

LINCOLNSHIRE COUNTY COUNCIL

PLANNING AND REGULATION COMMITTEE – 6 OCTOBER 2014

- Map showing location of applications attached.

ITEM

6.1 L/0643/11 & W42/131879/14 – Hawthorn Road and Lincoln Eastern Bypass (LEB)

Members of the public – a further 15 letters/emails of representation have been received (bringing the total to 69 representations for both applications). These representations largely object to the proposal and repeat the same issues and concerns as already set out in the Officers report (Paragraph 23).

City of Lincoln Council – no objection to the proposed revisions to the bypass (application L/0643/11).

Canwick Parish Council - no comments to make on either application.

Environment Agency – confirmed no objection to the revised Non-Motorised User (NMU) bridge.

Historic Environment Team (Lincolnshire County Council) – the potential for archaeological remains was taken into account when the original design for the bridge (and bypass) was considered and any mitigation strategy needs to be revisited to ensure that they are adequate to incorporate the revisions to the bypass and bridge design. It is therefore recommended that a planning condition be imposed to ensure that archaeological monitoring is secured.

British Horse Society – maintain an objection on the following grounds:

- (a) Failed to provide details on how segregation on the NMU bridge would be achieved.
- (b) Failed to provide adequate provision for equestrians and cyclists at the crossing point on Hawthorn Road which would allow users to continue their journey on the east side of the Lincoln Eastern Bypass.
- (c) If NMUs are travelling from the east to west along Hawthorn Road the NMU has no option than to cross Hawthorn Road close to the junction of the LEB, this being the main reason for the Inspector not approving the Orders in July.

Church Commissioners – maintain their objection and consider that insufficient consideration has been given to the potential for adverse noise on the proposed residential development within the Lincoln North Eastern

Quadrant (NEQ). Although the length of acoustic fencing has been extended alongside the NEQ boundary there is no apparent justification for this amendment and the extended length of acoustic fencing would have a very limited effect and so the noise environment would be unacceptable for residential use and contrary to WHO guidelines without further mitigation. The Church Commissioners therefore do not support the proposed amendments and are of the opinion that the noise from the LEB should be dealt with at source.

Response(s) from County Commissioner for Economy & Place

Historic Environment Team - proposed condition 7 attached to application L/0643/14 addresses this point.

British Horse Society – response to specific points as follows:

- (a) No specific segregation for NMU's on the bridge has been provided, however, the bridges width has been increased to 3.5m which is the design standard recommended by the DfT for equestrian use. Waiting areas at either end of the bridge for equestrians have also been included in the design.
- (b) An NMU route exists alongside the eastern side of the bypass. NMU's travelling north to south along the eastern side of the bypass would therefore have to cross Hawthorn Road but to address the concerns raised by the Inspector the crossing point has been moved further east of the bypass junction thus increasing the distance between traffic exiting the bypass and those NMU's wishing to cross the road.
- (c) The revised position of the NMU bridge will allow NMU's travelling east to west across the bypass without having to cross Hawthorn Road. This is the reason why the bridge has been re-positioned.

Church Commissioners – as confirmed in paragraphs 33 and 34 of the report, the length of acoustic fencing has been extended from the Wragby Road/A15 roundabout to a point just south of Greetwell Fields Lane where the LEB would drop to a level approximately 6.5m below the current ground level. The fencing would therefore be installed at a location where low noise surfacing was previously proposed to be used and it is expected that the fencing would provide a similar level of noise attenuation. Further attenuation would also be afforded due to the difference in land levels as the bypass routes advances south in a cutting.

In terms of impacts on the potential housing in the NEQ, the land is identified in the currently adopted West Lindsey Local Plan 2006 (Policy STRAT10) as a potential future housing site and planning policy considerations with regard the impact of the LEB on this land were taken into account both when the original dual carriageway bypass scheme was considered and granted planning permission in 2010 (ref: L/0170/10) and again when the single carriageway bypass scheme was granted permission in 2013 (L/110/13).

Whilst the NEQ was also identified as a housing allocation in the emerging Central Lincolnshire Core Strategy that policy document was withdrawn before its formal examination and although a revised version of the Core Strategy is due to be published for public consultation soon, given the current status of this document, in planning terms the status of the NEQ allocation land is no different to that when planning permission for the bypass was first considered. No planning permission exists for the development of housing on this land at this time and if any application were to come forward then the master planning and layout of any housing development would have to take into account the future amenity of residents taking into account its setting and proximity to the bypass. The noise mitigation measures included as part of the bypass are therefore considered appropriate to minimise and limit noise impacts at source particularly in respect to existing residential properties and given the current land status and permitted use of land which adjoins it.