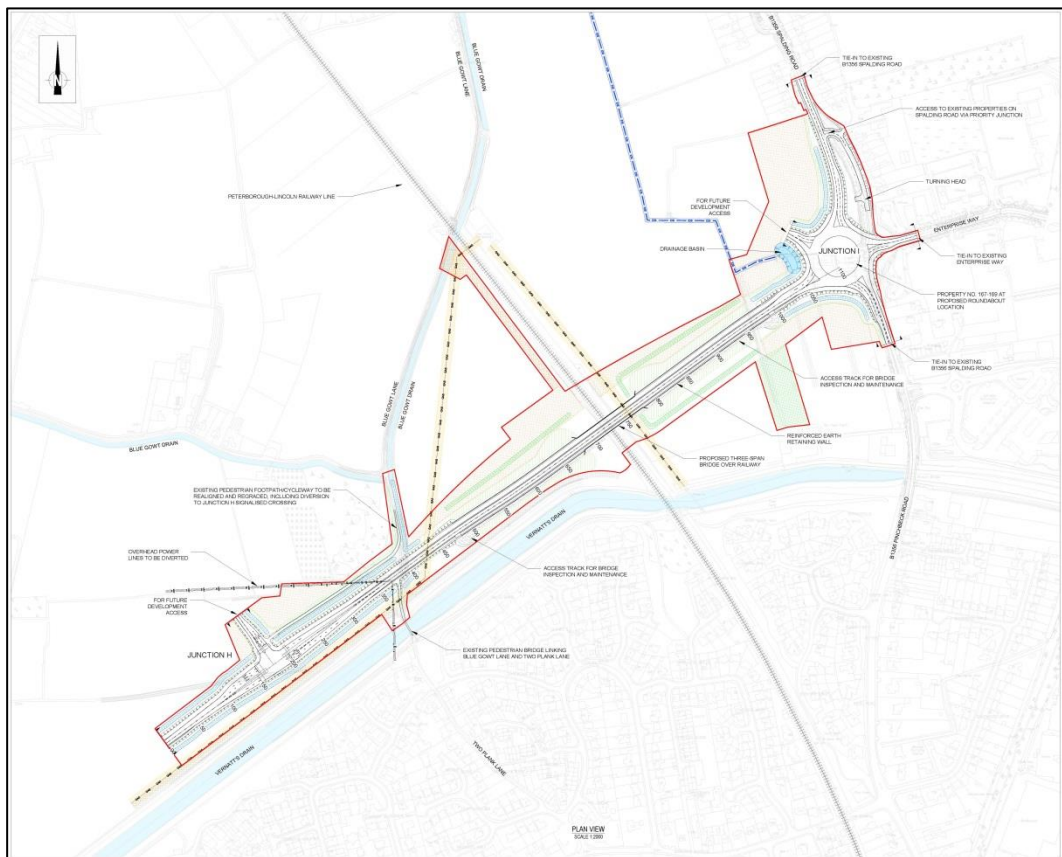


Section 1 – Three-arm roundabout - proposed highway finishes

- Landscaping - a detailed landscaping scheme has been proposed as part of the development which includes planting to soften the earth ramp and embankment. The proposed shrub and tree planting belt would become denser towards the proposed bridge section and has been designed to create a soft landscape edge to lessen the visual impact of the elevated sections to the new bridge and to help it assimilate with the surrounding landscape.

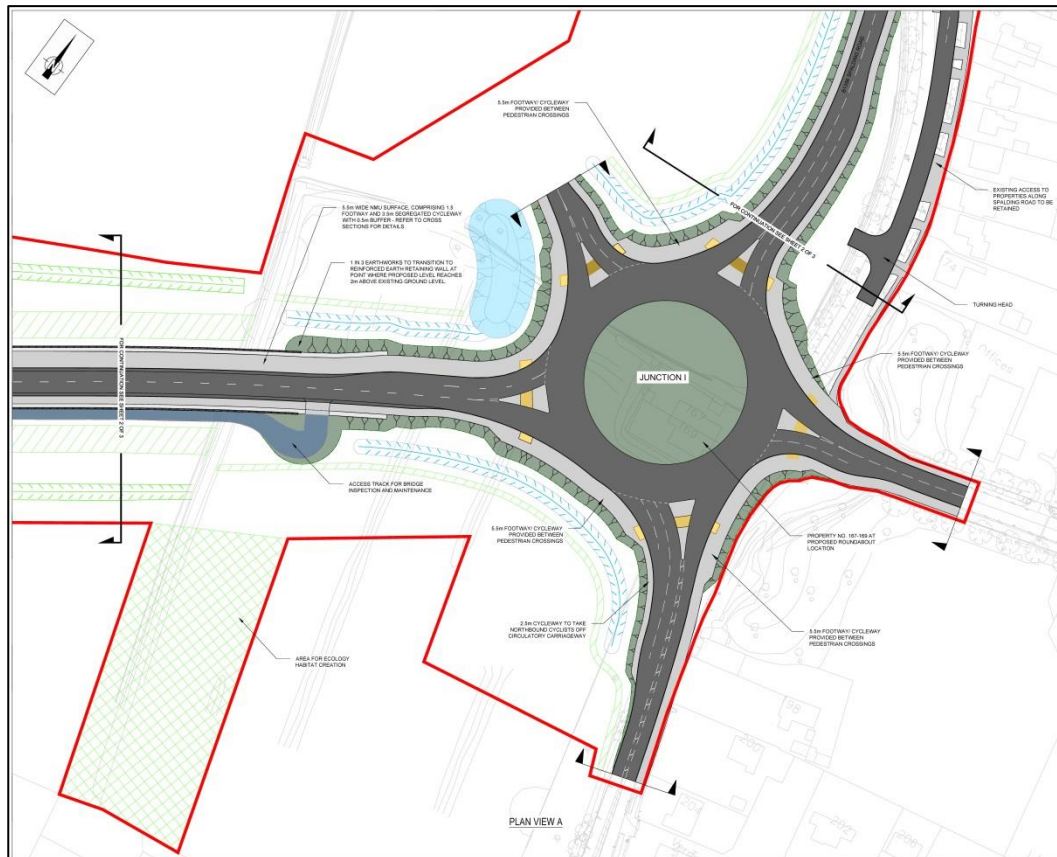
H16-0326-19 - Section 5

6. Section 5 would provide a new 1km single carriageway road extending westwards from the B1356 Spalding Road and parallel to the Vernatt's Drain which runs east-west. The proposal includes the construction of five arm roundabout off the B1356 Spalding Road which would tie in with Enterprise Way and create a new access into Phase 1 of the allocated and planned Vernatt's SUE. The proposal also includes a three-span bridge over the Spalding to Sleaford railway line which would provide access to Phases 2 and 3 of the Vernatt's SUE. A signalised T-junction at the western extent of the proposed section would provide additional access into the Vernatt's SUE.



Section 5 – Proposed site layout

7. A description of each of the main elements/features of the scheme is as follows:
- Five-arm roundabout** - the construction of the roundabout would result in the demolition of two residential dwellings (167 & 169 Spalding Road). The roundabout would connect realigned sections of the B1356 Spalding Road (north and south) and Enterprise Way (to the east) and give access to Phase 1 of the Vernatt's SUE (to the north-west) and the route of Section 5 of the SWRR (to the west). All arms would incorporate two traffic lanes on the approaches to and from the roundabout and have signalled pedestrian and cyclist crossing points. Shared footway/cycleways would be provided on the outer edges of the roundabout which would link to existing routes and/or create new links both along the route of the SWRR and Vernatt's SUE development.

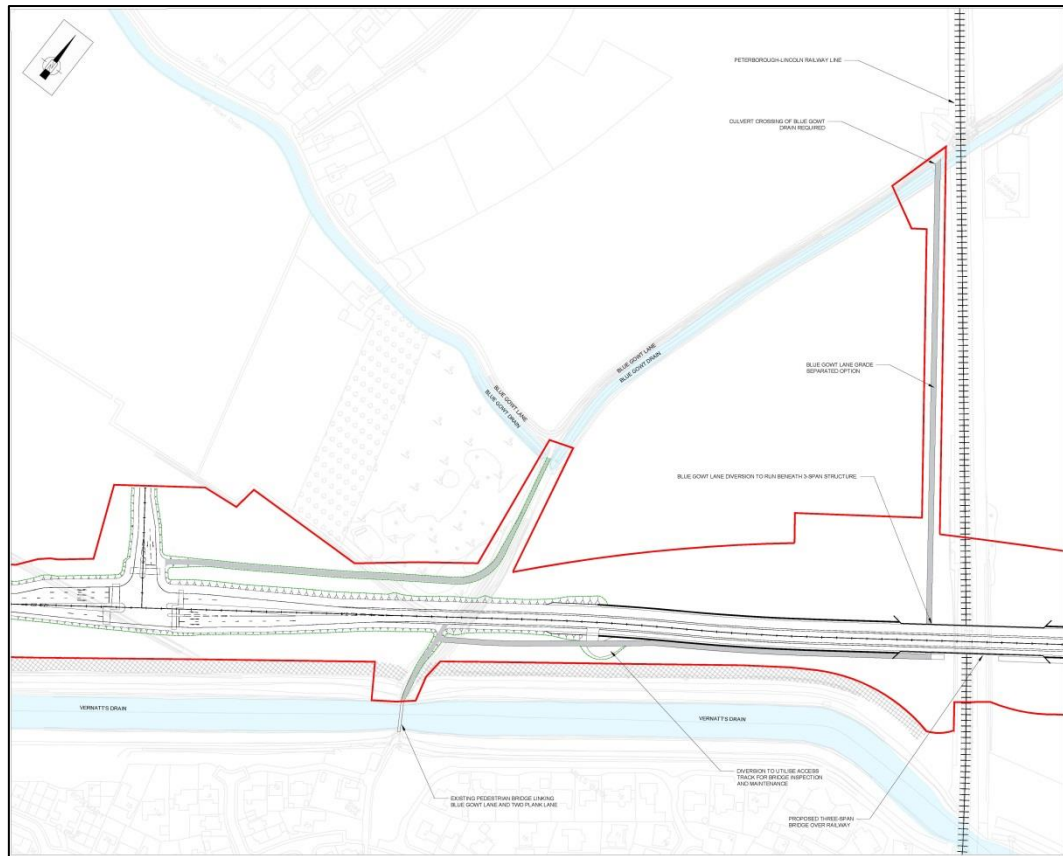


Section 5 – Proposed five-arm roundabout - proposed highway finishes

- Main Route** - the route would extend westwards from the roundabout and comprise of a single, two way carriageway (7.3m wide) with 1m wide hard strips and shared cycleway/footway facilities on either side. The total length of the embankment would be 190m with 1.4m high railings on either side. A 5.5m wide shared use footway/cycleway would run along the northern side of the route and a 2.6m wide footway/cycleway would be provided on the southern boundary.

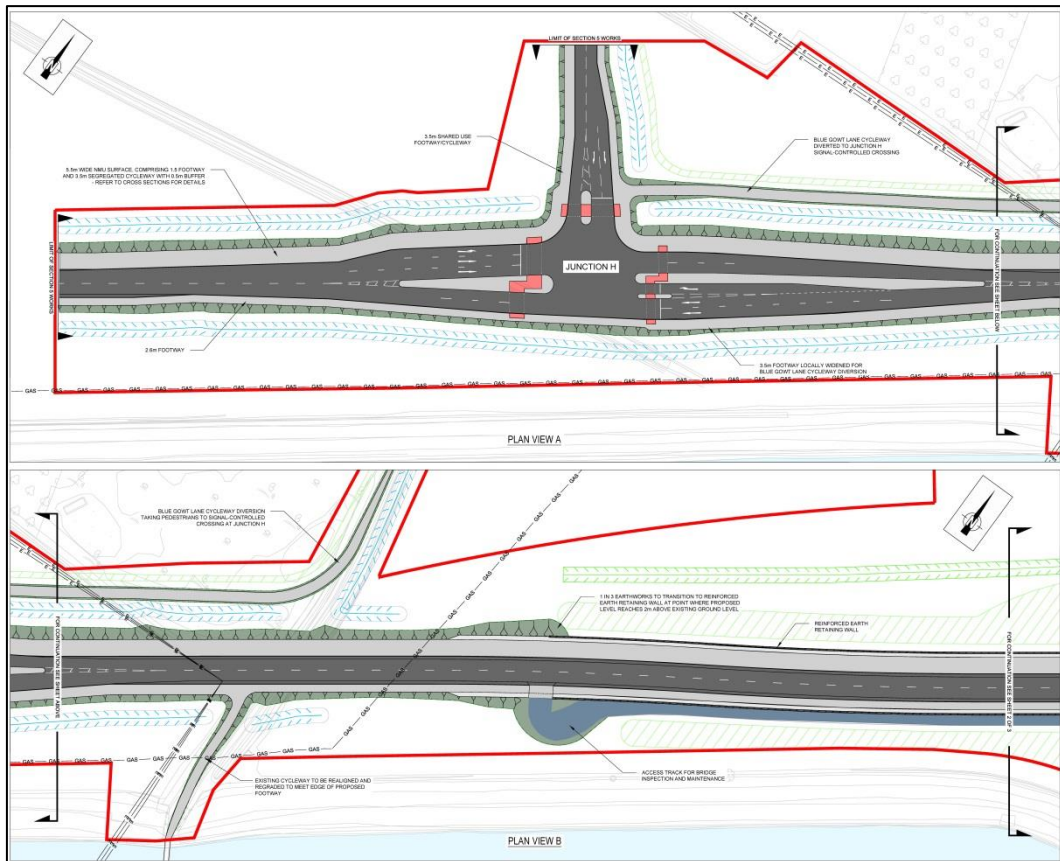
The alignment of the road would sever the existing foot/cycle route on Two Plank Bridge to Blue Gowt Lane which presently crosses the Vernatt's Drain to the west of the proposed railway bridge. Two alternative pedestrian/cycle routes are therefore proposed to navigate the severance created as a result of the development. One of these would see a diverted route extend westwards on the southern side of the SWRR towards the signalised T-junction where formal signal-controlled crossings are proposed for pedestrians and cyclists. The diversion would then continue eastwards along the northern side of the SWRR to reconnect with Blue Gowt Lane. The other alternative route would extend eastwards from Two Plank Bridge (on the southern side of the SWRR) and then pass underneath the proposed railway bridge before linking and connecting back with Blue Gowt Lane to the north. The non-motorised user provision would connect to existing routes on the Spalding Road/Pinchbeck Road corridor and into the town centre, the

Two Plank Lane corridor and also the employment areas east of Spalding Road.



Section 5 - Blue Gowt Lane - proposed diversion

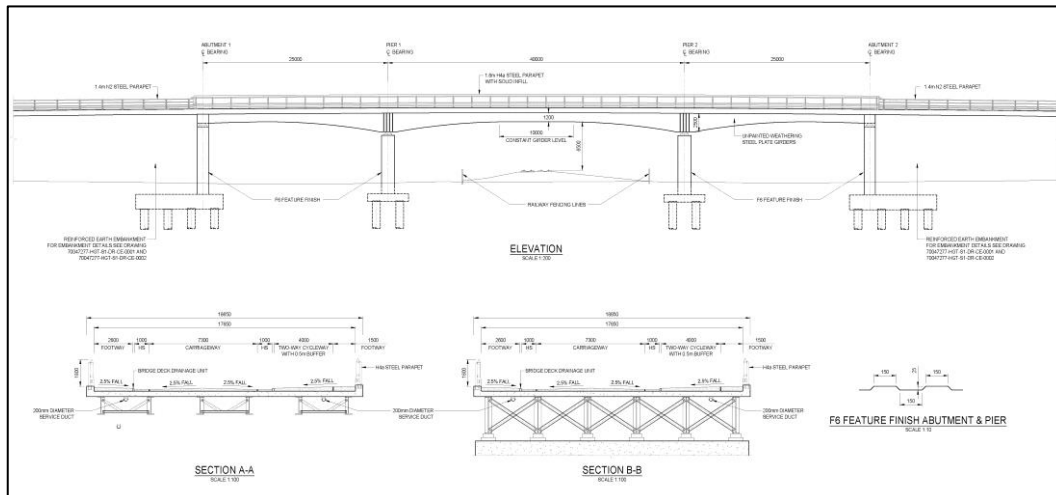
- **Signalised T junction** – this would be created at the western end of the route and provide access to the Vernatt's SUE. Signalised pedestrian and cyclist crossing points would be provided across the scheme with central refuge points. New and extended pedestrian/cycleway routes would connect to the proposed Vernatt's SUE and also the realigned route from Blue Gowt Lane and Two Plank Bridge. Further to the west the route would terminate where a future link to Section 4 of the SWRR would be built (to be built at a later date).



Section 5 - Proposed highway finishes

- **Bridge** - this is a three-span continuous highway bridge with the main span, over the railway, being approximately 40m in length with each of the back spans measuring 25m in length. The bridge would have 1.8m high parapet railings on either side and the underside of the bridge would be 6.5m above the railway; the distance between the underside of the bridge deck and the top of the parapet would be 3m, above the piers this distance is 4.3m.

A 2.6m wide footway would be provided along the northern side of the bridge with a 5.5m wide shared footway/cycleway along its southern edge.



Section 5 – Bridge - structural cross section

- **Landscaping** – a landscaping scheme has been proposed as part of the development which includes a linear soft landscape belt running in line with the road embankment. The proposed shrub and tree planting belt would become denser towards the overbridge section in order to lessen the visual impact of the elevated sections to the new bridge and to help it assimilate with the surrounding landscape. The landscaping would provide an additional 4.02ha of habitat to be created, including hedgerow planting, swale planting and shrub and tree planting. The newly created habitat would provide enhanced reptile habitat around and within the site, particularly when compared to the existing arable land.

Funding and Timeframe for delivery

8. The applications before the Committee today relate to Sections 1 and 5 only. Section 1 has been designed to support the delivery of 2,250 houses which are already consented and being built as part of the Holland Park SUE. Section 5 has been designed to serve and support Phases 1 and 2 of the Vernatt's SUE which would deliver approximately 1,000 houses.
9. The County Council and South Holland District Council have been successful in securing £12m from the Ministry of Housing, Communities and Local Government House Infrastructure Fund (HIF) towards the Section 5 improvements and this has therefore influenced the proposed delivery time for the commencement of the works. Subject to planning approval, the construction of Section 5 is therefore scheduled to commence in November 2019 with completion by 2021. Section 1 is scheduled to be delivered slightly later with works commencing in early 2021 with completion in 2022.
10. Financial contributions would be secured as part of future planning approvals for the planned and allocated housing developments in the area in order to complete the SWRR. The delivery of new housing development would be phased and therefore restricted until the infrastructure needed to

support it has been delivered. Future housing associated with Phase 3 of the Vernatt's SUE (which proposes a further 3,000 houses) would therefore not come forward until the later sections of the SWRR have been delivered. Route options for Sections 2, 3 and 4 of the SWRR are still being considered and so would be delivered at a later date and be subject of a separate planning application(s).

Environmental Statement

11. The applications are subject of an Environmental Impact Assessment submitted pursuant to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'EIA Regulations'). An Environmental Statement (ES) has therefore been submitted in support of both applications. The ES contains an assessment of the potential impacts arising from the development as well as identifying any mitigation measures that are proposed to be implemented in order to avoid, reduce and, if possible, remedy any significant adverse impacts.
12. The ES and further information submitted by the applicant meet the requirements of the EIA Regulations 2017 and the contents can be summarised as follows:

Non-technical summary – this document gives a brief overview of the main findings of the ES in an easily understandable and accessible format.

Chapter 1: Introduction – this chapter provides a general introduction and outlines the legal framework and structure of the ES and other core documents. It also contains details of the relevant experts employed in the preparation of the ES.

Chapter 2: Scheme Description – this chapter provides a broad description of the scheme and the need and key objectives for the SWRR. The delivery of the SWRR has been identified as a major scheme that aims to support the delivery of two major Sustainable Urban Extensions (SUEs) - namely the Holland Park SUE and Vernatt's SUE – their associated traffic and to aid congestion relief within Spalding. The SWRR also aims to support walking and cycling in the area through the provision of pedestrian and cycle facilities, both along its length and at various locations across its corridor.

Chapter 3: Alternatives – the consideration of alternatives site does not include the consideration of alternative sites, as the recently adopted South East Lincolnshire Local Plan (SELLP) shows a commitment to the development and execution of the SWRR. Under a 'do nothing' scenario the SWRR would not come forward and consequently result in the land continuing in its current form. This scenario is however considered unlikely given the SELLP's commitment to the development and execution of the SWRR and without which there would still be a need to support and provide access to multiple housing development sites as allocated for Spalding.

Chapter 4: Approach to the Assessment - this chapter sets out the approach and methodology taken in preparing the ES and provides an appraisal of the key environmental issues covered and the assumptions and limitations made during the EIA process.

Chapters 5 to 16 - consider the types of impacts as a result of each proposal during both the 'construction' and 'operation' stages, the proposed measures to avoid, prevent or reduce the likely significant adverse effects and the resultant effects. A summary of the main findings within each of these chapters is as follows:

Chapter 5: Air Quality - this chapter contains an assessment of the potential impacts of the scheme on air quality during both the construction and operational phases. Separate study areas have been identified and used to assess the impacts during the construction and operational phases due to the different nature of the sources of emissions to air.

During the construction phase, dust nuisance and emissions of particulate matter (PM₁₀) are identified as the most likely pollutant on air quality and have been identified as being limited to within 350m of the construction areas/sites and 100m of haulage routes to a distance of 500m from site access points.

The ES states that the impacts of dust and elevated concentrations of PM₁₀ could be effectively controlled at source and generally be avoided by good site practice. A range of mitigation measures to minimise the effects are identified in the ES and include (inter alia):

- dampening down of areas at risk of creating dust;
- utilising water suppression (where appropriate) on plant/machinery used for earthworks/material cutting;
- controlling construction activities to minimise dust release;
- enclosing significant material stockpiles as far as is practicable and/or not stockpiling fine materials to an excessive height so as to reduce exposure to wind;
- locating plant away from residential boundaries (where practical);
- speed limits for construction plant/machinery to minimise dust;
- soiling, seeding, planting or sealing of completed earthworks as soon as reasonably practicable.

Provided the above measures are implemented, the ES concludes that the residual construction dust effects are deemed not significant and the mitigation measures could be secured as part of a 'Construction Environmental Management Plan'.

During the operational phase, the likely significant effects are identified as being changes in roadside exposure to nitrogen oxides (NO₂ and NO_x) for human and ecological receptors within 200m corridors either side of the road network as a consequence of the redistribution of traffic. The assessment compares existing background pollutant concentrations with those that are

predicted to exist once the SWRR is operational. The baseline traffic year modelled was 2018 and the forecast year modelled was 2036. The 2036 forecast year represents the year all the sections of the SWRR (i.e. Sections 1 to 5) are anticipated to have been constructed. This scenario also represents a conservative assessment of cumulative effects with a large number of permitted developments by 2036 being accounted for in the traffic model.

The assessment concludes that the impacts that would occur due to traffic generated by the SWRR would have a negligible impact on air quality as they pose a very low risk of exceedance of the UK Air Quality Strategy objectives and as such no specific mitigation measures are proposed as they are not considered necessary.

Chapter 6: Cultural Heritage – this chapter reports the outcome of the assessment of likely significant effects on the historic environment and cultural heritage assets during construction and operational phases of Sections 1 and 5.

The ES confirms that there are 44 heritage assets located within 3km of Section 1 which consist of two Scheduled Monuments, two Grade I Listed Buildings, six Grade II* Listed Buildings and 31 Grade II Listed Buildings, one Grade II Registered Park and Garden, two Conservation Areas. There are 16 non-designated assets recorded within 500m which 13 of which are below-ground heritage assets and three are above ground built heritage assets.

For Section 5 there are 156 heritage assets within 3km which comprise two Grade I Listed Building, 19 Grade II* Listed Buildings, 132 Grade II Listed Buildings, one Registered Park and Garden and two Conservation Areas. Within 500m there are 15 non-designated heritage assets of which 14 are below ground and one is an above ground heritage asset.

In terms of archaeology, the ES concludes that the construction phase would result in major adverse impacts on below-ground heritage assets associated with Romano-British settlement activity and a potential site of a medieval gibbet medium importance in Section 5, with moderate to large adverse effects. There would be major adverse impacts on later post-medieval and modern drainage ditches of low importance in both Sections 1 and 5, with slight to moderate adverse effects. The ES concludes that mitigation through preservation by record would reduce the impacts and the residual effects would therefore be Moderate Adverse for the Romano-British remains and the potential site of the medieval gibbet, and Slight Adverse for the later post-medieval and modern drainage remains. The ES acknowledges that there is also a potential for currently unknown below ground remains to be present in both Section 1 and 5 and so the monitoring and preservation by record would allow the presence of these assets to also be preserved.

Above Ground Assets (e.g. Listed Buildings) - no above ground or built heritage assets are located within the footprint of both Sections 1 and 5 and therefore there would be no direct physical impacts or effects.

The ES concludes that the construction and operational phases of both Sections 1 and 5 would have an adverse impact on the setting of a Grade II Listed Building (Horseshoe Bridge) and one non-designated heritage asset (Sly's Farm) (in Section 1) and in Section 5, there would be temporary adverse impacts on one Grade II Listed Building (Yew Tree Farmhouse) and Pinchbeck Conservation Area. The effects would be temporary during the construction phase and may be reduced through mitigation measures implemented as part of a Construction Environmental Management Plan. The effects during the operational phase would be reduced through mitigation in the form of scattered planting and a new hedgerows alongside the road.

Vernatt's Drain is a non-designated heritage asset which is judged to be of medium significance as it forms an important landscape feature for the eastern England fenland landscape. Under the current proposals the SWRR would be built parallel to the Drain and remove agricultural land that currently adjoins it. This would therefore comprehensively change the immediate setting of the Drain. The operation of the SWRR would also impact upon the setting of the Drain as a consequence of traffic noise as well as the introduction of vehicle lights and pollution. This would also substantially change the way the asset is viewed and experienced in this location.

In order to mitigate any impacts landscape planting is proposed along the route of the SWRR which would help to screen and reduce the visual effect of the road on the landscape. The proposed planting along the northern side of the Drain would reflect the planting that currently exists on the south side of the Drain and help to create a visual corridor. The land between the Drain and the SWRR is also designated as Recreational Open Space in the Local Plan and therefore provide an area of offset from the scheme.

Chapter 7: Ecology - the ES has appraised the impacts of the proposals through a combination of desk-based study, an Extended Phase 1 Habitat Survey and field surveys for particular protected/notable habitats and individual species. The majority of the presence/absence surveys for individual species were undertaken in 2018 with further surveys for some species conducted in 2019.

The ES identified six statutory designated sites within 13km of the proposal sites which include the Baston Fens Special Area of Conservation (SAC); The Wash and North Norfolk Coast SAC; The Wash Special Protection Area; The Wash Ramsar; Cowbit Wash Site of Special Scientific Interest (SSSI), and; Vernatt's Drain Local Nature Reserve (LNR). Of these designated sites, Vernatt's Drain LNR is within 1km of one of the proposed development sites. All European sites (i.e. SACs) and Ramsar sites are

considered to be of International value and the SSSI and LNRs are of National and District value respectively.

There are a further 16 non-statutory designated sites within 2km which are all Local Wildlife Sites (LWS) and considered to be of County value. Amongst others these include the Vernatt's Drain LWS and Vernatt's Nature Reserve LWS; South Drove LWS; River Welland Corridor LWS, etc.

A range of different habitat types have been identified within the ES study area and individual surveys were conducted including for bats, otters, water voles, wintering birds, barn owls, reptiles, fish, terrestrial and aquatic invertebrates, aquatic macrophytes, great crested newts and badgers.

During the construction phase, the impacts have been identified as including permanent and temporary habitat loss; habitat modification/degradation; habitat fragmentation; direct mortality during site clearance and construction; disturbance including from changes to baseline lighting, noise and vibration, and; pollution incidences including dust deposition, run-off and sedimentation.

A package of mitigation measures have been proposed which would be adopted to minimise and/or offset any adverse impacts. These include standard measures that would be implemented within the design and construction of the two sections as well as those which have been identified as part of various assessments/surveys. These include (inter alia):

- Work compounds and access tracks etc. not to be located in, or adjacent to, areas that maintain habitat value;
- Implementation of measures to avoid/minimise the potential for pollution such as ensuring the use of spill kits and ensuring potentially contaminating materials would not be stored in areas of ecological or hydrological sensitivity;
- Adoption of good site management practices to avoid/minimise generation of excessive litter, dust noise and vibration;
- the timing of site operations and vegetation clearance works to the appropriate times of year so as not to impact upon the breeding/nesting seasons of individual species;
- carrying out of pre-construction/site clearance surveys to identify the potential presence of bats within the property to be demolished as part of Section 5;
- provision of a bat house/box to replace any roosts lost as a result of the removal of roof spaces and trees within the scheme;

- ensuring any lighting used during night-time works is appropriately designed so as to avoid impacting upon roosting, foraging and commuting bats in adjacent habitat;
- a landscaping scheme would be implemented which includes planting with appropriate species which would establish new habitat to replace affected areas of hedgerow, trees and scrub lost.

During the operational phase, potential impacts include habitat fragmentation, direct mortality due to road-traffic collisions, disturbance due to changes to baseline levels of lighting, noise and vibration, and air quality, with run-off and siltation potentially decreasing water quality within the locality.

Mitigation measures have been identified which would mitigate effects caused by traffic on the new road. These include the use of a fencing in key areas around the junctions (where possible) to prevent species accessing and crossing the road and therefore reducing mortality rates. The proposed drainage strategy would mitigate for water quality changes resulting from the development and, along with the landscaping proposals, would increase the ditch network and provide replacement habitat which provides links to prevent habitat fragmentation. As the landscaping matures in the medium to long-term this would enhance existing habitats which are currently predominantly arable.

A lighting strategy, including road lighting, would ensure that lighting, in particular introduced near and at junctions, and in proximity to likely significant bat flight paths or roosts would be minimised. The lighting would also aim to ensure that there is a 10 m wide dark corridor adjacent to the main drains to provide continued habitat for water voles and otters.

The ES concludes that, with mitigation, avoidance and off-site compensation the overall impacts of the two proposed sections of the SWRR would be negligible or positive in the long term.

Chapter 8: Ground Conditions - this chapter assesses the potential impacts of the scheme on the geology and soils (including potentially contaminated land). The assessment is based upon the results of both desk-top and intrusive ground investigation assessments that have been carried out in relation to both proposed sections of the SWRR.

The ES confirms that the majority of the land affected by the developments comprises of agricultural land and as such the intrusive ground investigations undertaken did not encounter any made ground or land that has been identified as being contaminated. Potential significant impacts that could arise during the construction and operation of the development are identified as follows (inter alia):

- Temporary and permanent loss of agricultural land and soils as a consequence of the proposed sections of road and earthworks;

- Potential contamination of surface waters during construction activities as result of increased erosion and sedimentation;
- Potential creation of new migratory pathways for contaminants including from accidental spillages or leaks of fuels and oils from construction plant and machinery;
- Potential risks to health of construction workers if contaminated land is encountered;
- The effects of piling or construction on neighbouring properties including windblown dust or contaminants;
- Potential contamination of surface and groundwaters from run-off from the road network following its construction and operation.

The following mitigation measures would be adopted to minimise and reduce the risks/impacts on soils and geology that have identified above. These include the following measures:

- the implementation of a good soil management practices to ensure soils are stripped, stored and reinstated without having detriment to their quality;
- the adoption of a Construction Environmental Management Plan (CEMP) as a means to minimise and control potential effects including incidences of dust;
- use of PPE by construction operatives to minimise the risks to human health from emissions and gasses from plant and machinery;
- use of spill kits and appropriate storage of fuels, oils and chemicals to prevent spillages;
- surface water run-off from the road would pass through silt traps which would ensure attenuation before discharge. These would be subject to routine maintenance to mitigate any associated effects.

This chapter concludes that there are likely to be both temporary and permanent minor adverse effects on soil quality as a consequence of the scheme and with mitigation measures in place there would be a negligible effect on human health during the construction phase and no potential effects in the operational phase. In terms of surface water, there is likely to be a temporary effect of minor adverse significance during the construction phase whilst in the long term the residual effect during the operational phase would be negligible.

Chapter 9: Landscape – this chapter includes an analysis of the existing landscape character of the area, identifies the potential effects arising from

the construction and operation of Sections 1 and 5 of the SWRR on the local landscape character and visual amenity.

A Zone of Theoretical Visibility (ZTV) around both Sections 1 and 5 of the SWRR has been produced and based on a high sided vehicle (4.5m high) positioned along the main line centreline, plus the high points of all overbridges, in order to understand the extent of visibility of the development including the traffic on it. The assessment did not take into account screening by vegetation and built form and hence is a 'worst-case scenario'. Given the flat nature of the surrounding area, and lack of significant vegetation, the study area was increased to a 2km buffer from the centreline of the proposed road sections.

Viewpoints for both Sections 1 and 5 were selected to represent the typical nature and type of visual amenity from a given area or direction of view. For Section 1, a total of 10 viewpoints were identified and include views from residential properties, public rights of way and cycle routes and local roads. For Section 5, a total of 16 viewpoints were selected. A site visit was conducted and photographs taken from all of these locations and have been used in carrying out the assessment.

During the construction phase, the following impacts have been identified:

- An active change in the structure and visual appearance of the landscape as construction of Section 1 and 5 progresses and the gradual emergence of each section and associated landform changes take place;
- Views of construction activities, including temporary spoil heaps, plant and machinery and potentially tall temporary structures such as cranes;
- Introduction of temporary site infrastructure such as construction compounds, site hoardings, haul roads and traffic management systems;
- The introduction of lighting in a currently dark landscape as a result of floodlighting to allow a full working day during the winter period;
- Loss of existing landscape features (hedges and trees) and arable land as well as alteration to existing landscape pattern;
- The introduction of elevated structures and bridges within the local landscape including those to carry the road over the railway lines;
- Obstruction of views towards local features including the tower of St Mary's Church, Pinchbeck and Chatterton Tower.

During the operational phase, the impacts have been identified:

- Introduction of a new linear and raised feature (road, noise barrier, raised embankment), impacting views and landscape character;

- Presence of traffic movements within what was an open fenland landscape;
- New conspicuous bridge structures present within the open landscape and visible over a considerable distance;
- Introduction of landscape design works (planting around gateways and adjacent to road and raised works) and restoration of habitats disturbed during construction;
- Introduction of lighting in previously unlit areas; and
- Foreshortened views of the open fenland landscape.

Mitigation measures proposed to reduce (where possible) impacts arising from the implementation of the scheme comprise of:

- Avoidance and retention/protection of mature vegetation (where possible) in particular that alongside South Drove (Section 1) and adjacent to Vernatt's Drain (Section 5);
- The planting of nature tree and shrub planting along key 'gateways' to soften and filter the impacts of the two sections. This includes along the B1172 (Spalding Common);
- The incorporation of tree and shrub planting in the vicinity of the proposed bridges, noise barrier (Section 5 only) and reinforced earthworks to break up the length of the reinforced structure and bridge without substantially changing the open characteristics.

The ES concludes that during the construction of Sections 1 and 5 there would be a number of short term reversible effects including alterations to the structure of the landscape and immediate settings, views of construction activities (e.g. temporary spoil heaps) and introduction of temporary site infrastructure. Similarly the assessment predicts that there would be a substantial amount of change to views surrounding the corridor and immediate setting as a result of the construction activities. Whilst measures to mitigate the anticipated landscape and visual effects of the development are proposed the development would have a Moderate Adverse landscape effect and this would be temporary and limited to the development sites and their immediate settings.

Following its completion and during its operation, the road would introduce new permanent features including the road itself, raised embankments, bridge structures and lighting as well as associated traffic movements. These would be visible over a considerable distance due to the open, flat landscape and this would affect views and the character of the landscape itself. In terms of visual effects, the assessment therefore predicts some significant adverse effects as the development would foreshorten views

currently experienced especially for a number of receptors (e.g. including those properties off South Drove, properties north and south of Spalding Road, properties along the northern edge of Spalding). Whilst the mitigation measures incorporated into the scheme would help to reduce the magnitude of these impacts this would not be enough to lower the overall significance of effect. Therefore the predicted visual effects are assessed as being significant (moderate adverse).

Chapter 10: Noise & Vibration - this chapter considers the potential noise and vibration effects on human receptors during construction and operational phases. The assessment has considered the effects from traffic from the entire operational SWRR (i.e. Sections 1, 2, 3, 4 and 5) as without accounting for Sections 2 to 4 there would be no significant operational phase effects upon opening of the SWRR.

This approach represents a worst case and ensures that the effects which could arise from use of Sections 1 and 5 once the SWRR is completed are fully accounted for. The study area for construction noise and vibration has been assessed on the basis of a 300m buffer around proposed construction activities as significant effects would not be expected beyond this distance.

The closest noise sensitive receptors to Section 1 are those dwellings on Spalding Common, Stennett Avenue, Fantail Close and South Drove. The closest noise sensitive receptors to Section 5 are dwellings on Spalding Road (north and south of the new roundabout junction), Pinchbeck Road and the Community Hospital as well the properties on Rose Leigh Way, Baxter Gardens, Daniels Reach, Miles Bank, Angelica Drive, The Hayfields and Blue Gowt Land and Blue Gowt Drove.

The ES states that full details of likely plant and working operations to be adopted during the site clearance and construction works are not sufficiently progressed to inform detailed noise level predictions or a quantitative assessment of construction noise. A qualitative approach was therefore adopted for the construction noise assessment based on the guidance contained within BS 5228-1 "Code of Practice for Noise and Vibration Control on Construction and Open Sites". A series of appropriate construction noise level criteria have been identified for subsequent compliance with and which take into account the BS guidance and results of a desk-top study including consideration of noise maps for the surrounding area. Consideration was also given to available noise mitigation measures, including how compliance with best practicable means could be ensured through the adoption of a Construction Environmental Management Plan (CEMP), as a means to minimise and control potential effects.

During the construction phase, the ES states that it is inevitable that there would be some disturbance caused to those nearby, in particular the receptors that are located closest proximity to the works. For the majority of the construction period and sensitive receptors, it is anticipated that noise levels experienced would fall within acceptable levels. Short-term exceedances of these levels could however arise especially when works are

undertaken near to receptors and which are associated with the construction of the railway bridges which have to be piled.

The ES identifies a series of mitigation measures which could be secured and implemented as part of a development which includes (inter alia):

- Prior to the commencement of works, the appointed contractor would carry out a quantitative assessment of the potential construction noise and vibration impacts and submit a scheme which sets specific noise assessment criteria which would be implemented during the development. This scheme would also include and identify any additional or specific noise or vibration mitigation measures considered necessary;
- Each plant item would be well maintained and operated in accordance with manufacturers' recommendations and in such a manner as to minimise noise emissions;
- Pneumatic tools would be fitted with silencers or mufflers and the use of sound reduced plant (fitted with suitable silencers) would be utilised;
- Deliveries to site would be programmed and routed to minimise disturbance to residents;
- Plant and equipment would be shut down when not in use;
- Temporary acoustic barriers and other noise containment measures such as screens, sheeting and acoustic hoarding at the site boundary (and where required around individual plant) would be erected, where appropriate, to minimise noise breakout and reduce noise levels at potentially affected receptors.

With these mitigation measures in place, the impact of noise on receptors is assessed as ranging from slight to small for the majority of the time but rising to medium for limited periods. As a result there is likely to be a direct, temporary, short-term effect of negligible to minor adverse impact for the majority of the time but rising to moderate adverse for limited periods. The vibration impacts are assessed as being of a direct, temporary, short-term effect of negligible to minor impact.

In terms of operational impacts, traffic data has been used in a model to identify projected noise experienced in both 2021 (the expected Opening Year) and 2036 (which assumes full completion of the SWRR). This assessment demonstrates that for the vast majority of dwellings within the study area (82% or 1443 dwellings) would experience a negligible increase in noise levels (i.e. less than 3dB) and therefore no specific mitigation is necessary. Around 8% (144 dwellings) would experience a small increase in noise levels (between 3 and 4.9dB); 7% (123 dwellings) a medium increase (between 5 and 9.9dB) and 2% (39 dwellings) would experience a high increase (above 10dB). These increases in noise however assume the SWRR in full operation and would not arise solely from the construction and

operation of Sections 1 and 5. Therefore whilst an increase in noise is predicted for some properties adjacent to Vernatt's Drain (including properties on Miles Bank, Angelica Drive, Rosemary Close and The Hayfields) and east of the Section 1 roundabout on Spalding Common, it would be appropriate to seek to deliver any necessary acoustic screening or additional mitigation as part of the subsequent planning applications for Sections 2 to 4 because it is only then that the identified impacts would be realised in practice.

Therefore in terms of the impacts associated with the operation of Sections 1 and 5 only, in order to minimise any adverse impacts of noise and vibration, the mitigation measures that been proposed/designed into the scheme which ensure that noise levels are acceptable have included the setting back of the road from local noise sensitive receptors where possible and the proposed use of low noise surfacing along both Sections 1 and 5 so as to reduce noise generated by tyre interface with the road.

Chapter 11: Water Environment - this chapter assesses the potential impacts of the development(s) on the water environment including surface waters, groundwater and also summarises the findings of a Flood Risk Assessment.

The Flood Risk Assessment confirms that Sections 1 and 5 are both located in Flood Zone 3 where the risk of flooding from fluvial and/or tidal sources is identified as being greater than a 1 in 100 (1%) annual probability fluvial event or 1 in 200 (0.5%) annual probability tidal event. This classification however does not take into consideration the presence of existing flood protection defences and when these are taken into account the assessment indicates that the road is within an area that is defended against tidal and fluvial flooding up to the 0.1% (1 in 1,000) annual probability event.

The main drainage features within the area comprise of land drains managed by the Welland and Deepings IDB. The drains outfall to the River Welland or River Glen via sluice gates and include Vernatt's Drain, South Drove Drain, Fantail Drain, Hills Drain and Blue Gowt Drain. Section 5 of the SWRR also crosses six smaller unnamed drains that are located between Vernatt's Drain and Blue Gowt Drain. These drains are understood to convey flow north towards Blue Gowt Drain and are not hydraulically connected to Vernatt's Drain until they are pumped into it at Podge Hole.

During the construction/operation of the road a series of impacts, risks and pollutants have the potential to affect the water environment which include (inter alia):

- Pollution from sedimentation and suspended solids from site run-off water especially from areas of bare earth construction materials and stockpiles of aggregates and soils;

- Pollution from leakages or spillages of fuel, oil or chemicals that may be spilled directly or migrate to local surface water and groundwater receptors;
- Increased flood risk associated with temporary works, works to existing watercourse alignments and culverts, and associated changes to catchment permeability;
- Contaminants and pollutants such as fuels, oils, hydrocarbons, chemicals arising from spillages or traffic accidents from vehicles using the road;
- Permanent effects on catchment hydrology as a result of the new alignments, culverts or changes to the existing drainage regime leading to a potential increase in flood risk;
- Increased rates and volumes of surface water runoff from an increase in impermeable area.

Mitigation measures that would be incorporated and adopted to reduce, manage and mitigate these impacts include (inter alia):

- The adoption of a Construction Environmental Management Plan (CEMP) as a means to manage surface water run-off and control the storage of fuels/oils, etc so as to minimise the risks of pollution;
- Creation of surface water run-off gullies which discharge to new grassed ditches and ponds located adjacent to the road that in turn will outfall to existing IDB drains located within the study area. These ditches and ponds will also provide treatment of runoff via settlement, entrapment and biological treatment;
- The road would be built slightly above adjoining ground level so as to protect the road from flood risk associated with surface water and overland flow;
- Drains that cross the proposed road would be filled in or culverted where they are required to maintain hydraulic connectivity.

The ES concludes that the risk of pollution to surface water and groundwater during construction is mitigated to be negligible, however, a temporary residual risk remains, although this is not considered to pose a long-term risk to water quality. Through provision of an appropriate surface water drainage strategy, the risk of long term pollution to the receiving water environment is also considered to be negligible. The proposed surface water drainage strategy and layout of the road means that any risk of flooding adjacent land is low and whilst the road is located within Flood Zone 3, the risk of flooding from IDB drains, surface water, groundwater and flooding from artificial sources is also considered to be low. Notwithstanding this, in the event of a breach of the fluvial flood defences, the road would be

slightly elevated above adjacent ground level which would reduce the flood depths within the road alignment to less than the predicted flood depths. It is not considered feasible to raise the road level to above the predicted flood depths due to ground conditions, visual impact, cost and connectivity with the existing road network, however as the likelihood of such a breach event happening is considered to be extremely low the risk to users of the road network would be the same for every other road in the area.

Chapter 12: People & Communities – this chapter reports the outcome of the assessment of likely significant effects on people and communities.

Predicted impacts during the construction and operational stages include (inter alia):

- Temporary diversion and closure of the existing PRow and cycle routes across Two Plank Bridge and along Blue Gowt Lane during the construction of Section 5. Users of these routes would therefore experience disruption to their journeys and an increase in journey length/time;
- Reduced amenity value of PRow and non-designated public routes that are in close proximity to each of the proposed sections during their construction;
- Changes in traffic flows and congestion due to vehicle trips generated by construction works and site plant;
- Changes in land use due to the site preparation, earthworks and construction activities including land-take associated with construction compounds/working areas and the delivery of the additional junction and carriageways;
- Disruption to access to driveways of private properties which fall within the boundaries of each section of the road. In particular those properties along Spalding Common and Spalding Road;
- The permanent loss of two dwellings (167 and 169 on Spalding Road) which would be demolished in order to construct the roundabout associated with Section 5.

Mitigation measures proposed to offset, address and minimise these impacts include (inter alia):

- Provision of clear directions for any alternative routes, informing the public of the nature, timing and duration of construction works;
- Public access would be redirected away from construction areas wherever possible;

- Visual effects would be reduced as far as possible through a 'tidy construction' site policy and implementation of long term landscaping as soon as possible;
- Creation of new routes and safe crossing points to improve access across the new road network. This includes the creation of a new cycle/footway link beneath the proposed railway bridge providing a new route between Two Plank Bridge and Blue Gowt Lane;
- Creation of links to existing vehicle and recreational routes improving accessibility to proposed development land and planned housing;
- Reinstatement or modifications to access arrangements to private properties on Spalding Road and Spalding Common following the completion of the works;
- The owners of properties 167 and 169 Spalding Road would be offered a compensatory purchase for their houses prior to being demolished;
- The access to private properties along Spalding Road (B1356) and Spalding Common (B1172) would be modified in order to maintain access in the long-term following the completion of the works.

Non-motorised users (i.e. pedestrians, cyclists and equestrians) - the ES concludes that during construction, there is potential for disruption to the journey times and amenity value of the users of a PRow and non-designated cycle path as result of the temporary closures/diversions. With the mitigation measures in place, there is likely to be a temporary effect on users of the PRow and non-designated public routes of minor adverse (not significant) effect.

Once operational, the two sections would provide enhanced access and links to existing non-motorised user routes and include safe crossing points which would improve amenity value and reduce journey times across the area. The ES therefore concludes that there is therefore likely to be a Moderate beneficial (significant) effect for the users following the implementation of the development.

Effects on communities – during the construction phase, temporary land-take would be needed for construction compounds and working areas and two houses on Spalding Road would need to be demolished to make way for the roundabout on Section 5. Houses along Spalding Road and Spalding Common would also experience access disruption during the construction phase. Measures would be incorporated so access arrangements to a number of private driveways would be modified as necessary. The houses that need to be demolished would also be purchased by agreement before the start of construction. Due to the sensitivity of private properties, the ES concludes that there is likely to be a temporary and permanent effect on private property of Moderate adverse (significant) effect.

Once operational Sections 1 and 5 would provide links into strategic housing developments (Vernatt's SUE and Holland Park) and give access to the new residential dwellings therein into the local highway network. The disrupted access to the properties along Spalding Road and Spalding Common would be reinstated and therefore access maintained in the long term. The ES therefore concludes that there would be a permanent major beneficial (significant) effect in relation to accessibility to development land and the effect in relation to change in accessibility to private land would be permanent negligible (not significant).

Effects on People - during the construction phase, employment opportunities would be generated by and in addition an increase in local employment arising from indirect and induced effects of the construction activity. Sections 1 and 5 would enable access to development land and therefore provide benefits to the local economy. The ES concludes that there is likely to be a temporary Minor to moderate beneficial (not significant) residual effect on the local economy.

Once operational, the roads would facilitate new housing development by improving accessibility to areas allocated for development within the Local Plan and provide jobs in the local area. Therefore, the assessment concludes that there is likely to be a long term moderate beneficial (significant) effect on the local economy.

Chapter 13: Materials – this chapter considers the likely significant effects arising from the consumption of material resources (which includes recovered site arisings) and the generation and disposal of waste.

The construction of Sections 1 and 5 have the potential to consume material resources (including those recovered from site arisings) and produce and dispose of waste during the demolition, site preparation, and construction phases of delivery. The associated potential environmental impacts (both direct and indirect) would occur principally during the construction phase and potentially in the first year of operation, and would be associated with the production, processing, consumption and disposal of resources. The consumption of material resources and production/disposal of waste beyond the first year of operation has not been assessed as only minor amendments and changes to the road would be anticipated and limited to maintenance activities and therefore no significant adverse effects are therefore expected.

Primary and secondary materials would be required during construction. Primary materials (e.g. steel) are a finite resource and whilst some would be available through local and regional supply, national or wider sourcing is also likely to be required. However, it is anticipated that over 50% of the primary materials would be sourced nationally or at a lower geographical scale. The requirement for construction materials could have an adverse effect on the regional and national market resources and it would be expected that some demolition arisings could be reused on site, or if not, they could be recycled off site, which would reduce the adverse effects

associated with disposal. Where disposal is needed this could affect landfill capacity.

A CEMP would be produced by the site contractor which would incorporate a Site Waste Management Plan and a Materials Management Plan which would identify, monitor and manage material resources and waste arisings on site, in accordance with the highest tiers of the waste hierarchy. Any waste that needs to be sent to landfill would have an adverse effect on landfill capacity in the region, however based on the anticipated quantities of construction materials required and landfill waste, the effects from the consumption of materials and generation and disposal of waste during the construction phase are expected to be not significant.

Chapter 14: Climate – this chapter considers the likely significant effects arising from Section 1 and Section 5 of the SWRR in relation to climate change. The assessment considers both the potential effects on the climate, in particular the magnitude and mitigation of greenhouse gases emitted during construction and operation; and the vulnerability and resilience of the development to climate change, in particular impacts from extreme weather and long-term climate change during construction and operation phases.

During construction, CO₂ emissions would be generated from construction activities and traffic emissions. Good working practices would be implemented during construction to reduce emissions which include the use of energy-efficient machinery, minimising vehicle idling, reusing materials (wherever possible) and ensuring suppliers and contractors are committed to carbon reduction. No significant effects with regard to greenhouse gas emissions have been predicted during the construction stage. During its operation and use, changes to traffic emissions may occur throughout the operational life of the road when compared to the current ('do nothing') situation. Increases or decreases in emissions will depend on the net effect on factors including traffic flows, vehicle type and speeds although any increase in emissions and the corresponding concentrations of greenhouse gasses present in the atmosphere would contribute to climate change. However, when the magnitude of emissions from the road is viewed in context the residual effect of greenhouse gas emissions due to the operation of Sections 1 and 5 are expected to be minor.

In terms of the potential effects of climate change on the operation of Sections 1 and 5 following their completion, these are likely to comprise of increased rainfall and extreme weather and temperature events, with associated health and safety risks and damage to structures. Regular monitoring and maintenance of structures or materials so as to assess if anything is deteriorating at a faster rate than expected (including following any extreme weather events - e.g. storms, droughts) would however mitigated against these effects.

Chapter 15: Cumulative Assessment - this chapter identifies any likely significant cumulative effects associated with Sections 1 and 5. The

assessment aims to ensure that all the developments within the specific geographical area surrounding the proposed developments have been considered. Two types of effect have been considered and these are in-combination effects and cumulative effects.

In-combination effects - during the construction phase mostly relate to an increase in construction traffic, changes to pedestrian access, construction noise and vibration, and alterations to views into and across the Scheme area. Where possible, effects would be reduced through the implementation a CEMP which would secure practices to ensure that the overall in-combination effects during construction would have a negligible (not significant) effect.

Once complete, long-term effects on nearby residential properties are expected from traffic, changes to pedestrian access, traffic noise, changes in views and to the setting of listed buildings and heritage assets. With mitigation in place, the overall in-combination effects during operation are however assessed as mostly negligible (not significant).

Cumulative effects - during the construction phase, there would major adverse cumulative visual and cultural heritage effects. There is also the potential for adverse effects to properties along Bourne Road associated with the construction of the remaining sections 2, 3 and 4 of the SWRR, however a final route for these sections has not yet been decided upon. The development would however bring moderate beneficial (significant) effects from construction employment, both from the development itself and the associated housing developments.

During operation, cumulative effects from the road and other developments range from moderate beneficial to major adverse (significant). The effect of the road and other committed development(s) is considered to have an overall beneficial effect. The SWRR would improve journey times and amenity for non-motorised travellers, improve accessibility to committed developments within Spalding and provide local jobs and economic growth.

Chapter 16: Residual Effects & Conclusions – this chapter summarises the mitigation measures and residual effects arising from the proposed developments. Residual effects are defined as those effects which remain following the implementation of mitigation measures that have been incorporated and/or proposed as part of the developments.

The design of Sections 1 and 5 have evolved through consultation with key consultees including statutory environmental bodies such as Historic England, the Environment Agency and the Welland and Deepings IDB. Whilst it is acknowledged that some adverse effects would be experienced, most of these would be temporary in nature during the construction phase and could be controlled by best practice measures. Various mitigation measures have also been proposed within the design of the road so as to reduce anticipated effects during the operational phase.

Most of the technical chapter assessments contained within the ES have therefore concluded that there would be negligible residual effects taking into account the design of the two sections and proposed mitigation measures. There are however two areas, namely, Cultural Heritage and Landscape, where the residual effects on Cultural Heritage for both Sections 1 and 5 are considered to be moderate adverse and in terms of landscape the effects are considered to be moderate adverse (for Section 1) and major adverse (for Section 5). However, Sections 1 and 5 would also provide multiple other benefits, including improvements to journey times and amenity for non-motorised travellers, access to strategic housing developments within Spalding and increased opportunities for local jobs and economic activity.

Transport Assessment

13. In addition to the ES the applications are also both supported by a Transport Assessment (TA). The Transport Assessment (TA) has used traffic modelling to assess impacts on the wider highway network and on a number of junctions close to the tie in points for Sections 1 and 5 which are likely to see an increase in traffic. In order to be able such an assessment to be undertaken the modelling first established a baseline by using existing traffic counts to determine the impact of this on the function of those junctions at present. This part of the assessment concluded that for those existing junctions assessed close or near to Section 1, these operated within capacity and with minimal delay. For the existing junctions assessed around Section 5, some of these are already operating close to capacity during peak periods.
14. Having established a baseline, the modelling was then used to predict the impacts of future traffic increases using the SWRR on these same junctions. The data on traffic growth takes into account the fact that the planned housing growth associated with the SUE's would be effectively capped until the full route of the SWRR is constructed and operational. Therefore the traffic increases arising from those developments would be staggered and not experienced all at once. Three different scenario/periods were therefore assessed and these were:
 - Do Minimum - in which not part of the SWRR is operational;
 - Do Something - in which Section 1 or 5 is operational;
 - Do Something (Full Route) - in which the full SWRR is operational and complete.
15. For Section 1, the modelling and junction capacity assessments show that the junctions assessed would operate well with their theoretical capacities with minimal delays and queues present in 2036 (i.e. the Do Something (Full Route) scenario). A comparison between the Do Minimum and Do Something scenarios has also confirmed minimal operational differences at the junctions.

16. For Section 5, the modelling shows that there would be a positive impact on the Spalding Road/Enterprise Way junction due to the increased capacity provided by the new roundabout. The assessment does indicate that potential junction improvements may be required at some of the other junctions assessed in the Do Minimum and Do Something scenarios assessed, however, by comparing each scenario, it is concluded that the SWRR itself would not trigger the need for junction improvements and rather, that the junctions may require improvements with or without Section 5 of the SWRR.

Additional Supporting Documentation

17. Finally, the following documents have also been submitted either as part of, or in support of, the planning applications which together define the proposals for which planning permission is sought:
- Planning Statement
 - Route Appraisal and Justification Statement
 - Arboricultural Impact Assessment
 - Design and Access Statement
 - Statement of Community Involvement
 - Drainage Strategy
 - Flood Risk Assessment
 - Contaminated Land Desk Top Study.

Site and Surroundings

18. Spalding is a market town located in the south of Lincolnshire, between Boston and Peterborough. The A16, a key north-south route from Peterborough to Grimsby and a principal A-road, is located just to the east of the town providing a strategic route. Spalding railway station is served by trains from Peterborough and trains run to Sleaford and Lincoln with some services extending to Nottingham and Doncaster. There are five public level-crossings in operation in the urban area of Spalding, from north to south these are Mill Green Level Crossing, Park Road Level Crossing, Winsover Road Level Crossing, Hawthorn Bank Level Crossing and London Road Level Crossing. The River Welland flows through the centre of Spalding in a north east to south west direction.
19. Section 1 – the application site extends to approximately 13.39 hectares and is located on the south-western edge of Spalding on land identified and safeguarded for the SWRR in the adopted Local Plan. The route of Section 1 would be constructed within an area of open land which is situated between South Drove Drain (to the west), Hills Drain (to the north), Fantail Mill Drain (to east) and the B1172 Spalding Common (to the south-east). The Spalding to Peterborough railway line runs through the application site and also crosses the Fantail Mill and South Drove Drains. The land between South Drove, Hills, and Fantail Mill Drains and the B1172 Spalding Common is currently open undeveloped land which is designated as a committed Housing Allocation (Policy 11) in the adopted Local Plan - namely

Holland Park SUE. The Holland Park development has commenced with the first phase of the development comprising of 312 dwellings of which nearly 200 are under construction. The land further south of South Drove Drain is designated as open countryside whilst the land north of Hills Drain is designated as the SWRR Safeguarding Corridor within the Local Plan and therefore protected for the future development of Sections 2, 3 and 4.

There are a number of residential properties which extend along the B1172 Spalding Common with some directly adjoining the eastern boundary of the proposed roundabout junction. There are also properties further to the north which comprise of largely two storey dwellings and the Ashwood Care Home. Several residential streets also lie off this section of the B1172 Spalding Common including South Drove, Fantail Close, Goodfellows Road and Stennett Avenue.

20. Section 5 – the application site extends approximately 14.51 hectares and is located towards the north-western edge of Spalding on land designated for the SWRR in the adopted Local Plan. The route of Section 5 would extend westwards from the B1356 Spalding Road and run parallel to the Vernatt's Drain which runs east-west to the south of the proposed road. The site and surroundings largely comprise of flat, open countryside dominated by arable fields with few trees and hedgerows. The B1356 Spalding Road runs north south and connects Spalding to Pinchbeck. This stretch of the B1356 Spalding Road, north of its junction with Enterprise Way, comprises of ribbon development of two-storey residential properties on both sides of the road. The boundary of the Pinchbeck Conservation Area lies approximately 400m to the north and contains a number of listed buildings including the Grade I Listed Church of St Mary, the spire of which is a notable feature within the Pinchbeck skyline.
21. The proposed roundabout junction would be constructed on Spalding Road and two existing residential properties (Nos. 167 & 169) would need to be demolished. The 5 arm roundabout junction would give access to Enterprise Way (to the east), maintain access north and south along Spalding Road as well as provide access into a parcel of land that is allocated as Phase 1 of the Vernatt's SUE and onto the western arm of the SWRR. The Spalding to Sleaford railway line runs perpendicular to Vernatt's Drain and a new bridge would take the proposed road over the railway and give access to open land north of Vernatt's Drain which is allocated for housing as later phases of the proposed Vernatt's SUE.
22. The land south of Vernatt's Drain comprises a mix of two storey residential properties and bungalows and towards the eastern end (towards the B1356 Spalding Road) an area of land is allocated as recreational open space. To the east of the B1356 Spalding Road is Enterprise Park; a mixed use development comprising largely light industrial uses and some residential development.

Main Planning Considerations

Planning Policy Context

23. National Planning Policy Framework (February 2019) (NPPF) sets out the Government's planning policies for England. It is a material consideration in determination of planning applications and adopts a presumption in favour of sustainable development. The following sections of the NPPF contain paragraphs and policies that are of relevance to this application:

- Section 2 - Achieving sustainable development
- Section 3 - Plan-making
- Section 4 - Decision-making
- Section 5 - Delivering a sufficient supply of homes
- Section 6 - Building a strong, competitive economy
- Section 7 - Ensuring the vitality of town centres
- Section 8 - Promoting healthy and safe communities
- Section 9 - Promoting sustainable transport
- Section 11 - Making effective use of land
- Section 12 - Achieving well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment
- Section 16 - Conserving and enhancing the historic environment.

24. South East Lincolnshire Local Plan 2011-2036 (Adopted March 2019) (SELLP) – the following policies are of relevance in these applications:

- Policy 1 - Spatial Strategy
- Policy 2 - Development Management
- Policy 3 - Design of New Development
- Policy 4 - Approach to Flood Risk
- Policy 15 - Vernatt's Sustainable Urban Extension
- Policy 28 - The Natural Environment
- Policy 29 - The Historic Environment
- Policy 30 - Pollution
- Policy 31 - Climate Change and Renewable and Low Carbon Energy
- Policy 32 - Community, Health and Well-being
- Policy 33 - Delivering a More Sustainable Transport Network
- Policy 35 - Delivering the Spalding Transport Strategy.

Other material considerations

25. 4th Lincolnshire Local Transport Plan (LT4) – this was adopted in April 2013 and covers the ten-year period 2013/14 to 2022/23. LTP4 builds on the strategies and policies adopted by the earlier LTPs and its three key challenges are to support growth and the local economy; improve access to employment, training and key services, and; contribute to a healthier community.

26. The SWRR is an integral part of the LTP4 and is identified as one of four major schemes within Lincolnshire in the short to medium term. The SWRR will play a major role in opening-up development sites including the HPSUE and VSUE sites and other major sites to the west of Spalding. It will also eventually provide an alternative route to the congested A151 which passes through the centre of Spalding which is subject to increasing delays resulting from level-crossing 'downtime'.
27. The Spalding Transport Strategy 2014-2016 (STS) - the STS was developed jointly by Lincolnshire County Council and South Holland District Council and was adopted in 2014 covering the period 2014 to 2036. The STS provides an approach to the improvement and provision of transport and access for Spalding and its surrounding area, including the delivery of the SWRR. The STS recognises the importance of the SWRR and that it will play a major and strategic role in opening up development sites including the Holland Park SUE, The Vernatt's SUE and other major sites to the west of Spalding as well as providing an alternative route to the congested A151 route which passes through the centre of Spalding.

Results of Consultation and Publicity

28. (a) Local County Council Members, Councillor Mrs E Sneath (Spalding Elloe) and Councillor C Lawton (Spalding South) - were notified but no comments or response had been received by the time this report was prepared.
- (b) Adjoining Local County Council Member, Councillor N Pepper – his area adjoins that for Section 1 and is a member of the Planning & Regulation Committee and so reserves his position until the meeting.
- (c) Adjoining Local County Council Member, Councillor A Newton – her area adjoins that for Section 5 and is also a member of the Planning & Regulation Committee and so reserves her position until the meeting. She has however advised that many residents have suggested to her that the applications are premature and should be deferred until a route for the middle section of the SWRR have been decided. Residents have also said that it seems ridiculous that the road swings away from the railway line towards the drain and that South Drove Road, which runs alongside the drain, suffers from subsidence which may well be because of its proximity to the drain. Residents also complain about poor quality roads and the impact of lorries on their properties and have suggested it would be harmful to residents and wildlife and request that the roundabout on Spalding Common be located further into the site away from properties. Councillor Newton's own views will be expressed at the meeting when the two applications are debated.
- (d) Rt Hon Sir John Hayes MP (South Holland and the Deepings) – has formally objected to the applications and commented that there is very strong opposition to the construction of Section 5 as his constituents cannot comprehend how this section would alleviate traffic congestion

especially when it leads nowhere. There is no currently no funding available for the middle sections of the road and therefore can fully understand concerns that either Sections 1 and 5 will never be connected or it will be 10 years before the SWRR is completed.

The paramount concern about Section 5 is the loss of a much treasured area of open countryside which is widely used by the communities of Spalding and Pinchbeck for cycling, dog walking, commuting to and from work and school. Blue Gowt Lane provides a vital and safe link between the two because it is used by very few vehicles. The view of our unique Fenland landscape from Vernatt's river bank across the fields, especially at sunset, is truly breath-taking and would be completely destroyed and accompanied by traffic noise.

He has expressed disappointment about the whole consultation process especially in relation to those residents on Bourne Road who could be affected by the later sections of the SWRR and who only became aware when they recently attended a public consultation session. This was very poorly managed and residents are concerned the SWRR will cut their community in two.

Finally, it is stated that the original route for all sections should be completely reconsidered and that more consultation with all communities is needed and that if most people do not want a road in its current form then this should not happen.

- (e) Pinchbeck Town Council – object to the proposals as a myriad of concerns have been raised by local residents. The Parish Council state that they are extremely sceptical as to the viability of the plan and concerned that it would have a detrimental effect on both Spalding and Pinchbeck now and in the future. The following comments/points have been made in relation to both projects (summarised):
- Funding - Other major road infrastructure projects including the Lincoln Eastern Bypass) and Grantham Southern Relief Road have been forward funded by LCC and yet the SWRR has not. This does not therefore have the financial planning/security as it is proposed to be funded primarily by developers which could inevitably give the upper-hand to developers rather than the main influencer/controller being LCC – thus, a less robust funding scheme.
 - Sections 2 to 4 - no commitment has been made to the timeframe involved and therefore there would be no relief to the existing road network and its users.
 - Section 5 - whilst we agree there needs to be forward planning regarding the future road structure in the area, the proposed plan offers no guarantee that there will be a 'joined-up' relief road – thus the plan does not ameliorate any future traffic issues.

- Two Plank Bridge – this is a frequently used cycle route to and from Spalding and is used by a great number of school children. Plans should be put in place to provide safe cycle and pedestrian traffic between Spalding and Pinchbeck during any groundworks.
- S106 – monies should be claimed to secure mitigation such as noise abatement and traffic calming measures.
- Traffic issues/impacts:
 - Concerns that traffic will back up from the Section 5 roundabout into the village and people will therefore seek alternative routes around or through Pinchbeck.
 - Travel time to and from Pinchbeck to Spalding is currently 40 minutes during peak times and this would inevitably increase due to road construction works to housing construction.
 - Construction of the new housing would result in significant population increase and traffic although the central sections of the SWRR would not be delivered for several years. How can this therefore be a relief road when there is no road?
 - The village and roads in its vicinity could be subject to 17+ years of disruption from traffic arising from site contractors including heavy-duty vehicles, earth movers etc. All to the detriment of our village.
 - Every vehicle which travels along Northgate does so if the driver feels that both Glenside North and Glenside South are too narrow. These vehicles then come through Pinchbeck village via Knight Street (the main shopping area and main car parking for the Primary school) or Rotten Row/Rose Lane (a residential area which also has the main access to the Primary school).
 - There maybe logic to the 'southern cul-de-sac' (Section 1) as it joins the A16 and the A151 however this is less so for the 'northern cul-de-sac' (Section 5) as it would merely feed traffic one way in and one way out of Pinchbeck.
 - A 7.5 tonnes weight restriction order should be imposed to prevent heavy traffic passing through Pinchbeck village both during and following the construction of the developments.
 - With plans to provide only single lane traffic (both ways), there would be little scope to ameliorate traffic issues in the future.
- Environmental matters:
 - The area planned for development is designated as a high risk flood zone (i.e. danger to most/for some) and therefore safeguards should be put in place to alleviate flooding concerns.
 - Concerns regarding impacts of wildlife including bats, birds and mammals that use the Vernatt's corridor. Measures should be secured to protect and enhance existing habitats.
 - Concerns regarding the impacts on air quality, dust, noise and contaminated land. All mitigation measures should be put in place to protect residents prior to the commencement/approval.

Finally, the PC has suggested that as an alternative to the current proposals consideration should be given to a route whereby the roundabout adjacent to the South Lincolnshire Crematorium (on the B1356) is enlarged and a further spur included which would travel westward, by-passing West Pinchbeck and onward to merge with the A151 Bourne Road, Spalding. This alternative is considered to be far more robust and would service this area both now and in the future as safeguards could be put in place to upgrade the relief road to dual carriageway should be it required in the medium to long term.

- (f) Environment Agency – no objection to either application subject to the imposition of planning conditions that confirm the level of the road (as proposed) and which requires the submission of a Construction Environmental Management Plan prior to the commencement of operations.
- (g) Environmental Health Officer (South Holland District Council) – has made the following comments in respect of both applications (summarised):
- Contaminated Land - having reviewed the information supplied, whilst the risks to future users are very low given the greenfield nature of the areas to be developed, there is a risk of localised pockets of made ground or unexpected contamination (for example backfilled ditches and field entrances) which could be discovered during the construction works. Therefore it is recommended that a condition be imposed which would secure a scheme and remediation strategy in the event any previously unidentified contamination is found.
 - Noise - noise mitigation measures have been considered during the construction phase and a number of noise sensitive properties along the proposed route of Sections 1 and 5 have been identified and it is proposed to construct acoustic barriers to help mitigate noise from road traffic. As the noise from road traffic would increase once the scheme is completed (and all sections of the relief road are joined together) it is recommended that noise mitigation measures be revisited as the scheme develops. It is recommended that conditions are imposed to ensure noise control and mitigation measures are secured.
 - Air Quality – the impacts on local air quality during the construction phase, due to the generation and dispersion of dust and PM10, have been assessed and mitigation measures identified which represent best practice techniques which should be included as part of a Construction Environmental Management Plan (CEMP). It is therefore recommended that a condition be imposed which would secure details of the CEMP.

An assessment of the impacts of the SWRR on air quality during its operation has also been undertaken. The EHO has raised no objection to the overall approach and methodology taken by this assessment which concluded that there would be no significant air quality effects arising from the operation of the SWRR in any future year. The EHO has commented that the assessment is based on a multi-layered statistical analysis using data and modeling that they feel makes it hard for them to dispute and as such are not in a position to agree or disagree with its findings. The EHO notes that the assessment relies heavily upon the assumption that there will be a decrease in vehicle emissions in the future as technology advances however in the short to medium term pollutant concentrations will be determined by the balance between the competing factors of increasing traffic flows and decreasing emissions per vehicle. Nevertheless, having considered the information contained within the ES, along with the further information provided in response to the comments/recommendations that formed part of the District Council's formal response (as set out below) the EHO has confirmed that this information does address their comments.

- (h) Highway and Lead Local Flood Authority (Lincolnshire County Council) – has responded to both applications stating that as the design and the supporting evidence has been provided by qualified, professional officers of the Authority, in accordance with the relevant design/audit processes, they have no observations to make.
- (i) Natural England - has made the following comments in relation to each application (summarised):
- Section 1 – has no objection subject to appropriate mitigation being secured. It is commented that the 27ha of 'best and most versatile' agricultural land would be lost as a result of this proposal and so in order to safeguard soil resources it is important that the soil is able to retain as many of its important functions as possible through careful management. Consequently, it is advised that the developer uses and experienced soil specialist to advise on and supervise soil handling including identifying when soils are dry enough to be handled and how to make best use of the different soils on site.
 - Section 5 – has no objection and confirmed that based on the plans submitted, the proposed development would not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.
- (j) Lincolnshire Wildlife Trust (LWT) – has confirmed they have no objection to the two applications. LWT comment that they would have liked to see more detail in the documentation about the mitigation measures and enhancements for biodiversity but are satisfied that

further details could form part of the landscaping and drainage scheme details which could be secured by way of conditions.

LWT add that they would expect to see this development creating a significant net gain for biodiversity through opportunities for habitat creation within the landscaping and drainage schemes. For instance road verges sown with appropriate native, locally sourced wildflower rich seed mixes could make fantastic wildlife corridors along the whole length of the road and contribute to the county's Biodiversity Action Plan target. LWT therefore request to be consulted on those schemes/details at the appropriate time so they can ensure that an integrated plan of biodiversity features are incorporated alongside the development and that details for the construction, management and maintenance of such features and details of the species mixes to be used for landscaping can be agreed.

Finally, it is commented that lighting for the road should be designed in line with the current guidance document 'Bats and artificial lighting in the UK' written by the Institution of Lighting Professionals and the Bat Conservation Trust, in order to reduce potential impacts on wildlife including foraging and commuting bats.

(k) Historic England – below is a summary of the comments on each application:

- Section 1 – initially responded confirming that this section is 1.5 to 2km north-east of two Schedule Monuments which would have formed part of the Romano-British landscape. The fieldwork carried out on Section 1 thus far supports the conclusion that this area was probably wet at the same time the monuments were occupied (which stood on slightly higher and drier ground) and so Section 1 may run through what was once marsh / carr providing a component in the mix of resources that supported the Romano-British Settlement (wildfowl etc). Whilst the ES and assessments undertaken acknowledged the presence of the Romano-British landscape, the trial excavations undertaken did not consider landscape formation processes and history other than in general terms. As such it missed an opportunity to develop a more nuanced understanding of the interface between marine and terrestrial zones in relation to the Romano-British landscape and the Scheduled Monuments specifically and this is important as the significance of the Scheduled Monuments is, in part derived, from their setting.

Given the above, Historic England advised that further information and/or fieldwork be undertaken to capture and so enable a better understanding of the historic landscape in Section 1. They recommended that the applicant therefore be required to set out an approach to capture understandings of the historic landscape, specifically how any deposits with palaeo-environmental potential exposed in the course of the construction of the development might be

identified, sampled, assessed and analysed, and; how samples already taken will be assessed and analysed. Although it would be good practice for this work to have been undertaken previously, as no other archaeological work is required in Section 1 then Historic England has confirmed that they would not object to the above being secured by way of a condition.

- Section 5 - do not wish to offer any comments and suggest that the views of the County Council's specialist conservation and archaeological advisers (as relevant) be sought and taken into consideration.
- (l) Network Rail – do have concerns regarding the position of the additional cycle/footway underneath the proposed railway bridge (Section 5) which would bring users closer to the track and could therefore increase the risk of trespass onto the railway. Measures should therefore be adopted to prevent this (e.g. our standard requirement would be the provision of 1.8m palisade fencing).

More generally, it is noted that the SWRR is not only intended to relieve traffic congestion in Spalding but would also enable the development of 4000 houses to be bought forward. Network Rail anticipates that such development (and any further development enabled by the relief road) could increase risks to level crossings in the area which they would find to be unacceptable. Network Rail would therefore welcome discussions and like to seek opportunities to close and/or improve level crossings as part of this scheme (or subsequent future developments). If a scheme were to be bought forward that increase risk onto a level crossing they would not be able to support it without appropriate mitigation measures being put in place.

- (m) Arboricultural Officer (Lincolnshire County Council) – no objection to either application.
- (n) Historic Environment Team (Lincolnshire County Council) – has considered the information contained within the ES along with subsequent further information which considered the impacts of Section 5 on the Vernatt's Drain and Yew Tree Farmhouse (a Grade II Listed Building). A summary of the comments and conclusions/recommendations received is as follows:
- Section 1 – this office agrees with the findings of the ES which concludes that the impacts on the setting of Horseshoe Bridge (Grade II Listed) would be negligible whilst the impacts on the non-designated Sly Farm would be moderate. The landscaping works proposed as part of the development would help to minimise the impact of the road and supplement the existing vegetation in screening the assets from the development.

In respect of archaeology, an extensive evaluation of the site has been carried out and these have failed to identify archaeological remains from either the Iron Age or Roman periods. Remains of a number of field ditches of post-medieval and modern date were identified but these are of low archaeological interest and have been adequately sampled and recorded during the evaluation. This office therefore concludes that Section 1 would have a negligible impact on the significance of buried archaeological remains.

- Section 5 – Vernatt's Drain represents a non-designated heritage asset of regional significance, being one of the largest and earliest post-medieval drainage undertakings in the county, and it continues to make a significant contribution to this landscape's character and interest. The proposed road scheme will significantly alter the setting of the drain, although the alignment of the SWRR alongside that of the drain's alignment will help to reinforce its landscape presence rather than compete with it.

With appropriate mitigation (in the form of landscaping and planting) the harm caused could be reduced further to an acceptable level. When the final landscaping design is produced it is recommended that every opportunity to enhance and better reveal the historic significance of Vernatt's Drain, whilst maintaining its prominence and visibility in the landscape is taken and that opportunities for interpretation as part of any landscaping and public realm improvement should be considered.

In respect of designated heritage assets, this office agrees with the conclusion of the ES in that there would only be a negligible impact on the setting of the Georgian buildings at West Pinchbeck as the road will only be visible in the far distance, and will appear similar in character of the existing modern suburban edge of Spalding. Likewise the impact on the Pinchbeck Conservation Area is considered to be low as extensive suburban development screens the village's protected historic core from the proposed relief road, with only the top of the church tower being visible from the site.

The impact on Yew Tree Farmhouse (Grade II Listed) however would be more serious as the new roundabout, road and modern bridge would substantially alter the setting of the farmhouse. The ES concludes that the impact would be moderately adverse and that even with mitigation in the form of scattered planting and a new hedgerow alongside the road, this would remain significant. Whether such harm is acceptable when weighed against the public benefits of the scheme is a question for the Planning Authority, however, it is acknowledged that there is limited flexibility to amend the route to reduce the harm caused. It is noted that the land between the listed building and the proposed road is allocated as public open space in the Local Plan which would present opportunities to further mitigate the harm as part of future planning

proposals when this area is landscaped as part of the Vernatt's SUE. It is therefore recommended that consideration be given to better screening the road and its elevated embankment with denser tree planting between the relief road and the listed building and that avenues of trees (which are a common feature of the Fenland landscape and are found locally lining other road routes) be encouraged rather than a scatter of trees and new hedgerow.

(o) PEDALS (Spalding Cycle Action Group) – no objection to Section 1.

In relation to Section 5, has objected as the proposal fails to show how cycling routes alongside the SWRR and at the roundabout junction on Spalding Road would link to the existing cycle routes north and south. There is no dedicated provision for cycling alongside Spalding Road and such links are essential if cycling is to be an attractive, safe and convenient option for as many people as possible. The proposals should therefore be amended to show acceptable proposals for cycling provision. If permission is granted, then it was requested that a condition be imposed preventing public use of the fifth spur (i.e. that marked "for future development access") until cycling provisions north and south of the five-spur roundabout along the Spalding Road are complete and in use.

It was also commented that Two Plank Bridge is unsuitable for the amount of pedestrian and cycle traffic that would result from the Vernatt's SUE development and that at present cycling across the bridge is not permitted. Consequently, it was requested that plans be prepared to replace the bridge (at an appropriate time) with a more modern bridge which is safe for cycling and walking and which is well-designed for its surroundings.

Finally, it was requested that consideration be given to the inclusion of an additional cycleway/footpath that would pass underneath the proposed railway bridge and provide an alternative link between Blue Gowt Lane and Two Plank Bridge. Following this request, the applicant revised the plans and included such an additional route. PEDALS subsequently confirmed that they welcome this revision subject to it being of a suitable design and width for cycle/pedestrian use. It was also requested that every effort be given to keeping routes open during the construction of the SWRR. However, overall their objection and comments about the wider proposal remain unchanged.

The following bodies/persons were also consulted on both applications but no response or comments had been received within the statutory consultation period or by the time this report was prepared:

Deeping St Nicholas Parish Council
Public Health (Lincolnshire County Council)
Public Rights of Way (Lincolnshire County Council)
Ramblers Association (Lincolnshire South)

Lincolnshire Fieldpath's Association.

29. The applications have been publicised by notices posted in and around both the proposed development sites and also in the local press (Lincolnshire Echo on 28 March 2019). Individual letters of notification were also sent to a total of 268 properties/dwellings which are located in and around each of the proposal sites.
30. Representations have been received for both applications with some objecting to one particular section/application with others objecting to the SWRR as a whole. Given this situation the responses received have been registered against each application - 154 individual responses for each application giving a total of 308 representations for both applications. Some respondents have sent in several letters of comment/objection and so over 200 letters have been received. An outline and summary of the objections/comments/issues contained within those representations is set out below:
 - Failure to properly consult and engage the community about the proposed route of the SWRR and planned housing around Pinchbeck and Spalding. Most residents knew nothing about the proposals until February 2019 and have only been given a limited time to comment on the proposals which are supported by a great number of detailed and technical reports. This has resulted in a complete breakdown in trust between the elected decision makers and their constituents. This is contrary to LCC's own Core Values and Behaviours Framework which includes commitments to be customer driven, respectful, engaging and accountable to protect resident's lifestyles.
 - LCC is both the applicant and decision maker and in the interests of accountability and transparency the applications should be 'called in' by the Secretary of State for determination.
 - Loss of open countryside and some of the best agricultural farmland.
 - The whole route of the SWRR should be reconsidered. The road should bypass Pinchbeck and Spalding completely and join the roundabout north of Surfleet crematorium and then cross over to join the A16, and/or; be developed (along with the proposed housing) entirely to the east of Spalding where it would negate the need to cross any railway lines.
 - The proposals only refer to two sections of the road and are not a complete relief road. The roads will therefore be cul-de-sacs and lead to nowhere. The SWRR should be abandoned until the whole route has been determined and no houses (including those on Bourne Road) should be demolished in order to make way for the road.
 - No certainty over the route of the middle section of the SWRR or funding secured or available to ensure it will be constructed or completed. The SWRR could take over 10 years to complete.

- Already a lack of suitable services to serve Spalding such as dentists, doctors, schools and hospitals, etc. The proposed new housing will only add to pressures on existing services.
- Impacts on wildlife especially which use the Vernatt's Drain corridor which is wildlife haven supporting a range of different species of birds, rabbits, deer, etc.
- Impacts on recreational routes along Vernatt's Drain which is frequently used by residents, school children, dog walkers and cyclists. This is greatly valued green space which is important for the health and wellbeing of local people.
- The development will lead to a significant increase in the volume of traffic along Pinchbeck Road and Spalding Road and therefore increase air pollution including nitrogen dioxide, nitrogen dioxide and atmospheric particulate matter including PM10 and PM2.5. Air pollution has overtaken smoking as a cause for cancer, lung disease and asthma. Pinchbeck Road already registers the highest levels of nitrogen dioxide in Spalding and this development will only make things worse and poses a health risk to local people.
- Already significant congestion around key junctions and roads including Enterprise Way, Wardentree Lane and in and around Pinchbeck and Spalding. The proposed SWRR and extra housing would only compound this problem and increase journey times, driver stress and anxiety as well as impact on response times for emergency services (i.e. ambulances accessing the St Johns Hospital or Fire engines leaving the station at West Elloe) thus putting lives at risk.
- Increase noise nuisance and impacts from the new road and traffic. This will result in the loss of quiet enjoyment of the countryside and sleep disturbance to residents living close to the road.
- Light pollution from the road and traffic using it will affect the communities nearest to the SWRR.
- Significant impact on the landscape and views across the Vernatt's Drain, from South Drove and on the wider area especially as a result of the proposed railway bridges which would be circa 11.5m high. The bridges would be 'a wall' of concrete blocking views of the open countryside which many residents enjoy.
- The proposed development would be contrary to Articles 1 & 8 of the Human Rights Act in that it would impact on local resident's right to the peaceful enjoyment of their homes and land and fails to respect their private and family lives.

- Proposed 50mph road is dangerous for pedestrians and cyclists that wish to cross it from south of the Vernatt's Drain to Blue Gowt Lane. This could increase the risk of traffic accidents and put lives at risk if there are no safe crossing points.
- Trees and shrubs should be planted along the scheme to help stop noise and dust.
- Road is too close to residential properties especially those on the south side of Vernatt's Drain.
- Impact on property values some of which have only been built less than 4 years ago.
- Loss of access across Vernatt's Drain towards Blue Gowt Lane due to the new road. The proposed diversion route would increase the route by over 420m which would increase journey times for cyclists and walkers and remove the existing unimpeded traffic free route.
- The route of the SWRR is for the benefit of housing developers and to maximise development land. It will not benefit local people.
- Objection to the proposed use of the tracks off The Raceground for construction traffic as these are narrow and totally unsuitable for use by large and heavy vehicles. Access to these tracks is also very restricted and passes close to houses which would increase noise, smell and disturbance.
- Congestion is caused by the frequent closure of level crossings. A better solution would be to reduce rail freight traffic, increase the number carriages on trains and the frequency of passenger services rather than build a road. Alternatively an additional lane on the A16 between Peterborough and Boston and weight restrictions within Spalding would help to remove the heavy traffic and congestion problems.
- The land is unstable as is evidenced by problems along South Drove. Piling of the foundations will only increase noise and vibration and also potentially impact upon the integrity of the nearby water channels, drains and gas pipeline. This could therefore lead to increased flood risk for the whole area.
- The proposed roundabout on Spalding Common is directly outside the entrance to houses and will therefore reduce access and increase impacts on these properties. The roundabout should be moved further north or south along Spalding Common and therefore away from the residential properties.

- Sections 1 and 5 would both create 'dead ends' which could attract anti-social behaviour in the form of motorbike/moped racing, fly tipping and traveller encampments.

District Council's Observations

31. South Holland District Council has no objection to either application subject to the County Council taking into account the need to consider in more detail the following aspects that should be developed further as part of the detailed design process:

- Landscape buffer - to include a variety of native species, which respond to local context.
- Ecological mitigation - to ensure the protection and enhancement of existing habitats.
- Highways design - to improve connectivity of the area.
- Drainage design - to improve water quality and collate surface run-off from the proposed development.
- That noise mitigation measures be revisited as the wider SWRR scheme develops through the various stages.

It was also requested that confirmation be sought that the proposed landscape planting would be maintained by the Highway Authority in perpetuity and that appropriate arrangements are put in place for landscape planting falling within the control of the developer(s) of the surrounding development land. Some members of SHDC Council also expressed concerns regarding the proximity of Section 1 to South Drove Drain and the potential for increased risk of failure and therefore requested that these concerns also be taken into account.

The District Council's formal response also included recommendations and comments from the EHO which requested that further information and clarification be obtained to explain and justify the rationale and assumptions made in carrying out the air quality assessment. Further information in response to these specific points was later provided by the applicant and sent to the EHO. Their views/comments on this have already been summarised earlier in this report (refer to comments from EHO).

Finally, should permission be granted it is recommended that condition(s) be imposed to cover the following matters for each proposal:

- A condition to control and remedy contamination if found at any time when carrying out the approved development that was not previously identified;
- A condition requiring that details of dust mitigation measures to be applied/adopted during the construction phase;
- Condition(s) to ensure the noise control and mitigation measures proposed as part of the development are secured and controlled by condition.

Conclusions

32. This report deals with two separate applications relating to Section 1 and 5 of the proposed Spalding Western Relief Road (SWRR). The SWRR is an important highway infrastructure project for the Spalding area which aims to relieve congestion caused by frequent closures of level railway crossings and to facilitate access for and within the Vernatt's Sustainable Urban Extension (VSUE) and the Holland Park Sustainable Urban Extension (HPSUE).
33. The two applications raise important planning policy and environmental and amenity issues which are considered below.

Background, principle and need for the SWRR (inc. Sections 1 & 5)

34. There are two principal reasons underlying the need for the SWRR. Firstly, the SWRR (as a whole) is to help improve traffic flow and address known highway congestion problems that arise in and around Spalding. Secondly, the proposed SWRR would also facilitate the delivery of already committed as well as proposed and allocated future housing development which is identified within the Local Plan.
35. The aspiration for a western relief road is long-standing and well established and was previously identified in the former South Holland Local Plan 2006. The South Holland Local Plan 2006 included an allocation of 85 hectares of land in the form of a sustainable urban extension (Holland Park SUE) to the south and west of Spalding and this allocation included an indicative safeguarded route for the first section of the SWRR through the Holland Park SUE allocation (albeit on a different alignment to that currently planned). At that time it was envisaged that Broadway would form part of the route and that the SWRR would be provided in three phases these being:
 - Phase 1 - beginning at the B1172 Littleworth Drove including a new bridge over the railway, extending to the boundary of Holland Park. It was envisaged that Phase 1 would be delivered by the developer for Holland Park.
 - Phase 2 - was a continuation of the Phase 1 route extending northwards linking the Holland Park development to A151 Bourne Road with a new roundabout constructed at Bourne Road.
 - Phase 3 - was identified as a longer-term aspiration that would link Bourne Road to the B1356 Spalding Road in the vicinity of Enterprise Way.
36. In September 2007 the Holland Park SUE Development Brief was consulted upon by SHDC. The Brief set out the requirements for the developer to provide Phase 1 of the relief road in preparation for the Phase 2 link (to Bourne Road) in the future. In that document Broadway was identified as a link for the development and not part of the relief road. This principle was adopted and consulted upon in the Holland Park Master Plan in 2009.

37. In 2013 SHDC began work on preparing a replacement Local Plan which would eventually replace the 2006 plan. Public comments were invited on preferred options for a Strategy and Policies Document which would inform this replacement plan. This included information on the background to the SWRR, a draft policy approach for the SWRR and a map showing a broad alignment for the road. Specific consultation questions relating to the SWRR were also included in this document.
38. In 2016 (between 8 January and 19 February) SHDC invited public comments on a draft version of the South East Lincolnshire Local Plan (SELLP) which set out; a vision and strategic priorities for the area; draft policies; and options for possible land allocations. This included the Vernatt's Drain Sustainable Urban Extension (VSUE) and the SWRR (including what is now known as Sections 1 and 5) as well as a safeguarding corridor for the central section of the SWRR. A further round of public consultation took place between 15 July and 12 August 2016 on revised policies relating to the spatial strategy and distribution of housing and included a revised Inset map which included the relevant sections of the SWRR through the proposed Vernatt's SUE and Holland Park, as well as the proposed safeguarding corridor for the central section of the route.
39. In 2017 (between 10 April and 22 May) the public were invited to consider whether they considered the Proposed Submission version of the SELLP to be legally compliant and sound. This included the proposed alignment of Sections 1 and 5 and the safeguarding corridor for the central section. Modifications to the plan were then subject to further rounds of consultation between 16 July 2018 to 28 August 2018 and again between 30 November 2018 until 14 January 2019.
40. The SELLP was subject to a Public Examination by independent Planning Inspectors and at the Hearing Sessions which formed part of that process the policies and proposed allocations, including the SWRR discussed and debated. Following the conclusion of the Examination the SELLP was confirmed as being legally sound and consequently in March 2019 it was formally adopted and therefore replaced the former 2006 Local Plan.
41. It is clear from the above that the principle of the SWRR is a long-standing and well established aspiration for the Spalding area and as such has been developed and forms the basis of many of the objectives and policies of the recently adopted SELLP Local Plan. The SELLP continues to therefore lend its support to the development of the SWRR and given its importance Sections 1 and 5 are indicated diagrammatically on the Policies Map and a 'SWRR Safeguarding Corridor' has also been identified which aims to protect this route for future sections of the road (the precise route of which has yet to be confirmed).
42. The SWRR is also identified as a key component of delivering the Spalding Transport Strategy (STS) which is a multi-modal transport strategy aimed at delivering a set of prioritised improvements in transport infrastructure up to

and beyond 2036. The SWRR is also a specific project or scheme within the 4th Lincolnshire Local Transport Plan (LTP4) and recognised as being important in helping to tackle growing levels of congestion and to support the planned growth in and around Spalding.

43. The land and position for Sections 1 and 5 as promoted by the two applications reflect that which is identified and shown within the SELLP. Given all of the above, I am satisfied that the principle of both Sections 1 and 5 as proposed by these two applications reflect the aspirations and objectives of the SELLP and would help to improve the safety and function of the highway network and facilitate in the delivery of wider economic and social benefits in and around Spalding. The proposals would therefore support the objectives and principles promoted by the NPPF and future developments as promoted by SELLP.

Historic & Cultural Heritage

44. The NPPF acknowledges the importance of the historic environment and although it does not contain an express presumption in favour of the conservation of designated heritage assets, it does state that a key element of sustainability is the protection and enhancement of the historic environment. It also states that there is a need to ensure that heritage assets are conserved in a manner appropriate to their significance. The total loss of a designated heritage asset or substantial harm to it (including harm through development within the setting) can be justified either on the grounds that the harm is necessary to deliver public benefits that outweigh that harm, or where other specified circumstances may apply (e.g. the nature of the asset prevents all reasonable uses of the site, no viable use of the assets can be found in the medium term or the harm or loss is outweighed by the benefit of bring a site back into use). Developments which are considered to result in less than substantial harm (again, including harm through development within the setting of a heritage asset) should be weighed against the public benefits of a proposed development.
45. At a local level Policy 29 of the SELLP develops the aims of the NPPF stressing the need to protect, conserve, and where possible, seek to enhance the historic environment which includes Listed Buildings, Conservation Areas and Scheduled Ancient Monuments, etc.
46. In respect of Section 1, there are few heritage assets located in the immediate vicinity of this section but those which are likely to be impacted by the development include the Grade II Listed Horseshoe Bridge and a non-designated 19th century Sly's Farm) which are intervisible with the proposed road. There are also two below ground Scheduled Ancient Monuments which lie within 2km of the road which are associated with the Roman period. The ES concludes that whilst the development would have an impact on the setting of the Listed Horseshoe Bridge and non-designated Sly's Farm, the proposed landscaping works would help to minimise these impacts and supplement the existing vegetation in screening those assets from the development. Therefore with this mitigation in place the impacts of

Section 1 on the setting of Horseshoe Bridge are assessed as being negligible whilst the impacts on the non-designated farm are assessed as being moderate.

47. In terms of the Scheduled Ancient Monuments, their significance is, in part, derived from their relationship with their setting and in particular the historic landscape. The proposed road would alter the existing landscape setting however the low level design (with the exception of the bridge), distance from the monuments and intervening landscape features along with the proposed landscape planting all help to reduce any impacts. The construction of the road would however also destroy below ground landscape features which would have been part of the historic wetland landscape setting of the Scheduled Monuments which are important for understanding their significance. Whilst the ES does not identify any specific mitigation to address this, Historic England has recommended that a strategy be put in place which would secure further work or assessments to be undertaken to help understand what the Roman landscape was like. This could be secured by way of a planning condition.
48. In respect of Section 5, given its location there are a greater number of designated heritage assets within 3km of this section with the closest being five Listed Buildings and the Pinchbeck Conservation Area which would be intervisible with the proposed road. These include Yew Tree Farmhouse (Grade II Listed) which is adjacent to Spalding Road and four Georgian buildings located beside the River Glen at West Pinchbeck around 2.5km away. The ES concludes that there would only be a negligible impact on the setting of the Georgian buildings at West Pinchbeck as the road would only be visible in the far distance and would appear similar in character of the modern suburban edge of Spalding. Likewise the impact on the Pinchbeck Conservation Area is considered to be low as the extensive urban development screens the village's protected historic core from the proposed SWRR with only the top of the church being visible from the site. The impacts upon the setting of Yew Tree Farmhouse (Grade II Listed) however would be greater as the development would see a major roundabout built 200m from the farmhouse and includes a modern bridge which would substantially alter the current setting and therefore its historical relationship with the farmland beyond. These effects would be reduced through mitigation in the form of scattered planting and new hedgerows alongside the road however, whilst this would help to reduce the impact, the permanent presence and operation of a modern road development would undoubtedly harm the historic setting in the long-term.
49. Finally, in terms of below ground archaeology, the construction of both sections would result in the permanent loss of any below ground features. Although an extensive programme of archaeological evaluation and assessment has already been undertaken the ES recognises that there is nevertheless the potential for below ground remains to be present within the footprint of the proposed works. The ES therefore recommends that an archaeological 'watching brief' (which would likely be in the form of a programme of strip, map and record) be implemented during groundworks

so that any previously unidentified remains can be identified, recorded and therefore preserved by record. Such a scheme can be secured by way of condition.

50. No objections have been received from Historic England, South Holland District Council or the Historic Environment Team. Suitable planning conditions have however been recommended to ensure that the mitigation measures implemented as part of the development are secured and/or that further details of these are required to be submitted for further approval. Such conditions would provide an opportunity for the County Planning Authority to ensure that those schemes and details take into account and address some of the comments and issues raised by those interested bodies/organisations, in particular the Historic Environment Team and Historic England.
51. Having taken into account the information contained within the ES and the comments and recommendations of the statutory and non-statutory consultees, it is my planning judgment that whilst the two developments would result in some harm to designated and non-designated heritage assets, with the mitigation measures in place, that harm is considered to amount to less than substantial harm and when weighed against the public benefits of the SWRR as a whole is acceptable and would not conflict with the objectives or advice of the NPPF or SELLP Policy 29.

Nature Conservation

52. The NPPF and SELLP Policies 2 and 28 seek to protect sites of nature conservation interest and local wildlife (inc. protected species) from inappropriate development and also for new development proposals to include measures to reduce impacts or create new or enhanced areas of natural habitat and biodiversity.
53. A significant proportion of the objections received from residents relate to concerns about the impact of the SWRR on local wildlife and in on the Vernatt's Drain which is identified as being an important haven which supports a range or species including waterfowl, birds and other species.
54. The ES submitted in support of both applications contains an assessment of the potential impacts of the two sections on existing habitats and species present in and around the development and identifies the mitigation measures that would be incorporated as part of the development to minimise, off-set and compensate for them. The ES concludes that following the implementation of the proposed mitigation measures (e.g. new landscape planting, creation of new and replacement habitats as part of the drainage scheme, relocation of protected species – as outlined in the report above) the overall impacts of the two proposed sections of the SWRR would be negligible or positive in the long term.
55. Having considered the information and assessments contained within the ES no objections have been received from Natural England or the

Lincolnshire Wildlife Trust (LWT) however LWT has requested that conditions be imposed to ensure that further details regarding the specific aspects of the mitigation measures be secured so they can ensure these are effective and secure a real net gain in habitat and biodiversity. Whilst the objections of local residents, given the lack of any objection from the statutory and non-statutory nature conservation bodies, and subject the development being carried out in accordance with the details as submitted and/or imposition of conditions to secure further information where required, it can be concluded that appropriate provision has been made to minimise, mitigate and compensate for the impacts arising from the development and these would help to reduce the significance of the impacts of the development to an acceptable level. Therefore the development would not be contrary to the general principles of the NPPF or Policies 2 and 28 of the SELLP.

Contamination & Ground Conditions

56. There is no evidence of made ground or contaminated land being present within the land affected by these two applications. As a result, the risks of potential exposure to contaminated land either to the construction workers or users of the road once in use is considered to be low. However, like with any other large scale project of this type, there is a potential for small pockets of previously unknown or recorded contaminated land to be found during the excavation works. Consequently, it is recommended that a planning condition be imposed which would require measures to be secured and implemented in the event any such contaminated land. This would ensure that any risks are further minimised and that any contaminated land or previously unknown pollutants encountered are appropriately managed and dealt with.
57. In terms of the risks of contamination from the development or construction activities themselves, measures would be adopted to prevent or minimise such risks. These include the use of spill kits, appropriate storage of fuels, oils and chemicals, and the use of silt traps to reduce contamination from run-off. Details of these specific measures would form part of a CEMP and a condition has already been recommended which would secure this. No objections have been received from the Environment Agency or the EHO in respect of potential contaminated land issues and therefore subject to implementation of the mitigation measures and practices as set out within the ES, and the imposition of the conditions recommended, the proposals accord with Policy 30 of the SELLP.
58. Finally, it is noted that Councillors from South Holland District Council have raised concerns about the stability and integrity of the road - in particular Section 1 given its proximity to the nearby South Drove Drain. It is important to note that the road is set well back from the edge of the drain itself - this being over 25m from the top of the drain and carriageway edge. The road would also be built on a base/embankment and the preliminary geotechnical design indicates that the foundations of this would extend to a maximum depth of approximately 0.5m below ground level. Building the road on such

a base not only protects it from flood risk from surface water and overland flow in the event of fluvial defence breaches but also minimises the potential for subsidence. The SWRR has been designed by highway engineers and the specification of the materials used in the construction of the road would meet the highway authority standards. Therefore whilst these concerns are noted they are not considered well founded.

Landscape and Visual Impact

59. The NPPF and a number of local development plan policies seek to protect the open countryside and require development proposals to take into account and consider their impacts on the local landscape and visual amenity of an area (e.g. SELLP Policies 1, 2 and 3).
60. The ES contains a detailed consideration of the impacts of both Sections 1 and 5 on the landscape and visual amenity of the area. Due to the nature of the development and in particular the height of the proposed railway overbridges, it is accepted that both sections of the SWRR would give rise to inevitable visual impacts on the local landscape. The most prominent and significant of these would be on long distant views from the properties which are located to the south of Vernatt's Drain and which would look northwards towards the road. The road and bridge structures would also be clearly visible and alter the current visual appearance and character of the existing open and flat arable fields which currently occupy both sites from both views on nearby roads and public vantage points (e.g. South Drove, Miles Bank, Spalding Common, Blue Gowt Lane and footpaths along the Vernatt's Drain corridor). In the short term the road would therefore extend the built form and environment but in both cases the land around each section is identified and planned to be developed for housing and so in time this would reduce the visual prominence of the development(s) as it would assimilate into the extend built form and environment.
61. A range of mitigation measures have been incorporated into the design and layout of each section of the SWRR including measures such as landscaping and planting which would help to integrate the development into the landscape. As a highway infrastructure project all landscape planting carried out would be maintained by the Highway Authority whilst any planting that forms part of the adjoining and future housing development land would be maintainable by others. Street lighting along the route is also proposed although this would only be restricted to those areas where it is considered necessary for highway safety reasons and this approach aims to ensure that there is a reasonable balance between the need to maintain highway safety whilst protecting the visual amenity of the area from excessive night-time light pollution. Planning conditions can be imposed requiring details for certain aspects of the development to be submitted for the subsequent written approval of the (e.g. landscaping, lighting, etc) and this would ensure that such details adequately take into account and address some of the comments and issues raised by consultees or members of the public.

62. Whilst Sections 1 and 5 would therefore have an inevitable impact on the visual appearance of the existing landscape, they are the first phases of the SWRR which is of strategic importance to the future growth and development of Spalding. Therefore, on balance, any adverse impacts on the local landscape are considered to be outweighed by the benefits the development would have in terms of contributing towards the continued and future economic success and growth of Spalding and in helping to reduce congestion in and around Spalding and Pinchbeck. Whilst the long-term visual impacts cannot be entirely mitigated or off-set it is considered that appropriate measures have been proposed which could be secured as part of the development which would, in time, help to minimise and reduce the significance of these. Consequently, the development is considered acceptable and would broadly not conflict with the relevant planning policies identified above.

Noise & Vibration

63. In respect of noise and vibration, potential impacts identified include those associated with both the construction phase and from traffic using the SWRR once it is operational/in use. The operational noise impacts have been assessed using traffic figures assuming Sections 2 to 4 of the SWRR are also in place and therefore not just traffic associated with the use of Sections 1 and 5 (which are subject of the two applications). This approach represents a worst case, and ensures that the effects which could arise from use of Sections 1 and 5 once the SWRR is completed are fully accounted for.
64. Noise impacts associated with the construction phase are largely associated with the movement of plant and machinery and general construction activities (e.g. excavation, drilling, piling, engine noise, etc). The ES states that the impacts associated with these activities could be satisfactorily addressed through the adoption of good site management practices including regular maintenance of plant and machinery, programming of works so as to limit working to normal hours of working, etc. Further details of the measures to be adopted to minimise and reduce any noise could be agreed as part of the 'Construction Environmental Management Plan' which could be secured by way of a condition. Such an approach would enable the County Planning Authority to ensure that appropriate measures are adopted to minimise the potential impacts on residents living close to the development.
65. In terms of operational impacts, for the vast majority of receptors assessed the increase in noise levels as a result of the SWRR would be negligible or minor and so not have a significant adverse impact. Whilst the assessment has indicated that noise could increase for some properties, these increased levels would not arise until the whole of the SWRR is completed and operational. As a result, additional or further mitigation measures (e.g. screen fencing) would not be need to be secured until applications for the middle sections come forward. In the interim, low noise surfacing is proposed and would be used in the construction of both Sections 1 and 5

and the ES has predicted the likely level of traffic noise generated from the use of the SWRR would fall within acceptable limits and therefore not have a detrimental impact on the amenity of resident living close to the scheme (when compared to the existing situation). The EHO has raised no objection to the applications but has recommended that further details of the measures to be adopted to minimise and reduce any noise be agreed as part of the Construction Management Plan which could be secured by way of a condition. Such a conditional requirement would enable the County Planning Authority to ensure that appropriate measures are adopted to minimise the potential impacts on residents living close to the development and therefore, on balance, the development is considered to accord with the objectives of the relevant policies in relation to noise as contained within the NPPF and SELLP Policies 2 and 30.

Water Environment & Flood Risk

66. The ES contains a detailed assessment of the potential impacts of each of the two sections on the water environment including surface waters, groundwater and flood risk.
67. In terms of the water environment, the proposed roads would alter the use and condition of the land falling within its footprint and increase the impermeable surface area and thus increase surface water run-off. Surface waters would be managed through the construction of dedicated drainage systems to manage surface waters derived from each section of the road and these would be temporarily attenuated in those ditches and prior to their discharge into existing IDB networks.
68. In terms of flood risk, the ES includes a Flood Risk Assessment which assesses the potential risks of flooding to and from the developments and identifies the measures to be taken to mitigate and manage any risks which might arise. The proposed drainage strategy means that whilst the road is located within Flood Zone 3, the risk of flooding from IDB drains, surface water, groundwater and flooding from artificial sources is low. In the event of a breach of the fluvial flood defences, the road however has been designed to be slightly elevated above adjacent ground level which would reduce the flood depths within the road alignment to less than the predicted flood depths. The likelihood of such a breach event happening is however extremely low and I am satisfied that the risk to users of the road network would be no different to that of every other road in the area. The wider benefits of the proposal are considered to outweigh any potential flood risk concerns and given the proposed drainage arrangements the development would be safe for its lifetime without increasing flood risk elsewhere.
69. Finally no objections have been received from the Environment Agency or the any of the drainage authorities responsible for managing assets of drainage networks in the area and so, on balance, the development would accord with the objectives of the NPPF in relation to flood risk and drainage and SELLP Policies 2, 3 4 and 30.

People and Communities (inc. Residential Amenity)

70. Objections have been received from local residents with many of these raising objections on the grounds of the potential impacts resulting from increased traffic noise, reduction in air quality, visual impact, etc. The ES has considered the potential impacts during both the construction and operation of each of the two sections and this includes in terms of noise and vibration, air quality, landscape and visual impact, etc. The ES has identified the magnitude of the potential impacts and, where appropriate, identified the mitigation measures to be adopted to minimise and off-set those effects.
71. A consideration and assessment of the acceptability of the developments on many of the factors or issues that form the basis the objections received has already been carried out above. Whilst the concerns and objections of local residents are therefore noted appropriate mitigation measures (where feasible) can be adopted which would help to minimise the adverse impacts of the development to within acceptable standards and levels. It is therefore my planning judgement that whilst the development would undoubtedly give rise to some impacts, these are not so significant to warrant refusal of the two applications and that on balance, the development would not adversely impact upon neighbouring land uses by reason of factors such as noise, odour, disturbance or visual intrusion and protect residential amenity and therefore comply with Policies 2 and 3 of the SELLP.

Impacts on Agriculture and Other Land-Uses

72. The NPPF and SELLP Policy 3 include criteria which seek to protect 'best and most versatile' (BMV) agricultural land from development. The ES confirms that the construction of the two sections would result in the permanent loss of areas of BMV agricultural land and whilst this is regrettable, given the general location of the proposed SWRR (e.g. along the western fringe of Spalding) this is also inevitable. The SWRR itself is recognised as an important infrastructure project and land consequently identified and safeguarded for its delivery as shown on the Policies Map of the adopted Local Plan. The extent and total area of BMV lost by the proposals only represents a relatively small proportion of that which is in agricultural use across the County as a whole and so whilst its loss is unfortunate, I am satisfied that the wider benefits of the SWRR outweighs the loss of this land and therefore would not fundamentally conflict with objectives of the NPPF and the criterion within Policy 3 of the SELLP which seeks to protect it.

Traffic and Highway Considerations

73. A Transport Assessment (TA) has been carried out in support of both applications which has used traffic modelling to assess the impacts of increased traffic flows arising from the use of the SWRR on the wider highway network and existing junctions in and around Spalding. The traffic modelling (known as the Spalding Strategic Traffic Model) has been

developed using sophisticated specialised software which has been developed in accordance with the latest guidance provided by the Department for Transport. The assessment has used existing traffic data to enable a comparison to be made between the impacts of existing of traffic on the function of junctions in and around the area with those predicted having taken into account predicted increases in traffic flows as a result of planned new housing developments and the use of the SWRR. This assessment has looked at three different scenarios and therefore considered any impacts both associated with the construction and operation of Sections 1 and 5 only but also the fully completed SWRR. Based on this analysis, the junction capacity assessments at key junctions close to the Section 1 have confirmed that this section would not have an adverse impact in terms of queuing and delay in peak periods both in the interim period and when the SWRR is fully complete. Similarly for Section 5, the assessment concludes that there would be a positive impact due to the increased capacity provided by the new roundabout and whilst other junctions do show a potential need for some improvements, these may be required with or without Section 5 of the SWRR. This is something that is already recognised and consistent with the Spalding Transport Strategy and so not directly related to this project.

74. Sections 1 and 5 of the SWRR have been designed by qualified, professional highway engineers which have been through the necessary relevant design/audit processes. Accordingly the both schemes are considered fit for purpose in terms of their design and the TA has demonstrated that the delivery of Sections 1 and 5 would be unlikely to have a severe impact on the junctions assessed or the wider and local highway network. Therefore both applications are supported.

Non-motorised users

75. SELLP Policy 3, 32 and 33 all include criteria that promote and seek to ensure that development proposals protect and enhance existing public rights of way, create new links to the rights of way network and improve connectivity to create a more coherent walking and cycling network through the provision of new multi-user routes.
76. PEDALs have objected because of lack of clarity about how the SWRR and its proposed NMU (e.g. cycle/pedestrian) routes would connect with existing provisions in the area. Both sections of the SWRR includes proposals for new NMU provision which run alongside the route of the roads and which also connect with existing routes in and around the area. For Section 1, this includes new footways and cycleways alongside the road which would connect to existing footways on Spalding Common and also which would provide access to the Holland Park SUE. For Section 5, this again includes the provision of a new shared pedestrian/cycle route alongside the road which also maintains (via a diverted route) connection across between Blue Gowt Lane and Two Plank Bridge (over Vernatt's Drain) as well as a new dedicated route which provide access underneath the proposed railway bridge.

77. The SWRR as a whole is an important infrastructure project which will help to improve traffic flow in and around Spalding and support future planned housing development and growth which are identified within the Local Plan. The route has been purposefully designed to include and maintain access across the scheme and connect with the planned SUE's so that opportunities to encourage non-car use are realised. Whilst the SWRR will therefore principally provide benefits for car-based users it does include measures which support non-car use and therefore in my view is in accordance with the principles of sustainable transport as advocated by the NPPF and Policies 3, 32 and 33 of the SELLP.

Impacts on Railway Infrastructure

78. The two sections both cross existing railway infrastructure and as such Network Rail have been consulted on the proposals. Network Rail has not objected to either application but in relation to Section 5 has suggested that security fencing be secured alongside the cycle/footway route which is proposed beneath the railway bridge between Blue Got Lane and Two Plank Bridge so as to protect their assets and prevent unauthorised access and trespass. No details of any fencing have been shown on the submitted plans however such information could form part of the landscaping scheme/details that it is recommend be secured by way of a planning condition.
79. Network Rail has also commented that they would welcome discussions and opportunities to close and/or improve level crossings as part of this scheme (or subsequent future developments). The applicant has liaised closely with Network Rail prior to making these applications and taken into account their requirements when designing the height of the proposed railway bridges. The two sections of the SWRR do not themselves create new traffic but rather would serve additional traffic that would be created from the proposed and planned housing developments and provide an alternative for existing traffic already using the highway network. Both sections include proposals for bridges over the existing railway lines and therefore provide a direct, uninterrupted route which would offer an alternative to the use of level crossings. Given these proposals would not therefore increase the use or risk to existing level crossings it would not be proportionate or reasonable to require the closure of the level crossings as part of these application.

Air Quality & Climate

80. The ES has identified the potential risks and impacts associated with the construction of both Sections 1 and 5 but also the operation of the SWRR once fully complete and operational.
81. The main impacts during the construction phase are associated with CO₂ and dust emissions that may arise from the construction activities including earthworks and the movement of plant and machinery. These impacts are typical of those associated with large-scale construction projects and good

site management practices would be adopted to minimise and reduce emissions (e.g. the use of energy-efficient machinery, minimising vehicle idling, etc) and the incidence and impacts of dust. These are well-known and established practices and would form part of the wider 'Construction Environmental Management Plan'. A condition has been recommended to ensure these are implemented and subject to this I am satisfied that any impacts could be reasonably reduced to a level where they would not have a significant adverse impact on the environment or amenity of persons living close to the construction site.

82. In terms of longer-term impacts associated with the operation and use of the roads, these are identified as likely to be associated with changes to traffic emissions and therefore potential impacts on air quality. The ES has assessed the potential impacts and increase in pollutants arising from traffic emissions and identifies that any increase or decrease in emissions would be influenced by the net effect on factors including changes in traffic flows, vehicle type and speeds. Advances in vehicle technology including an increased use of non-fossil fuel powered vehicles in the future would also contribute towards a reduction in potential emissions. The ES consequently concludes that whilst the proposals would primarily be used by vehicular traffic, any increased emissions arising from its use would not exceed or lead to breaches in existing or future targets for air quality.
83. Concerns and objections from local residents and Pinchbeck Parish Council about the impacts of the development on air quality and the environment have been and these are noted. The Environmental Health Officer has however reviewed the information contained within the ES and the further information provided by the applicant in response to their specific questions and queries and has not raised an objection to the proposals. Taking into account the above and based on the evidence presented therefore, I am satisfied that appropriate mitigation measures (where feasible) can be adopted which would help to minimise the adverse impacts to within acceptable standards and levels and therefore, on balance, would not be contrary to the SELLP.

Human Rights

84. It is an inherent part of the decision-making process for the Council to assess the effects that a proposal will have on individuals and weigh these against the wider public interest in determining whether development should be allowed to proceed.
85. Section 5 will require the demolition of two privately owned dwellings in order to enable the construction of the roundabout. This section of the SWRR would therefore directly result in the loss of those homes however discussions with those residents have been on-going and it is anticipated that those properties will be purchased by way of a mutual agreement before the development could proceed and therefore compensated for their loss. Section 1 will not require the demolition of any individual's home but does propose works close to existing properties and would impact and affect

existing access arrangements to those properties. Alternative means of access would be provided as part of the scheme so as to maintain access in the longer term and measures taken to address and mitigate any adverse impacts.

86. Opportunities to raise objections and to make representations both at the plan-making and decision-making stages have existed and representations have been made and received from a significant number of local residents including those which lie closest to the proposed new sections and roundabout junctions.
87. The Committee's role is therefore to consider and assess the effects that the proposals will have on the rights of individuals as afforded by the Human Rights Act (principally Articles 1 and 8) and weigh these against the wider public interest in determining whether or not planning permission should be granted. This is balancing exercise and a matter of planning judgment.
88. In this case, having considered the information and facts as set out within this report, should planning permission be granted for Sections 1 and 5 of the SWRR then those decisions would be proportionate and not in breach of the Human Rights Act and the Council would have met its obligation to have due regard to its public sector equality duty under Section 149 of the Equality Act 2010.

Holding Direction from the Secretary of State

89. Finally, the Ministry of Housing, Communities and Local Government (MHCLG) have received requests from the public that these applications be 'called in' for determination by the Secretary of State (SoS). In exercise of his powers under Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the SoS has therefore issued a 'holding direction' which directs that the County Council may not grant permission on these applications without specific authorisation from him. This direction has been issued to allow the SoS further time to consider the applications and to determine whether they should be referred to him for final determination.
90. This 'holding direction' does not prevent the Committee from making a decision at this stage, however, should the Committee resolve to grant planning permission no planning permissions can be issued until such time that the SoS authorises this.
91. In light of the above, should the Committee be minded to grant permission then the SoS will be advised of this resolution so he can take this into account when deciding how to proceed. Should the SoS subsequently confirm he does not wish to 'call in' these applications then, upon confirmation and authorisation to do so, the planning permissions could then be issued. Conversely, should the SoS decide to 'call in' the applications then the applications will be referred to him for determination. The Officers recommendation has therefore been worded to reflect this position.

Final Conclusion

92. This report deals with two applications which relate to Sections 1 and 5 of the proposed Spalding Western Relief Road (SWRR). The SWRR is a major highway scheme that is of strategic importance and would improve the effectiveness of the transport network in and around Spalding as well as support and facilitate the delivery of the planned residential development that is identified and promoted within the adopted Local Plan. In the interim both Sections would help to provide access to existing and proposed new housing development and in the longer-term help to provide an alternative route for traffic around Spalding and therefore remove traffic from currently congested highway network which would be of benefit to the wider area.
93. Both applications are supported by an Environmental Statement which has considered the potential impacts of each proposal as well as identifying any mitigation measures that are proposed to be implemented in order to avoid, reduce and, if possible, remedy any significant adverse impacts. Both applications have been subject to consultation with statutory and non-statutory consultees and representations made from these bodies as well as from members of the public.
94. Having taken into account these comments and assessed the proposals against local development policies contained within the adopted South East Lincolnshire Local Plan, overall the proposals are both considered to accord with the vision, objectives and criteria for new development as set out in Local Plan. Subject to mitigation measures identified within the applications and suitable planning conditions, I am therefore satisfied that the developments could be undertaken in a manner where the level of impact would be acceptable and would not significantly conflict with the wider objectives or development control policies contained within the Development Plan.
95. Subject to confirmation from the SoS that he does not wish to 'call in' the applications, it is therefore recommended that planning permission be granted for both Sections 1 and 5.

RECOMMENDATIONS

Subject to confirmation from the Secretary of State that he does not wish to 'call in' the applications for his determination under powers granted Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, it is recommended that:

- (A) Subject to the conditions attached in Appendix A that planning permission be granted for application H14-0326-19 which relates to the construction of Section 5 of the Spalding Western Relief Road comprising of a new single carriageway route from the B1356 Spalding Road and Enterprise Way to Vernatt's Sustainable Urban Extension (SUE) incorporating a new roundabout junction with the B1356 Spalding Road, a bridge over the

Peterborough to Sleaford railway line, and a priority junction into Vernatt's SUE;

- (B) Subject to the conditions attached in Appendix B that planning permission be granted for application H16-0327-19 which relates to the construction of Section 1 of the Spalding Western Relief Road comprising of a new single carriageway route from the B1172 Spalding Common to Holland Park Sustainable Urban Extension (SUE) incorporating a new roundabout junction with the B1172 Spalding Common, a bridge over the Peterborough to Sleaford railway line, and a new roundabout junction for access into Holland Park SUE; and
- (C) This report forms part of the Council's Statement pursuant to Regulation 30 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 which requires the Council to make available for public inspection at the District Council's Offices specified information regarding the decision. Pursuant to Regulation 30(1)(d) the Council must make available for public inspection a statement which contains:
- the reasoned conclusion of the Council on the significant effects of the development on the environment, taking into account an examination of the environmental information;
 - any conditions to which the decision is subject which relate to the likely significant environmental effects of the development on the environment;
 - a description of any features of the development and any measures envisaged in order to avoid, prevent, reduce and, if possible, offset likely significant adverse effects on the environment;
 - any monitoring measures considered appropriate by the Council;
 - the main reasons and considerations on which the decision is based including, if relevant, information about the participation of the public;
 - a summary of the results of the consultations undertaken,
 - information gathered, in respect of the application and how those results have been incorporated or otherwise addressed; and
 - information regarding the right to challenge the validity of the decision and the procedures for doing so.

Appendices

These are listed below and attached at the back of the report	
Appendix A	Proposed planning conditions in relation to application – H14-0326-19 – Section 5 of the Spalding Western Relief Road
Appendix B	Proposed planning conditions in relation to application – H16-0327-19 – Section 1 of the Spalding Western Relief Road
Appendix C	Committee Plan - H14-0326-19 – Section 5 of the Spalding Western Relief Road
Appendix D	Committee Plan - H16-0327-19 – Section 1 of the Spalding Western Relief Road
Appendix E	Spalding and Pinchbeck Policies Inset Map No. 2 of the South East Lincolnshire Local Plan 2011-2036, adopted March 2019

Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Planning Application Files H14-0326-19 H16-0327-19	Lincolnshire County Council, Planning, Lancaster House, 36 Orchard Street, Lincoln, LN1 1XX
National Planning Policy Framework (2012)	The Government's website www.gov.uk
South East Lincolnshire Local Plan	South East Lincolnshire Joint Strategic Planning Committee website www.southeastlincslocalplan.org
4 th Lincolnshire Local Transport Plan	Lincolnshire County Council's website www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/local-transport-plan/34380.article
The Spalding Transport Strategy 2014-2016	Lincolnshire County Council's website https://www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/spalding-transport-strategy/118463.article

This report was written by Marc Willis, who can be contacted on 01522 782070 or dev_planningsupport@lincolnshire.gov.uk

Appendix A: H14-0326-19: To construct Section 5 of the Spalding Western Relief Road comprising of a new single carriageway route from the B1356 Spalding Road and Enterprise Way to Vernatt's Sustainable Urban Extension (SUE) incorporating a new roundabout junction with the B1356 Spalding Road, a bridge over the Peterborough to Sleaford railway line, and a priority junction into Vernatt's SUE

Commencement

1. The development hereby permitted shall be commenced within three years of the date of this permission. Written notification of the date of commencement of development shall be sent to the County Planning Authority (CPA) within seven days of commencement.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in strict accordance with the details contained in the application and in full compliance with the mitigation measures identified and set out in the supporting Environmental Statement (including supporting technical appendices) and the drawings set out below, unless otherwise agreed in writing with the CPA, or where modified by the conditions attached to this planning permission or by details subsequently approved pursuant to those conditions:

- 70047277-WSP-HGN-S5-DR-CH-0001 Rev.P05 – Site Layout
- 70047277-WSP-HGN-S5-DR-CH-0002 Rev.P02 – Cross Sections Sheet 1
- 70047277-WSP-HGN-S5-DR-CH-0003 Rev.P02 – Cross Sections Sheet 2
- 70047277-WSP-HGN-S5-DR-CH-0004 Rev.P02 – Cross Sections Sheet 3
- 70047277-WSP-HGN-S5-DR-CH-0005 Rev.P02 – Proposed Highway Finishes Sheet 1
- 70047277-WSP-HGN-S5-DR-CH-0006 Rev.P02 – Proposed Highway Finishes Sheet 2
- 70047277-WSP-HGN-S5-DR-CH-0007 Rev.P02 – Proposed Highway Finishes Sheet 3
- 70047277-WSP-HGN-S5-DR-CH-0010 Rev.P01 – Section 5 Proposed Blue Gowt Land Diversion
- 70047277-WSP-ELS-S5-DR-LX-0001 Rev.P02 – Landscape General Arrangement
- 70047277-WSP-HGT-S5-DR-CE-0001 Rev.P02 – Earthworks Foundations Details Sheet 1
- 70047277-WSP-HGT-S5-DR-CE-0002 Rev.P02 – Earthworks Foundations Details Sheet 2
- 70047277-WSP-SBR-S5-DR-CB-0001 Rev.P01 – General Arrangement
- 70047277-WSP-HML-S5-DR-CH-0001 Rev.P04 – General Arrangement Sheet 1

- 70047277-WSP-HML-S5-DR-CH-0002 Rev.P04 – General Arrangement Sheet 2
- 70047277-WSP-HML-S5-DR-CH-0003 Rev.P04 – General Arrangement Sheet 3
- 70047277-WSP-HML-S5-DR-CH-0004 Rev.P04 – General Arrangement Sheet 4
- 70047277-WSP-HML-S5-DR-CH-0005 Rev.P03 – General Arrangement Sheet 5
- 70047277-WSP-HML-S5-DR-CH-0006 Rev.P02 – Junction Long Sections.

Reason: To ensure that the development is carried out in accordance with the details as contained in the application and the principles of the mitigation set out in the Environmental Statement in order to minimise the environmental effects of the development.

Pre-commencement Conditions

3. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the CPA. The CEMP shall include details of measures to be adopted to minimise and mitigate potential impacts during the construction works including (inter alia):
 - the measures to avoid the pollution and discharge of any substances, including surface water run-off into controlled waters;
 - the measures to be adopted during all works to minimise the incidence and impacts of noise and vibration arising from construction equipment and vehicles;
 - the measures to be adopted during all works to ensure that dust emissions are minimised;
 - details of the measures to ensure vehicles do not leave the site in a condition whereby mud, clay or other deleterious materials are carried onto the public highway;
 - hours of working for construction activities;
 - measures to exclude and protect legally protected species and their retained habitats from injury or damage (e.g. badger fencing, daily checks of trenches, etc)

The approved plan shall thereafter be implemented and carried out in full accordance with the approved details.

Reason: To minimise the impacts of the construction operations and impacts such a noise, dust and light pollution on the local landscape, ecology and nearby residents.

4. No development shall take place until full details of the surface water drainage proposals, including details of the proposed drainage ditch design and landscape treatment have been submitted to and approved in writing by

the CPA. The approved scheme shall be implemented and carried out before the development is completed and shall thereafter be maintained for the duration that the development hereby permitted subsists.

Reason: To ensure further details of the proposed surface water drainage proposals and opportunities to secure improved habitat creation are secured in line with the recommendations of the Environmental Statement.

5. (a) No development shall take place until a written archaeological scheme of works has been submitted to and approved by the CPA. This scheme should include the following items set out below and be in accordance with the archaeological brief supplied by the Lincolnshire County Council Historic Environment advisor on behalf of the CPA:
- An assessment of significance and proposed mitigation strategy (i.e. preservation by record, preservation in situ or a mix of these elements);
 - A methodology and timetable of site investigation and recording;
 - Provision for site analysis;
 - Provision for publication and dissemination of analysis and records provision for archive deposition;
 - Nomination of a competent person/organisation to undertake the work;
 - The scheme to be in accordance with the Lincolnshire Archaeological Handbook.
- (b) The archaeological site work shall be undertaken only in full accordance with the approved written scheme. The applicant will notify the CPA of the intention to commence at least fourteen days before the start of archaeological work in order to facilitate adequate monitoring arrangements. No variation shall take place without prior consent of the CPA.
- (c) A copy of the final report will be submitted within three months of the work to the CPA for approval (or according to an agreed programme). The material and paper archive required as part of the written scheme of investigation shall be deposited with an appropriate archive in accordance with guidelines published in The Lincolnshire Archaeological Handbook.

Reason: To ensure that satisfactory arrangements are made for the investigation, retrieval and recording of archaeological deposits within the site.

Landscaping

6. In the first available planting season following the completion of the construction of the development hereby permitted, soft landscape planting and fencing shall be carried out within the development footprint in accordance with a scheme and details that have first been submitted to and

approved in writing by the CPA. The soft landscape planting scheme shall contain details including the species, size, number, spacing and positions of any plants and trees and include details of the measures to be adopted for their future maintenance and 10 year aftercare. In respect of fencing, details shall include the type, height, treatment/colour and position of any fencing to be erected as part of the development. Once implemented all soft landscaping and fencing shall be managed in accordance with the approved scheme.

7. All trees and shrubs not scheduled for removal and which are to be retained as part of the development shall be protected during the construction works in accordance with the recommendations of BS5387 'Trees in relation to design, demolition and construction – recommendations'. All protection fencing, barriers and measures implemented to protect trees and shrubs shall be maintained during the course of the construction works on site and be removed following their completion.

Reason: To minimise the impact of the development on the local landscape in the interests of visual amenity.

Noise & Lighting

8. All floodlighting and external site lighting associated with the construction of the development hereby permitted shall be positioned and operated to minimise the potential nuisance of light spillage from the site.
9. Before the road hereby approved is brought into use details of all proposed lighting to be implemented as part of the development (including street lighting and that associated with the bridges, underpasses and other circulation areas, etc) shall be submitted for the approval of the CPA. Thereafter the lighting shall be implemented and carried out in full accordance with the approved details.

Reason: In the interests of visual amenity and to minimise the impacts of light pollution on the local landscape and adjoining land uses (e.g. railway infrastructure).

Ecology / Pre-construction Surveys

10. No soil stripping or vegetation clearance works shall be undertaken between March and September inclusive unless otherwise agreed in writing with the CPA. If these works cannot be undertaken outside this time, the land affected should be evaluated and checked for breeding birds by an appropriately qualified ecologist and if appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until birds and any dependent young have vacated the area.

Reason: In the interests of safeguarding nesting birds that are protected by law.

11. Prior to any vegetation clearance, groundworks or site preparation works taking place within 30m of the main badger sett affected by this development, the sett shall be closed and an artificial sett provided in accordance with the terms of a Natural England Mitigation Licence and details and information confirming the completion of these works shall be submitted for the written approval of the CPA.
12. Prior to the demolition of the residential dwellings (167 & 169 Spalding Road), an updated pre-construction bat survey shall be carried out to establish the presence or absence of bats in the internal roof space. The results of this survey, along with details of any mitigation measures, including details of the design and proposed locations for the replacement and compensatory bat boxes, along with any contingency plans shall be submitted to the CPA for their written approval. No demolition works shall take place until those details have been approved in writing by the CPA and thereafter all works shall be carried out in full accordance with the approved details.
13. Prior to any vegetation clearance or works affecting existing drainage ditches taking place, an updated pre-construction water vole survey shall be carried out and the results of this submitted to the CPA. Should no water voles be identified then any vegetation clearance that could affect water vole habitat shall be gradually and directionally removed under the supervision of an appropriately qualified ecologist. In the event that water voles are found to be present, then no works shall take place until a detailed method statement including details of the measures to be adopted to displace and protect water voles from the works has first been submitted to and been approved in writing by the CPA. All works shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure the mitigation measures for these species as set out in the Environmental Statement are carried out and implemented.

Contaminated Land

14. If, during the construction works, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the CPA) shall be carried out in the area affected by the identified contamination until the developer has submitted a remediation strategy to the CPA detailing how this unsuspected contamination will be dealt with and obtained written approval from the CPA. The remediation strategy shall be implemented as approved.

Reason: To ensure that appropriate remediation measures can be secured to protect controlled waters for any contaminated land which may be present within the site.

Informatives

Attention is drawn to:

- (i) In dealing with this application the County Planning Authority has worked with the applicant in a positive and proactive manner by giving pre-application advice in advance of the applications and seeking further information to address issues identified to enable the applications to be processed efficiently so as to prevent any unnecessary delay. This approach ensures the application is handled in a positive way to foster the delivery of sustainable development which is consistent with the requirements of the National Planning Policy Framework and as required by Article 35(2) of the Town & Country Planning (Development Management Procedure)(England) Order 2015; and
- (ii) The validity of the grant of planning permission may be challenged by judicial review proceedings in the Administrative Court of the High Court. Such proceedings will be concerned with the legality of the decision rather than its merits. Proceedings may only be brought by a person with sufficient interest in the subject matter. Any proceedings shall be brought promptly and within six weeks from the date of the planning permission. What is prompt will depend on all the circumstances of the particular case but promptness may require proceedings to be brought at some time before the six weeks has expired. Whilst the time limit may be extended if there is good reason to do so, such extensions of time are exceptional. Any person considering bringing proceedings should therefore seek legal advice as soon as possible. The detailed procedural requirements are set out in the Civil Procedure Rules Part 54 and the Practice Directives for these rules.

Appendix B: H16-0327-19 - To construct Section 1 of the Spalding Western Relief Road comprising of a new single carriageway route from the B1172 Spalding Common to Holland Park Sustainable Urban Extension (SUE) incorporating a new roundabout junction with the B1172 Spalding Common, a bridge over the Peterborough to Sleaford railway line, and a new roundabout junction for access into Holland Park SUE

Commencement

1. The development hereby permitted shall be commenced within three years of the date of this permission. Written notification of the date of commencement of development shall be sent to the County Planning Authority (CPA) within seven days of commencement.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in strict accordance with the details contained in the application and in full compliance with the mitigation measures identified and set out in the supporting Environmental Statement (including supporting technical appendices) and the drawings set out below, unless otherwise agreed in writing with the CPA, or where modified by the conditions attached to this planning permission or by details subsequently approved pursuant to those conditions:

- 70047264-WSP-HGN-S1-DR-CH-0001 Rev.P04 – Site Layout
- 70047264-WSP-HGN-S1-DR-CH-0002 Rev.P02 – Cross Sections Sheet 1
- 70047264-WSP-HGN-S1-DR-CH-0003 Rev.P02 – Cross Sections Sheet 2
- 70047264-WSP-HGN-S1-DR-CH-0007 Rev.P03 – Cross Sections Sheet 3
- 70047264-WSP-HGN-S1-DR-CH-0004 Rev.P02 – Proposed Highway Finishes Sheet 1
- 70047264-WSP-HGN-S1-DR-CH-0005 Rev.P02 – Proposed Highway Finishes Sheet 2
- 70047264-WSP-HGN-S1-DR-CH-0006 Rev.P02 – Proposed Highway Finishes Sheet 3
- 70047264-WSP-ELS-S1-DR-LX-0001 Rev.P02 –Landscape General Arrangement
- 70047264-WSP-HGT-S1-DR-CE-0001 Rev.P02 – Earthwork Foundation Details Sheet 1
- 70047264-WSP-HGT-S1-DR-CE-0002 Rev.P02 – Earthwork Foundation Details Sheet 2
- 70047264-WSP-SBR-S1-DR-CB-0001 Rev.P01 – General Arrangement
- 70047264-WSP-HML-S1-DR-CH-0001 Rev.P03 – General Arrangement Sheet 1
- 70047264-WSP-HML-S1-DR-CH-0002 Rev.P03 – General Arrangement Sheet 2

- 70047264-WSP-HML-S1-DR-CH-0003 Rev.P03 – General Arrangement Sheet 3
- 70047264-WSP-HML-S1-DR-CH-0004 Rev.P03 – General Arrangement Sheet 4
- 70047264-WSP-HML-S1-DR-CH-0005 Rev.P03 – General Arrangement Sheet 5.

Reason: To ensure that the development is carried out in accordance with the details as contained in the application and the principles of the mitigation set out in the Environmental Statement in order to minimise the environmental effects of the development.

Pre-commencement Conditions

3. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the CPA. The CEMP shall include details of measures to be adopted to minimise and mitigate potential impacts during the construction works including (inter alia):
 - the measures to avoid the pollution and discharge of any substances, including surface water run-off into controlled waters;
 - the measures to be adopted during all works to minimise the incidence and impacts of noise and vibration arising from construction equipment and vehicles;
 - the measures to be adopted during all works to ensure that dust emissions are minimised;
 - details of the measures to ensure vehicles do not leave the site in a condition whereby mud, clay or other deleterious materials are carried onto the public highway;
 - hours of working for construction activities;
 - measures to exclude and protect legally protected species and their retained habitats from injury or damage (e.g. badger fencing, daily checks of trenches, etc)

The approved plan shall thereafter be implemented and carried out in full accordance with the approved details.

Reason: To minimise the impacts of the construction operations and impacts such a noise, dust and light pollution on the local landscape, ecology and nearby residents.

4. No development shall take place until full details of the surface water drainage proposals, including details of the proposed drainage ditch design and landscape treatment have been submitted to and approved in writing by the CPA. The approved scheme shall be implemented and carried out before the development is completed and shall thereafter be maintained for the duration that the development hereby permitted subsists.

Reason: To ensure further details of the proposed surface water drainage proposals and opportunities to secure improved habitat creation are secured in line with the recommendations of the Environmental Statement.

5. No development shall take place until full details of the revised means of access to serve the properties on Spalding Common that are affected by the 4 arm roundabout have been submitted to and approved in writing by the CPA. These revised means of access shall thereafter be constructed and made available before the development is completed and fully operational.

Reason: To ensure that details of the revised access arrangements for those properties affected by the construction of the roundabout are secured and the works implemented.

6. (a) No development shall take place until a written scheme of works has been submitted to and approved by the CPA. This scheme should include details of the measures and actions to be undertaken to enable the assessment, interpretation and recording of any features and deposits of the historic landscape setting that may be exposed during the course of the construction works. The scheme should be in accordance with a brief that has previously been agreed with Historic England and the County Council's Historic Environment advisor on behalf of the CPA and contain information which includes:
- setting out how any deposits with palaeo-environmental potential might be identified, sampled, assessed and analysed;
 - how samples, including those already taken from undated contexts within the development footprint, will be assessed, analysed and (where appropriate) subjected to scientific dating;
 - Provision for the publication and dissemination of analysis and records provision for archive deposition;
 - Nomination of a competent person/organisation to undertake the work;
 - The scheme to be in accordance with the Lincolnshire Archaeological Handbook.
- (b) The site work shall be undertaken only in full accordance with the approved written scheme. The applicant will notify the CPA of the intention to commence at least fourteen days before the start of the work in order to facilitate adequate monitoring arrangements. No variation shall take place without prior consent of the CPA.
- (c) A copy of the final report will be submitted within three months of the work to the CPA for approval (or according to an agreed programme). The material and paper archive required as part of the written scheme of investigation shall be deposited with an appropriate archive in accordance with guidelines published in The Lincolnshire Archaeological Handbook.

Reason: To ensure that satisfactory arrangements are made for the identification and recording of historic landscape features and deposits within the site as recommended by Historic England.

Landscaping

7. In the first available planting season following the completion of the construction of the development hereby permitted, soft landscape planting and fencing shall be carried out within the development footprint in accordance with a scheme and details that have first been submitted to and approved in writing by the CPA. The soft landscape planting scheme shall contain details including the species, size, number, spacing and positions of any plants and trees and include details of the measures to be adopted for their future maintenance and 10 year aftercare. In respect of fencing, details shall include the type, height, treatment/colour and position of any fencing to be erected as part of the development. Once implemented all soft landscaping and fencing shall be managed in accordance with the approved scheme.
8. All trees and shrubs not scheduled for removal and which are to be retained as part of the development shall be protected during the construction works in accordance with the recommendations of BS5387 'Trees in relation to design, demolition and construction – recommendations'. All protection fencing, barriers and measures implemented to protect trees and shrubs shall be maintained during the course of the construction works on site and be removed following their completion.

Reason: To minimise the impact of the development on the local landscape in the interests of visual amenity.

Noise & Lighting

9. All floodlighting and external site lighting associated with the construction of the development hereby permitted shall be positioned and operated to minimise the potential nuisance of light spillage from the site.
10. Before the road hereby approved is brought into use details of all proposed lighting to be implemented as part of the development (including street lighting and that associated with the bridges, underpasses and other circulation areas, etc) shall be submitted for the approval of the CPA. Thereafter the lighting shall be implemented and carried out in full accordance with the approved details.

Reason: In the interests of visual amenity and to minimise the impacts of light pollution on the local landscape and adjoining land uses (e.g. railway infrastructure).

Ecology / Pre-construction Surveys

11. No soil stripping or vegetation clearance works shall be undertaken between March and September inclusive unless otherwise agreed in writing with the CPA. If these works cannot be undertaken outside this time, the land affected should be evaluated and checked for breeding birds by an appropriately qualified ecologist and if appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until birds and any dependent young have vacated the area.

Reason: In the interests of safeguarding nesting birds that are protected by law.

12. Prior to any vegetation clearance or works affecting existing drainage ditches taking place, an updated pre-construction water vole survey shall be carried out and the results of this submitted to the CPA. Should no water voles be identified then any vegetation clearance that could affect water vole habitat shall be gradually and directionally removed under the supervision of an appropriately qualified ecologist. In the event that water voles are found to be present, then no works shall take place until a detailed method statement including details of the measures to be adopted to displace and protect water voles from the works has first been submitted to and been approved in writing by the CPA. All works shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure the mitigation measures for these species as set out in the Environmental Statement are carried out and implemented.

Contaminated Land

13. If, during the construction works, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the CPA) shall be carried out in the area affected by the identified contamination until the developer has submitted a remediation strategy to the CPA detailing how this unsuspected contamination will be dealt with and obtained written approval from the CPA. The remediation strategy shall be implemented as approved.

Reason: To ensure that appropriate remediation measures can be secured to protect controlled waters for any contaminated land which may be present within the site.

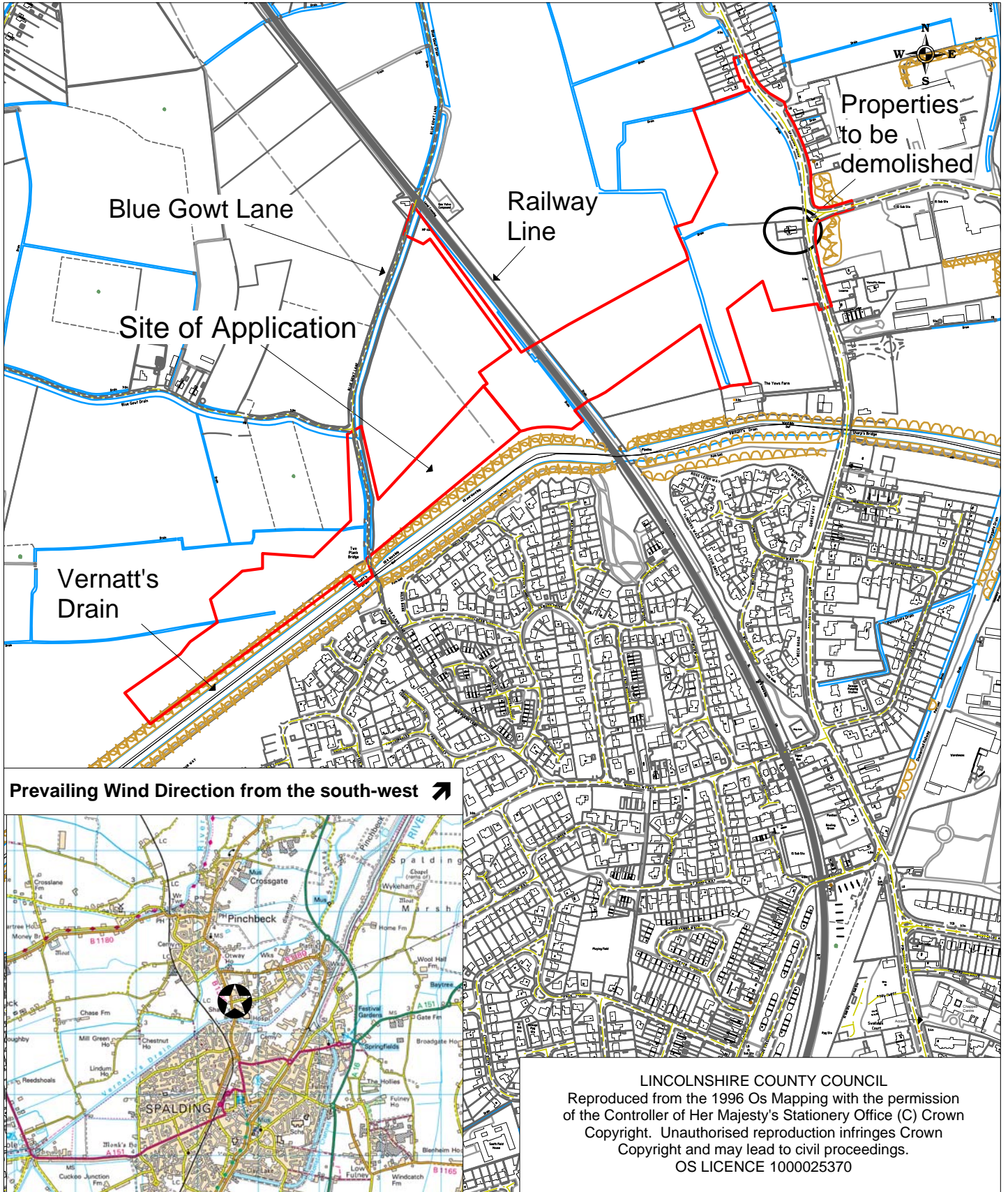
Informatives

Attention is drawn to:

- (i) Condition 6 – refer to Historic England letter dated 3 June 2019 regarding the matters to be contained within the further assessment required;

- (ii) In dealing with this application the County Planning Authority has worked with the applicant in a positive and proactive manner by giving pre-application advice in advance of the applications and seeking further information to address issues identified to enable the applications to be processed efficiently so as to prevent any unnecessary delay. This approach ensures the application is handled in a positive way to foster the delivery of sustainable development which is consistent with the requirements of the National Planning Policy Framework and as required by Article 35(2) of the Town & Country Planning (Development Management Procedure)(England) Order 2015; and

- (iii) The validity of the grant of planning permission may be challenged by judicial review proceedings in the Administrative Court of the High Court. Such proceedings will be concerned with the legality of the decision rather than its merits. Proceedings may only be brought by a person with sufficient interest in the subject matter. Any proceedings shall be brought promptly and within six weeks from the date of the planning permission. What is prompt will depend on all the circumstances of the particular case but promptness may require proceedings to be brought at some time before the six weeks has expired. Whilst the time limit may be extended if there is good reason to do so, such extensions of time are exceptional. Any person considering bringing proceedings should therefore seek legal advice as soon as possible. The detailed procedural requirements are set out in the Civil Procedure Rules Part 54 and the Practice Directives for these rules.



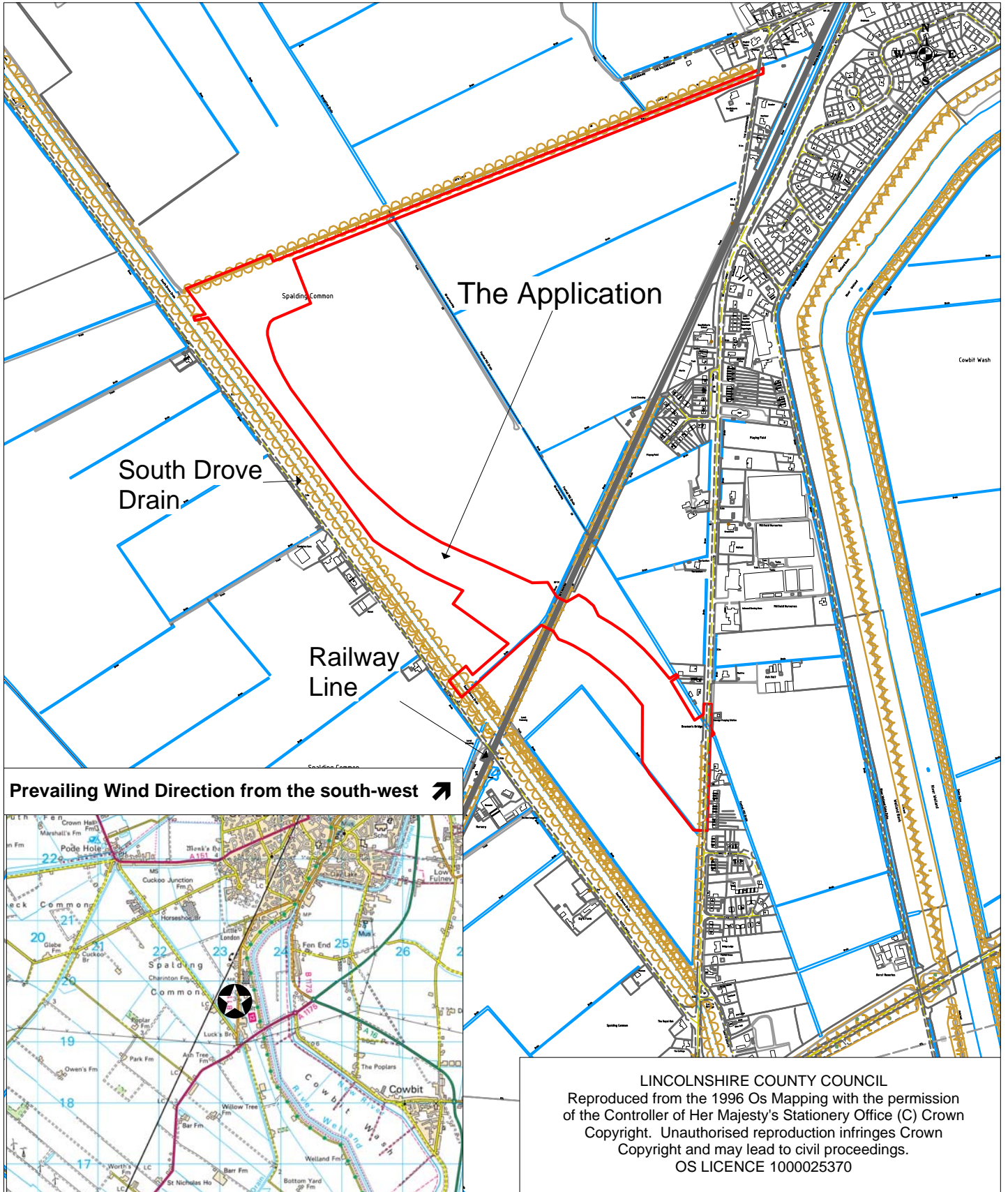
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Location:
 B1356 Spalding Road and Enterprise Way to Vernatt's Sustainable Urban Extension, Spalding

Description:
 To construction section 5 of the Spalding Western Relief Road

Application No: H14-0326-19

Scale: 1:7500



Location:

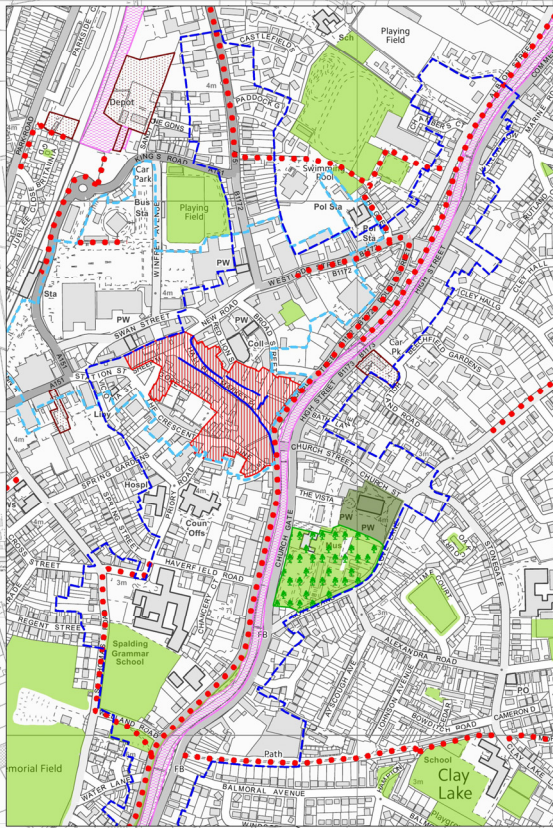
B1172 Spalding Common to Holland Park Sustainable Urban Extension, Spalding

Application No: H14-0327-19

Scale: 1:7500

Description:

To construction section 1 of the Spalding Western Relief Road



	Inset Map Boundary			Springfields Shopping and Festival Gardens	Policy 9,27
	Countryside	Policy 1,9,19,22,23		Primary Shopping Area	Policy 24,26
	Settlement Boundary	Policy 1,19,22,23		Primary Shopping Frontage	Policy 26
	Town Centre Boundary	Policy 24,25,26,27		SSSI	Policy 28
	Conservation Area	Policy 29		Local Wildlife Site	Policy 28
	Housing Commitment	Policy 11		Local Nature Reserve	Policy 28
	Housing Allocation	Policy 11,15		Flood Storage Area	Policy 4
	Existing Residential Gypsy/Traveller Site	Policy 20		Recreational Open Space	Policy 32
	Existing Main Employment Area	Policy 7		Green Infrastructure	Policy 32
	Proposed Main Employment Area	Policy 7		Historic Park and Garden	Policy 29
	Established Employment Site	Policy 7		Section 1 (Southern Section) of SWRR : Indicative Road Line	Policy 15,33,35
	Existing Mixed Use Employment Site	Policy 7		Extend SWRR Safeguarding Corridor to the north of Site Mon008	Policy 15,33,35
	Proposed Mixed Use Employment Site	Policy 7		Section 5 (Northern Section) of SWRR : Indicative Road Line	Policy 15,33,35
	Existing Restricted Use Site	Policy 7		Roundabout 1	Policy 15,33,35
	Proposed Restricted Use Site	Policy 7		Roundabout 2	Policy 15,33,35
	Prestige Employment Site	Policy 8		Extent of SWRR Delivery Strategy Sections	Policy 15,33,35
	Proposed Education Facilities	Policy 5		Cycle Route	Policy 33
				Proposed Cycle Route	Policy 33
				Ancient Monument	Policy 29

