

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

Report to:	Planning and Regulation Committee
Date:	13 May 2024
Subject:	County Council Development - 23/1447/CCC

Summary:

Planning permission is sought by Lincolnshire County Council (Agent: The Environment Partnership (TEP) Limited) for the construction of the North Hykeham Relief Road (NHRR) between the A46 Hykeham Roundabout and the A15 Sleaford Road Roundabout at the end of the Lincoln Eastern Bypass, with junctions at South Hykeham Road, Brant Road and Grantham Road. The Proposed Scheme will comprise 8km of dual all-purpose carriageway with a 70mph speed limit (120kph design speed) and associated structures, earthworks, drainage, street lighting, traffic signals, utility diversions and installations, pipeline diversion, temporary materials processing, landscaping, and highway features at Land between the A46 Hykeham Roundabout and A15 Sleaford Road Roundabout.

The Committee undertook a site visit on 9th May 2024. During the site visit Councillors were able to view the application site area, the location of key features of the proposed development and the proximity of sensitive receptors to the proposal.

Recommendation:

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.

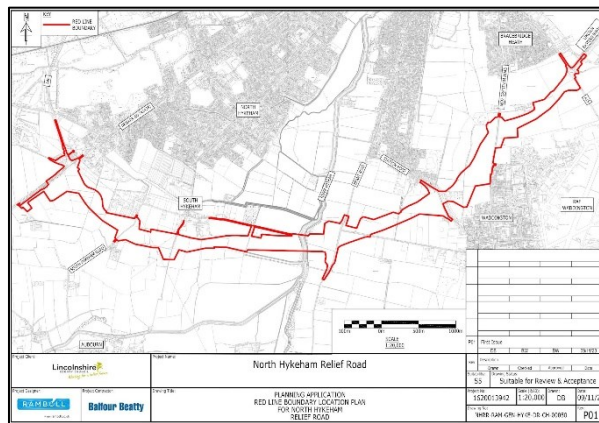
Background

1. The proposal for a new road to the south of Lincoln is a long-standing aspiration of the County Council and has been the subject of public consultation since 2005 to determine an acceptable route. In 2005 the proposal was known as the Lincoln Southern Bypass but it is now known as the North Hykeham Relief Road (NHRR).
2. The Lincoln Transport Strategy 2020 to 2036 identifies the construction of the NHRR as a dual carriageway between the A46 Pennell's (Hykeham) roundabout and the A15 at the Lincoln Eastern Bypass as being a top priority in order to reduce congestion, facilitate new development and provide better connections to Lincolnshire's coast.

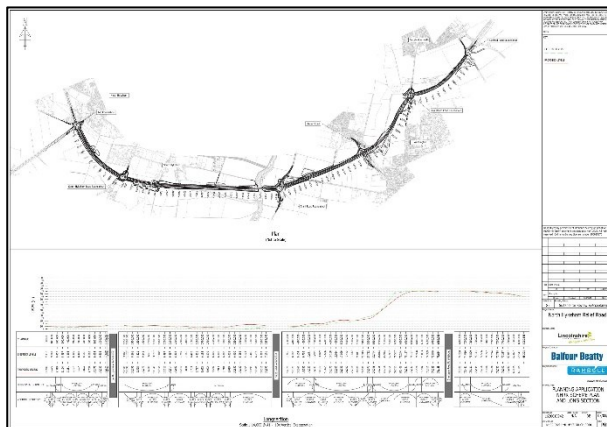
3. An indicative route of the proposed NHRR was safeguarded in the Central Lincolnshire Local Plan adopted in 2017 and more recently in the updated Central Lincolnshire Local Plan adopted in 2023.

The Application

4. Planning permission is sought by Lincolnshire County Council (Agent: The Environment Partnership (TEP) Limited) for the construction of the North Hykeham Relief Road (NHRR) between the A46 Hykeham Roundabout and the A15 Sleaford Road Roundabout at the end of the Lincoln Eastern Bypass, with junctions at South Hykeham Road, Brant Road and Grantham Road. The proposed scheme would comprise 8km of dual all-purpose carriageway with a 70mph speed limit (120kph design speed) and associated structure, earthworks, drainage, street lighting, traffic signals, utility diversions and installations, pipeline diversion, temporary materials processing, landscaping and highway features at the land between the A46 Hykeham Roundabout and A15 Sleaford Road Roundabout.



Red Line Site Boundary Location Plan



Planning Application NHRR Scheme Plan and Long Section

5. Overall, the application site extends to an area of 200.01 hectares. In addition to the 8km of dual carriageway and associated non-motorised user (NMU) route, the scheme is proposed to comprise of the following key features:

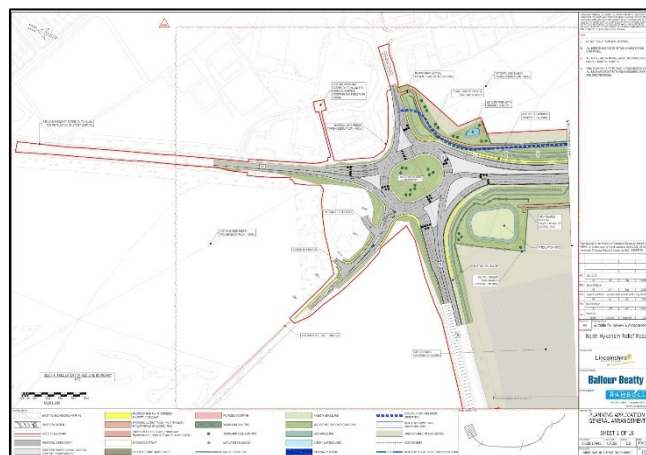
- A46 Hykeham Roundabout – an increase in the size and number of circulatory lanes, an additional arm and signalisation of the roundabout, together with associated NMU facilities;
 - South Hykeham Road Roundabout and associated NMU crossing facility to the north of the roundabout;
 - South Hykeham Road to Wath Lane NMU facility to the south of the proposed scheme;
 - South Hykeham Bat Bridge;
 - Brant Road Roundabout, associated NMU crossing facility to the north of the roundabout and realignment of Somerton Gate Lane;
 - Somerton Gate Lane Bat Culvert;
 - Station Road bridge;
 - Realigned Viking Way;
 - Grantham Road Roundabout and associated NMU crossing facility to the north of the roundabout;
 - Modification of the existing signalised junction at A607 Grantham Road and High Dyke to incorporate a pedestrian crossing facility;
 - A15 Sleaford Roundabout, associated crossing facility to the north of the roundabout and an additional arm to the roundabout;
 - Dualling of a 190 metre section of the Lincoln Eastern Bypass (LEB);
 - Lighting of junction areas;
 - Drainage attenuation ponds;
 - Wildlife ponds, mitigation and enhancement features;
 - Noise bunds and barriers and low noise surfacing on high speed sections of the proposed road; and
 - Landscape planting.
6. The proposed development has been the subject of amendments during the processing of the planning application, largely in response to representations received. The development as described below is the final proposal upon which the assessment and consideration in this report is based and upon which the decision is required to be made.

Route and Description of the Development

A46 Hykeham Roundabout

7. The existing four-arm roundabout is proposed to be significantly enlarged to incorporate a fifth arm for the proposed scheme. The existing A46 from Newark is proposed to be expanded to a four-lane approach to the roundabout, with a two-lane exit from the roundabout continuing the route of the A46 in a westerly direction and two dedicated left turn lanes from the proposed NHRR to travel south on the A46.

8. Middle Lane is proposed to have a two-lane approach to the roundabout and a single lane exit. Access to the existing services at this roundabout is proposed to be retained off Middle Lane in a similar arrangement to that which currently exists.
9. All approaches to the A46 Hykeham Roundabout are proposed to be signalised, apart from the Middle Lane approach. The signalisation is stated to be proposed to allow for the safe and effective operation of the roundabout and to facilitate the incorporation of Toucan crossing facilities to support pedestrians and cyclists.
10. It is proposed to divert Public Right of Way (PRoW) TOTH/17/1 around the roundabout, with the existing route of PRoW TOTH/17/2, across the A46 adjacent to the Bentley Hotel, proposed to be stopped up.
11. An attenuation pond is proposed to be located to the south east of the roundabout and a wildlife pond to the north. Adjacent to the wildlife pond an amphibian hibernaculum is proposed. An access track is proposed off Newark Road to enable maintenance of the ponds between North Hykeham Roundabout and South Hykeham Roundabout and to provide agricultural access.
12. A site compound is proposed to be located adjacent to the A46 to the south west of the A46 Hykeham Roundabout which is proposed to be linked to the proposed development via an internal haul road and have an access from the southbound carriageway of the A46 utilising an existing junction.
13. From the A46 Hykeham Roundabout the NHRR is proposed to travel in a south easterly arc to the junction with South Hykeham Road.



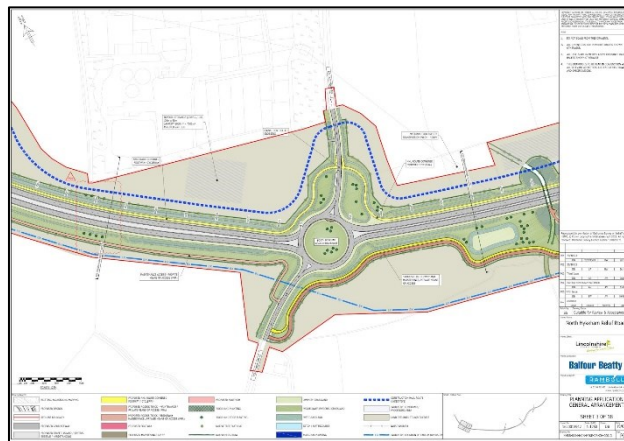
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New South Hykeham Roundabout

14. A new roundabout is proposed at the junction of the proposed NHRR and the existing South Hykeham Road. This is proposed to be a conventional four-arm priority roundabout. The carriageway approaching the roundabout is proposed to be built on a small embankment with two attenuation ponds to the north of the road, along its route between the two roundabouts. Along this stretch of the

development it is proposed to create an insect mound in an open area. In the broad location of the two attenuation ponds, extra heavy standard trees are proposed to be planted to the north and south of the proposed road to provide a hop-over feature for bats.

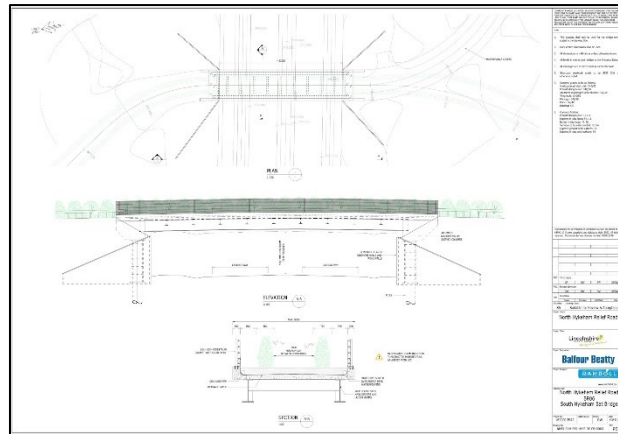
15. A proposed NMU path is proposed to the north of the road, including a signalised Toucan crossing on South Hykeham Road, and an agricultural access track is proposed to the south.
16. To the north west of the proposed South Hykeham Roundabout a topsoil storage area / site compound is proposed to be located during the construction phase of the development.



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South Hykeham Bat Bridge

17. To the east of the South Hykeham Roundabout a new bridge structure is proposed to be constructed to provide a route over the proposed NHRR for bats. This is proposed to have a span of approximately 33 metres and have a maximum width of 8 metres. The bridge is proposed to be planted with a double hedgerow with a minimum maintained 2 metre gap between the hedge lines and suitable pedestrian access for maintenance. Further hedging and vegetated embankments are proposed to the north and south of the bat bridge.
18. A wildlife pond is proposed to the south of the NHRR, to the east of the proposed bat bridge and two attenuation ponds are proposed to the south of the NHRR, to the east and west of the proposed bat bridge.



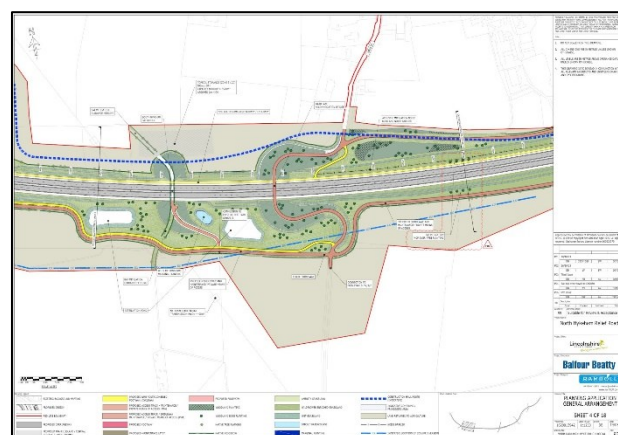
South Hykeham Bat Bridge

Wath Lane NMU and Accommodation Bridge

19. To the east of the South Hykeham bat bridge a further new bridge is proposed to cross over the NHRR, diverting the existing private road Wath Lane and bridleway SHYK/2/2. This bridge is proposed to accommodate a standard tractor and trailer. This proposed bridge is slightly to the west, off the line of the existing alignment of Wath Lane.

20. To the east of the Wath Lane NMU and Accommodation Bridge, the NHRR is proposed to travel in a broadly easterly direction towards the River Witham. Along this stretch, the NMU path is proposed to be sited to the north of the NHRR, together with two attenuation ponds, between which insect mounds are proposed, and an area for the storage of topsoil / site compound during the construction phase of the development. The existing Environment Agency Flood Bund is located to the south of the development in this location.

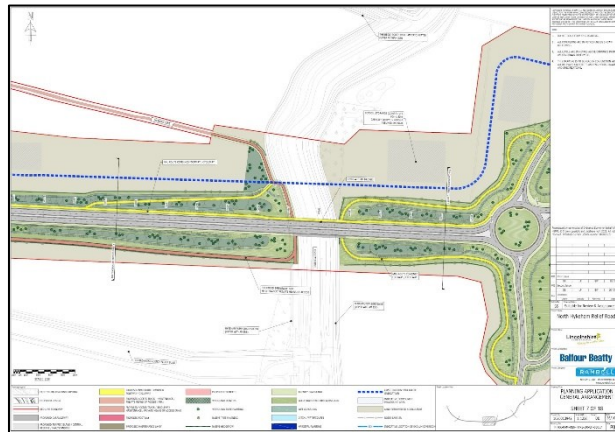
21. To the north of the proposed NHRR between the proposed road and the settlement of South Hykeham a noise mitigation bund and barrier are proposed to provide acoustic mitigation.



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River Witham Bridge

22. A bridge of approximately 28 metres in width and 134.4 metres in length is proposed to cross the River Witham. The bridge is proposed to accommodate the proposed dual carriageway and NMU route. It is proposed to be a three-span structure, with the largest span over the River Witham itself and two shorter spans either side over the adjacent dykes and agricultural access track to the west and the shared use footpath / cycleway to the east. It is proposed to extend the existing bridleway SHYK/906/1 along the route of the agricultural access track to create a circular route for recreational use.
23. Two areas for the storage of topsoil / site compounds during the construction phase of the development are proposed to be located to the east of the River Witham.



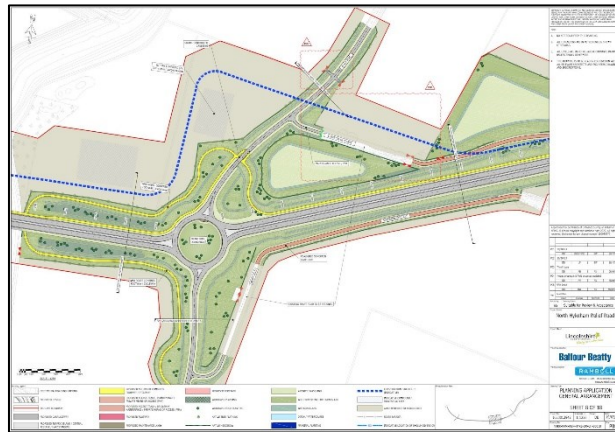
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New Brant Road Roundabout and Realignment of Somerton Gate Lane

24. To the east of the River Witham Bridge a new roundabout is proposed as the route of the NHRR is proposed to meet Brant Road. The proposed roundabout would be a conventional four-arm priority roundabout and is proposed to be aligned to the west of the existing Brant Road. The proposed NMU path is proposed to cross Brant Road to the north of this roundabout via a Toucan signalised crossing.
25. The proposed route of the NHRR would cross the existing Somerton Gate Lane. A new section of carriageway is proposed to be constructed parallel to, and to the south of, the proposed NHRR to facilitate a connection from Somerton Gate Lane onto Brant Road via a simple priority junction. To the north of the proposed NHRR, access to Station Road Farm is proposed to be facilitated by using a combination of part of the existing Somerton Gate Lane and construction of a trackway, which is also proposed to be used for the maintenance of an attenuation pond.
26. To the north east of the new Brant Road roundabout, at the intersection of the proposed NHRR and the existing Somerton Gate Lane, a reinforced concrete box culvert structure with a minimum width of 4 metres and an internal void height of 3.5 metres is proposed to be installed to accommodate bat flight lines. Hedgerows

and trees are proposed to be planted for guidance to connect the existing landscape features to the north and south of the culvert.

27. Two attenuation ponds are proposed to the north east of the new Brant Road roundabout, to the north of the proposed NHRR. An insect mound is proposed to be created between these two attenuation ponds. To the north east of these attenuation ponds, two further topsoil storage areas / site compounds are proposed.



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Station Road Bridge

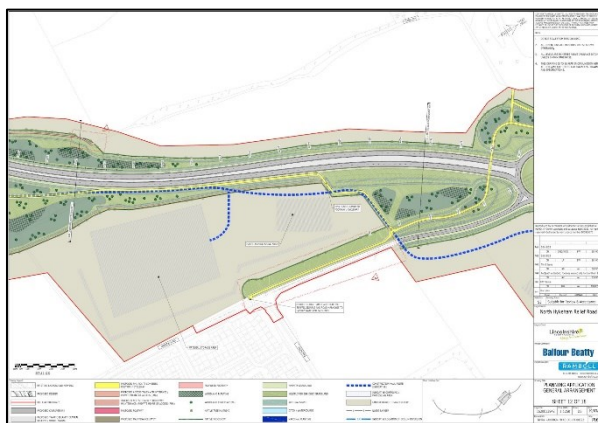
28. It is proposed to realign Station Road such that it passes over the proposed NHRR on a bridge. The bridge is proposed to be situated slightly to the west of the existing Station Road at broadly the same level as the existing road. Station Road is proposed to continue to be a through route over the new bridge and the line of the existing road is proposed to be retained to serve the remaining buildings.
29. The proposed NHRR would pass through the existing line of Station Road and into the escarpment in a cutting. In order to facilitate this, it is proposed to demolish six dwellings (a seventh dwelling has already been demolished). The curtilage of two further dwellings are directly affected by the route of the proposed NHRR but are not proposed to be demolished.
30. Noise mitigation bunds and barriers are proposed to both sides of the proposed NHRR to the north and south of Station Road to provide acoustic mitigation for the dwellings either side of the proposed new road.
31. The proposed NMU path is proposed to cross Station Road at an uncontrolled crossing and traverse from the northern side of the proposed NHRR to the southern side of the road.
32. A site compound area is proposed to the west of Station Road.



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Realigned Viking Way

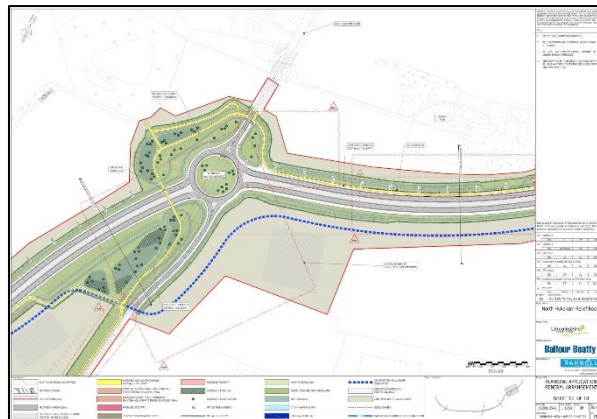
33. A short section of footpath WDGN/3/2, known as the Viking Way Long Distance Footpath, is proposed to be stopped up as it is intersected by the proposed NHRR. It is proposed to realign the Viking Way along the top of the cutting to the south of the proposed NHRR and construct a 5 metre wide footbridge over the proposed NHRR to the west of the A607 Grantham Road. This footbridge is proposed to provide a connection between the Viking Way to the north and south of the proposed NHRR and access for those using the NMU path to cross back to the north of the proposed NHRR.
34. A new footpath along the top of the proposed cutting slope, to the north west of the proposed NHRR, is proposed to be provided to retain part of the Viking Way along the top of the Lincoln Cliff, with additional sections created to provide onward connectivity from the retained Viking Way to Station Road.
35. To the south of the proposed Viking Way Footbridge, a materials storage area / site compound and a materials processing area are proposed to be located, between the proposed NHRR and the existing Grantham Road. Temporary environmental mitigation bunds are proposed adjacent to the materials storage area / site compound and materials processing area to provide mitigation to the nearby dwellings on the opposite side of Grantham Road.



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New Grantham Road Roundabout

36. A new roundabout is proposed at the intersection of the proposed NHRR and the existing A607 Grantham Road. This is proposed to be a conventional four-arm priority roundabout with the NMU path crossing Grantham Road to the north of the proposed roundabout via a Toucan signalised crossing.
37. To the south of the proposed roundabout, the existing signalised junction at Grantham Road and High Dyke is proposed to be modified to incorporate NMU crossing facilities to provide access from the existing NMU facility, in this location, to the Viking Way Footbridge and the NMU path proposed in this development.
38. A site compound to the south east of the new Grantham Road Roundabout is proposed.
39. Two noise mitigation barriers are proposed to the north west of the proposed road to provide acoustic mitigation to Grange Farm and the future occupants of a proposed residential development which lies adjacent to the proposed NHRR, as allocated in the Central Lincolnshire Local Plan for residential development (NK/BBH/003) and which has the benefit of outline planning permission (20/0057/OUT).



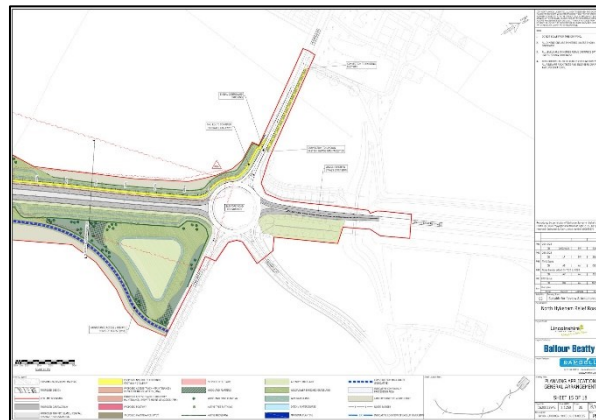
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A15 Sleaford Road Roundabout

40. Between the proposed new Grantham Road Roundabout and the A15 Sleaford Road Roundabout the proposed route NHRR forms a gentle arc heading in a north easterly direction.
41. Extra heavy standard trees are proposed to be planted to the north and south of the proposed NHRR, approximately 350 metres west of the A15 Sleaford Roundabout to provide a hop-over feature for bats.
42. The existing A15 Sleaford Road Roundabout is proposed to have a fifth arm added to the south west to provide for two-lane entry and exit to and from the proposed NHRR. Minor changes to the kerb line are proposed at the LEB arm and the

existing LEB two to one lane merge is proposed to be extended to provide a 100 metre length of dual carriageway with a 90 metres merge length to aid traffic flow.

43. The NMU path is proposed to cross Sleaford Road to the north west of the proposed roundabout via a signalised Toucan crossing and is proposed to connect to the NMU path along the LEB.
44. An attenuation pond is proposed to the south of the existing A15 Sleaford Road Roundabout which is proposed to be served by an agricultural / maintenance track. An insect mound is proposed to be created adjacent to the attenuation pond.



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General

45. Between the A46 Hykeham Roundabout and the proposed line of the NHRR to the north east of the new Brant Road Roundabout, a construction haul road is proposed to the north of the NHRR. The route of this construction haul road is proposed to cross to the south of the proposed NHRR prior to the existing line of Station Road.
46. Along much of the route of the NHRR native hedgerow and scattered tree planting is proposed, as are open swales with wet grassland seed mix.

Environmental Statement

47. The application is accompanied by an Environmental Statement (ES) which is considered to meet the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations). In accordance with Regulation 25 of the EIA Regulations further information was submitted on 21 March 2024 to supplement that submitted with the original ES. The original ES contains the following information (although some of this information has been subject to change since the original submission and the revised information is set out in relation to the Regulation 25 submission later in this report):

Chapter 1: Introduction sets out that the aims of the proposed development are to:

- assist the sustainable economic growth of Lincoln and Lincolnshire;
- reduce congestion in and around North Hykeham, Lincoln and the surrounding villages;
- improve the quality of life in the Lincoln area;
- maximise accessibility to central Lincoln; and
- improve road safety in central Lincoln and the other nearby settlements.

This chapter of the ES also provides a site description and the planning history, including that the broad alignment of a bypass to the south of Lincoln was included under Policy T1 of the North Kesteven Local Plan dated 1996 and has been safeguarded in subsequent local plans.

The planning policy context is established in this chapter and it sets out the structure of the overall ES.

Chapter 2: Assessment Methodology and Significance Criteria sets out the approach to public engagement and consultation, including public engagement events from 2005 to 2023. This chapter refers to the EIA Scoping Opinion sought and issued and provides details of the chapters of the ES which deal with the matters required to be considered.

The methods of establishing the baseline conditions for the EIA and the significance criteria used to assess potential effects are set out in this chapter. It states that the development of the design has sought to avoid environmental impacts wherever possible and that embedded mitigation is included within the proposed development to avoid or reduce impacts where necessary.

Chapter 3: Alternatives and Design Evolution provides a description of the locality and existing highway network and sets out a list of the existing site context and associated considerations which were taken into account in the design development process, these include, but were not limited to, the natural, built and historic environment, existing utility constraints and existing land uses.

This chapter sets out the alternatives which were considered during the design evolution, including doing nothing and various alternative locations for the route of the road. It states that the alternative routes have been subject to public consultation and that the route which is the subject of this application was ultimately decided upon as a result of the site context and associated considerations and feedback from the public consultations undertaken. Mitigation measures are proposed to address some of the constraints encountered.

Chapter 4: The Proposed Scheme describes the proposed development, stating that the road is proposed to pass mainly through flat mixed farmland on two levels. The lower level to the west is proposed to be crossed generally at grade or on a

low embankment rising to cross the River Witham on a combination of embankment and a bridge. To the east of Station Road, the road is proposed to be situated into a major cutting to reach the top of the escarpment known locally as the Lincoln Cliff. Beyond this, the road is proposed to be at grade or on low embankments to tie in with the A15 Sleaford Road and the LEB. The key features of the development are provided in this chapter, as set out above.

The operational objectives of the proposed development are stated to be:

- provide an additional east-west route for local and strategic traffic;
- improve access between the A46 on the Strategic Road Network (SRN) and the eastern side of Lincoln including the Lincoln Eastern Bypass;
- reduce rat running traffic through southern Lincoln and North Hykeham;
- provide a new link to unlock land allocated for the South West Quadrant;
- increase network capacity to accommodate housing growth;
- improve route choice for east-west movements to reduce traffic and congestion on the existing orbital network and key routes through Lincoln;
- expand the orbital network around Lincoln; and
- improve strategic and local route choice to improve network resilience.

Chapter 5: Demolition and Construction states that construction works are proposed to start in the last quarter of 2025 and will commence with enabling works including the demolition and formation of site accesses, haul roads and compounds and targeted site clearance. Construction compounds are proposed to be established in the following locations:

- main compound – A46: an area to the south-east of the existing North Hykeham Roundabout;
- satellite compound – River Witham: an area to the west of Brant Road;
- satellite compound – Station Road: an area to the west of Station Road; and
- satellite compound – Waddington: an area to the east of Grantham Road.

A total of six properties are proposed to be demolished to facilitate the proposed development, they are 46, 48, 50, 52, 58A and 58B Station Road, Waddington. A seventh property has already been demolished.

This chapter also states that it is proposed to use the limestone material obtained from the Lincoln Cliff as construction material and so material processing would be required in order to crush, screen and grade the limestone. This is proposed to be undertaken on the top of the escarpment west of Grantham Road and south west of the proposed road.

Chapter 5 states that the proposed working hours are expected to be:
Monday to Friday 07:00 to 19:00;
Saturdays 09:00 to 13:00; and
No working on Sundays or Bank Holidays.

However, it is also stated that there are likely to be some works which would need to take place outside these hours but that these occasions would be subject to prior agreement with the County Planning Authority.

This chapter highlights the requirement for the production of a Construction Environmental Management Plan which would then be implemented for the duration of the construction phase of the development.

Chapter 6: Air Quality considers and assesses the potential impacts of the proposed development on air quality. The baseline situation is provided which notes that the application site does not fall within an Air Quality Management Area but that both North Kesteven District Council and the City of Lincoln Council carry out air quality monitoring.

Consideration is then given to the potential impacts during the demolition and construction stage, particularly in reference to dust impacts on existing air quality receptors and demolition and construction traffic emissions on ecological and human health receptors. Air quality impacts at this stage are stated to be likely to occur within 200 metres of the construction site and haulage routes, consisting of increases in emissions of dust and particulate matter from earthworks and general construction activity and the presence of heavy construction-related traffic. It is stated that construction dust has the potential to affect approximately 600 high and medium risk human health receptors within 200 metres of the construction site. In light of the prevailing wind being from the south-west, it is stated that dust sensitive receptors are located in Bracebridge Heath, Waddington, Hykeham Moor and South Hykeham. The dust risk potential is assessed as being "high". Through best practice mitigation measures, proposed to be secured through a Construction Environmental Management Plan, the ES concludes that there will not be a significant adverse effect on air quality at the demolition and construction stage.

This chapter also considers the operational impacts on air quality in relation to emissions with respect to human health and ecological receptors. It states that the proposed development has the potential to cause a change in the concentrations of NO₂, PM₁₀ and PM_{2.5} as a result of changes to vehicle emission rates due to traffic rerouting and changes to fleet mix and speed. However, it is stated that predicted concentrations of NO₂, PM₁₀ and PM_{2.5} are below all of the relevant objectives for air quality at all of the assessed receptor locations. The ES concludes that there are unlikely to be significant adverse effects on human health or ecological receptors as a result of the proposed development at operational stage. It is not considered necessary to provide any mitigation measures at this stage of the development.

Overall, the ES concludes that there are no air quality constraints to the proposed development.

Chapter 7: Cultural Heritage states that data was gathered for all designated and non-designated heritage assets within 2km of the proposed scheme boundary. It is

stated that within the 2km study area there are 57 designated heritage assets, comprised of 53 listed buildings, of which three are Grade I and six are Grade II*, three Conservation Areas and one Scheduled Monument. There are also stated to be 374 non-designated heritage assets, however, these are stated to no longer be in-situ. Desk-top studies, heritage walkover survey, geophysical surveys and trial trench evaluations have been undertaken in the preparation of the ES.

Some evidence of activity from the Palaeolithic, Mesolithic, Neolithic, Bronze Age, Iron Age, Roman, Early Medieval, Post Medieval and Modern periods is reported within the study area. This includes evidence recovered during the archaeological evaluation undertaken in support of the proposed development.

Archaeological evidence from Roman villa complexes within and around the study area demonstrates that there was likely to have been a number of high-status residences in the hinterland area of Lincoln, which was a provincial capital and would have had a high number of government posts. There was an associated system of agricultural estates and supporting industrial activities. Fosse Way and Ermine Street are Roman roads. Archaeological evidence from the Roman period is predominantly focussed on the higher ground at the eastern end of the proposed development. Most of the archaeological evidence found during the investigations has been from this period.

An early medieval settlement is recorded 1.4km south of the proposed development and other evidence from this period includes a warrior burial approximately 670m east of the proposed development and a site of an inhumation cemetery approximately 350m south east, adjacent to the A607 in Waddington.

Medieval settlements in the study area primarily appear to be focused on the areas of settlements that had emerged during the early medieval period, including North Hykeham, South Hykeham, Thorpe on the Hill, Waddington and Aubourn. Within South Hykeham is the Grade II* Church of St Michael and the historic core of Waddington is designated as a Conservation Area.

There is evidence of agricultural and industrial activity from the post medieval period and several listed buildings, largely consisting of farmhouses and manor houses, associated with this period are located in the settlements of Bracebridge Heath, Thorpe on the Hill, North Hykeham, Aubourn and Waddington.

The modern period is evidenced by agricultural engineering and the importance of Lincolnshire to the war effort, including the use as military airfields.

The proposed development is stated to be located within three different Historic Landscape Character areas: the Fosse Way; the Valley Fens; and the Southern Cliff Heath. Twenty-nine hedgerows have been assessed as being of historic importance.

During the construction phase of the proposed development, effects are stated to predominantly relate to physical effects on heritage assets, including construction activity and any ground-breaking works. This has the potential to disturb or destroy known and unknown archaeological remains, would modify or remove 19th century field systems, would result in the loss of historic hedgerows and would completely remove the above ground earthworks that are associated with a medieval ridge and furrow. It is assessed that this would have a low adverse effect on cultural heritage and is not considered to be significant.

During the construction phase it is assessed that the impacts on the nearby Conservation Areas is likely to be low adverse, except for Waddington Conservation Area which is likely to experience a moderate or low adverse effect. Impacts on listed buildings are assessed to be low adverse or negligible neutral effects due to the distance from the proposed development and embedded mitigation measures.

During the operational phase of the proposed development, it is expected to have an impact on conservation areas due to traffic flow, noise and lighting. Waddington Conservation Area is stated to be expected to experience a moderate adverse effect which is permanent and long term, whereas Harmston and the Cathedral and City Centre Conservation Areas are expected to experience low adverse effects. The ES concludes that none of these effects are considered to be significant.

Whilst the potential for adverse effects on the setting of a number of listed buildings are highlighted, none of these are assessed as being significant and mitigation measures are proposed to be implemented.

This chapter of the ES recommends that a programme of archaeological excavation and recording is undertaken to record and advance understanding of known and as yet unknown archaeological remains and heritage assets and that the identified mitigation measures are implemented.

Chapter 8: Landscape and Visual states that the site lies within two National Character Areas (NCA), the Trent and Belvoir Vales (NCA 48) and the Southern Lincolnshire Edge (NCA 47) with the boundary between the two broadly following the Lincoln Cliff, towards the eastern end of the scheme and around the village of Waddington. It also falls within numerous local landscape character areas (LLCA): Terrace Sandlands (LLCA 1), Witham and Brent Vales (LLCA 2), Lincoln Cliff (LLCA 3) and Bracebridge Limestone Heath (LLCA 4), as set out in the North Kesteven Landscape Character Appraisal.

It is noted that the Lincoln Cliff is designated as an Area of Great Landscape Value and the proposed scheme would pass through the Waddington to Bracebridge Heath Green Wedge and the Witham Valley Green Wedge, as identified in the Central Lincolnshire Local Plan.

The existing land use of the proposed scheme is described as being dominated by large expanses of arable land, bounded by ditches and hedgerows, with only small, localised areas of improved grassland to the south of South Hykeham. Areas of poor semi-improved grassland and woodland are stated to exist mainly where the topography of the ground makes arable farming impractical or where small remnants of land occur between large expanses of arable fields. To the south eastern end of the proposed scheme is a large airfield which is part of RAF Waddington.

The landscape and visual assessment considers impacts within a study area of 2km either side of the central line of the proposed road and has been guided by the potential visibility, shown in Zone of Theoretical Visibility mapping.

The landscape characteristics are stated to comprise of:

- the existing settlement edges of North Hykeham, Waddington and Bracebridge Heath;
- agricultural farmland bound by hedgerow and ditches and dissected by minor lanes;
- undulating, generally enclosed arable farmland;
- landform rising more steeply into the Lincoln Cliff which forms a prominent landscape feature and allows panoramic views towards Lincoln Cathedral;
- scattered, rectilinear woodland blocks;
- overhead electricity lines and pylons;
- traffic noise; glimpsed traffic movements and tall lighting columns along the A15 and A46; and
- distant views towards Lincoln, including some views towards Lincoln Cathedral along the River Brant.

It is stated that overall, the landscape character is moderate, it has some scenic quality but is not rare, offers limited recreational value, is tranquil in places and has no associations with renowned artists or writers who took inspiration from it. It is stated to range from negligible to medium value.

Sensitive receptors are considered to be users of the network of Public Rights of Way in the vicinity of the site, road users, local residents and workers and visitors to local businesses.

It is acknowledged that the construction works would not fit the character of the landscape and would result in adverse impacts on a number of the identified characteristic features. The overall significance of effect on the landscape during the construction phase is assessed as being moderate adverse.

During the construction phase, the greatest level of visual effects are stated to be experienced by the closest receptors, primarily the users of the Public Rights of Way within and surrounding the site and residential properties adjoining the site

along Station Road. The significance of effect is assessed as being between slight and large adverse.

Consideration is given to the landscape and visual impacts of the proposed development at year 1 of operation and year 15. At year 1, both landscape and visual impacts are assessed as ranging between slight and large adverse significance and these impacts are largely the same at year 15, albeit that some have reduced slightly such that they range between neutral and large adverse. The impact of the proposed scheme is stated to be more prominent at night-time.

A range of mitigation measures are proposed to be included within the scheme, including the use of hoarding and screen fencing during the construction phase and early hedgerow, tree and woodland planting which is proposed to be maintained and monitored through the operational phase.

Chapter 9: Biodiversity states that a range of surveys have been undertaken to inform the ES including (but not limited to) those specifically relating to amphibians, bats, badgers, water voles, otters, birds and hedge hogs. There is stated to be one nationally designated site for nature conservation within 5km of the site, that is Swanholmes Lake Site of Special Scientific Interest (SSSI) which is located approximately 4.4km north of the site. The application site lies within the Impact Risk Zone for this SSSI. There is also stated to be one statutory wildlife site of local significance within 2km of the site, being Whisby Nature Park Local Nature Reserve, located 1km north west of the site. Sixteen non-statutory Local Wildlife Sites are also within 2km of the site.

Potential adverse impacts of the proposed development are identified at both the construction and operational phases, including (but not limited to):

- loss of and / or degradation of designated nature conservation sites and the species they support;
- loss of and / or degradation of habitats of ecological value;
- disturbance, displacement, injury or death of protected species;
- increased vehicle emissions;
- surface water run-off; and
- lack of management of woodland and hedgerow planting.

A range of mitigation measures are proposed to be implemented during the construction phase of the development, including (but not limited to):

- the implementation of a Construction Environmental Management Plan to address a wide range of matters;
- a lighting strategy to minimise impacts;
- tree, hedgerow and woodland protection measures;
- strategies for the protection of species, for example, throughout the vegetation clearance works; and
- obtaining Natural England protected species licences where appropriate.

A range of further mitigation measures are proposed to be implemented to address potential impacts during the operational phase of the development, including (but not limited to):

- the implementation of a Landscape and Hedgerow Management Plan to address the monitoring and maintenance of vegetation planting;
- habitat creation; and
- a lighting strategy to minimise impacts.

It is considered that significant short to medium term residual impacts as a result of the proposed development are limited to the loss of woodland and that this will be reversed to beneficial effects in the long term as replacement planting establishes. No significant adverse long term impacts are identified.

Chapter 10: Geology and Soils considers effects on bedrock geology and superficial deposits, effects on soil resources and soil movement and handling, and effects from contamination on human health, surface water and groundwater receptors. This chapter has been informed by desk-based studies, a site walkover survey and an intrusive land contamination investigation. It is stated that a detailed agricultural land classification survey has not been undertaken and that the quality of the agricultural land is considered to be Grade 3b.

A number of current (or former) potentially contaminative land uses on or within 250 metres of the proposed development have been identified, including: farms and farmyards, fuel pipeline serving RAF Waddington, biodigester plant, waste transfer station, two waste transfer stations, a petrol station, RAF Waddington and made ground associated with a former quarry. In addition, asbestos, in the form of chrysotile board was detected within one soil sample but was a small fragment and is not considered to be representative of the topsoil within the area overall.

The potential for unexpected, localised contamination along the proposed development is acknowledged.

No significant adverse effects of the proposed development on human health, surface water or groundwater receptors during the construction phase of the development are identified. Potential adverse impacts as a result of structural damage to soils are not considered to be significant and can be reduced by careful management and good timing. Whilst the loss of agricultural land is stated to be unavoidable, in light of the quality of the soil it is not considered to have a significant impact.

During the operational phase of the development, potential impacts are considered to be between neutral and low and are not considered to be significant.

A range of mitigation and enhancement measures are proposed including the implementation of a Construction Environmental Management Plan;

implementation of a Soil Management Plan, including limiting the stripping, movement and reinstatement of soils to between April and November, so far as is practical; a watching brief for asbestos during any ground works between Station Road and the escarpment; a contingency plan for dealing with unexpected contamination; and the design of below ground features to include measures to protect such structures from aggressive ground conditions.

Overall, no significant adverse impacts are identified with respect to material assets and waste.

Chapter 11: Material Assets and Waste assesses the potential impacts of the consumption of materials and products, the use of materials offering sustainability benefits, the use of excavated and other arisings that fall within the scope of waste exemption criteria and the production and disposal of waste.

It states that the proposed scheme will require both primary raw materials, such as aggregates and soil, and manufactured construction materials such as concrete, asphalt and steel. It is expected that the proposed earthworks would provide a near neutral cut and fill balance and it is stated that the intention is to re-use all of the site won material, with the exception of a limited quantity of unsuitable materials. It is also expected that off-site aggregates and materials would be required.

A Materials Management Plan is proposed to be implemented which would outline how site won materials would be managed and reused. A minimum of 14% of aggregates used in the construction of the development are proposed to be recycled or secondary aggregates.

It is stated that the proposed development has the potential to generate large amounts of construction, demolition and excavation waste and that the principles of waste minimisation and optimising material use would be applied to maximise the use of all material assets. It is proposed to manage all materials arising from the construction phase of the development in accordance with the waste hierarchy. A Construction Environmental Management Plan is proposed to be implemented.

No operational impacts in relation to material assets and waste are considered likely to occur.

Overall, significant effects are considered to be unlikely during the construction and operational phases of the development with respect to material assets and waste.

Chapter 12: Noise and Vibration considers noise and vibration effects associated with demolition, construction and operation of the proposed development. More specifically, the temporary effects due to noise arising from demolition and construction, including haul route vehicle movements; temporary effects due to

vibration from demolition and construction activities such as compaction and piling; temporary effects due to changes in road traffic noise on the local road network as a result of construction traffic and as a result of diversion routes; and permanent effects due to changes in road traffic noise due to redistribution of traffic as a result of the proposed development are considered.

Noise and vibration sensitive receptors are primarily identified as being dwellings, however, other sensitive receptors such as schools, nursing homes, places of worship, community facilities and public rights of way are also taken into account. A total of 3,938 dwellings and 33 non-residential receptors have been identified within the operational study area.

At the west end of the proposed development, the baseline noise climate is stated to be dominated by road traffic noise from the A46 and A1434 (Newark Road). Moving east, it is stated that there is a minor contribution from road traffic on the nearby rural roads, albeit at a low level, although in some locations there are moderate levels of road traffic noise from relatively busy existing roads such as the A607. Between Station Road and the eastern end of the proposed development, some receptors are stated to be affected by operational noise and aircraft noise from RAF Waddington, primarily during the daytime. At the eastern end of the proposed development, it is stated that the noise climate is dominated by road traffic noise from Sleaford Road and the A15. For those receptors which are not located near to existing primary roads, ambient noise levels are relatively low in light of the predominantly rural area.

Noise surveys were undertaken at a total of 12 locations, covering a range of the types of sensitive receptors identified. Construction works are stated to be proposed to take place mainly during the daytime, between 07:00 and 19:00 on weekdays and 09:00 and 13:00 on Saturdays, and work outside these hours is stated to be minimised as far as practicable.

Proposed mitigation measures include (but are not limited to) the following:

- implementation of a Construction Environmental Management Plan and appointment of a Public Liaison Officer;
- solid site hoarding fence around the perimeter of any site compounds to a height of 2 metres;
- temporary noise barriers in key locations at key times in the construction phase;
- permanent acoustic screening, including bunds and barriers, adjacent to the proposed road in specific locations;
- use of a low noise surface material to provide a 3.5 dB reduction in road traffic noise level when compared to a standard hot-rolled asphalt road.

During the construction phase of the development, significant adverse effects are stated to be expected in the vicinity of 6 Wath Lane, South Hykeham and South Hykeham Community Primary School due to earthworks; and in the vicinity of the dwellings on Station Road, Waddington, due to road removal works and

earthworks. Monitoring is proposed to ensure no other significant adverse effects are encountered in terms of the construction works themselves. Significant adverse effects as a result of construction traffic are stated to be limited to receptors within 25 metres of diversion routes when works are expected to be undertaken at night leading to night-time closure of roads and diversions being put in place. These effects are stated to be expected to last for between three and four weeks in relation to works at the A46 junction, the proposed South Hykeham Road junction and the proposed Brant Road junction. No significant adverse effects as a result of vibration during the construction phase are identified.

During the operational phase of the proposed development, significant adverse effects and significant beneficial effects are identified. It is stated that significant beneficial effects would be experienced at 252 dwellings and 4 non-residential receptors due to redistributed traffic. The majority of these receptors are stated to be located in Bracebridge Heath. It is stated that significant adverse effects would be experienced at 226 dwellings and 1 non-residential receptor due to redistributed traffic. These receptors are stated to be located primarily along the B-class roads between the A15 at Waddington and the A158 at Horncastle. In addition, it is stated that 50 dwellings would experience significant adverse effects due to road traffic noise from the proposed road itself. All of these effects take into account the proposed embedded mitigation.

Whilst significant adverse effects are identified, it is stated that no properties are expected to be eligible for statutory noise insulation measures under the Noise Insulation Regulations (1973).

Chapter 13: Population and Human Health considers the potential effects of the proposed development during the demolition, construction and operational phases of the development on population and human health. The assessment is made in relation to a study area consisting of the application site plus an area of 500 metres surrounding it.

Within the study area, it is noted that two Sustainable Urban Extensions are proposed and there are three allocated housing sites, making provision for a total of approximately 6,000 new dwellings. There are a range of community assets within the study area including (but not limited to) South Hykeham Community Primary School, St Michael and All Angels Church, Lakeside Nature Reserve, South Hykeham Village Hall, Bracebridge Heath Village Hall, two medical facilities, three leisure centres, the Viking Way and the River Witham. It is stated that there might be some temporary changes to the accessibility of these assets during the construction phase of the development but it is concluded that these are not significant adverse effects.

The operational phase of the proposed development is considered to have large or very large beneficial effects which are significant on local residents and access to community assets due to reduced congestion and journey times and improved accessibility. Benefits and disbenefits to local residents as a result of noise during

the operational phase are noted, as are adverse effects on air quality. Major adverse impacts due to noise at receptors in South Hykeham, including the primary school, healthcare facilities and church, are noted.

There are numerous commercial businesses located at Bracebridge Heath and North Hykeham. In addition, there is a hotel in North Hykeham, a hotel and holiday lodges in Thorpe on the Hill and short term holiday let accommodation in South Hykeham, all within 500 metres of the proposed development. Access to businesses would be maintained during the construction phase of the development but there might be some disruption to businesses through increased journey time. The significance of this is considered to be slight or moderate, but not significant.

No direct effects on employment and the economy are expected during the operational phase of the development, however, it is stated that indirectly, jobs may become more accessible through reduced journey times.

It is stated that there are currently eighteen footpaths and five bridleways within 500 metres of the proposed development, many of which are connected. It is stated that there is evidence that a number of the Public Rights of Way (PRoW) have high pedestrian and cycle usage, including Wath Lane, those in the vicinity of the A46 and A15 and the public bridleway close to the A607. The proposed development includes the permanent closure of three PRoW, modifications to the route of six PRoW and the creation of three PRoW. In addition, during the construction phase of the development, temporary diversions and closures would be required. Overall, the proposed development is considered to be likely to have temporary, moderate or large direct adverse effects which are possibly significant during the construction phase. It is stated that the proposed new NMU route from South Hykeham to Wath Lane, alternative PRoW and additional facilities would help to offset any adverse effects and encourage individuals to exercise, therefore having a positive effect on health and wellbeing. At the operational phase of the development, it is stated that there would be slight, direct beneficial effects (not significant) on walkers, cyclists and horseriders.

There are large expanses of arable land and a number of land holdings within the footprint of the proposed development and the agricultural land is stated to be Grade 3b. It is stated that fourteen properties would be affected by permanent land acquisition which could affect viability and profitability of the businesses and seven properties would be affected by severance, resulting in increased journey times and disruption to agricultural businesses. It is concluded that this could result in permanent, direct, large or very large adverse significant effects. The proposed development includes alternative accesses but it is acknowledged that this would result in additional journey times. The effects during the operational phase are expected to be as at the construction phase.

It is stated that the demolition and construction phase of the proposed development would generate employment opportunities (it is expected that the

road would be constructed over a 36 month period), with an estimated increase of approximately 2,119 jobs, having temporary direct and indirect social and economic impacts.

The proposed development would involve the demolition of six residential properties on Station Road, Waddington and two further residential properties would be directly affected by the development which would encroach on the associated land titles. It is stated that Lincolnshire County Council own (and have done so for some time) the six properties proposed to be demolished and that they are currently rented out on short term rental agreements. A seventh dwelling has already been demolished (due to vandalism and dereliction).

Construction activities are stated to have the potential to give rise to noise, vibration and air quality issues without mitigation. The construction phase would also give rise to changes in accessibility to some properties due to road closures.

A range of mitigation measures are proposed to be implemented, including through a Construction Environmental Management Plan, the use of clear signage regarding the proposed combined footway / cycleway, limiting the acquisition of land and regular community engagement.

A health assessment is also undertaken which considers matters such as air quality, ambient noise, sources of pollution, landscape amenity and severance / accessibility. The assessment is based on population level data, not data relating to individuals and is a qualitative process based on professional judgement. The findings of the previous chapters on these matters are cited and where significant effects are identified, it is acknowledged that this could result in an impact on health (both beneficial and adverse, depending on the effect).

It is stated that the proposed development would have a number of wider economic benefits, potentially unlocking a significant amount of employment and housing land which in turn would help meet Lincolnshire's housing needs, enhance the local labour market, support new employment opportunities and the economy, generate fiscal benefits for local authorities and make Lincolnshire more attractive to inward investment.

Chapter 14: Road Drainage and the Water Environment considers the impacts of the proposed development on the water environment. The proposed development crosses the River Witham, a main river which flows in a south-north direction, at approximately the middle of the length of the road. Whilst the proposed development does not cross any other main rivers, the River Brant, which is a main river, joins the River Witham approximately 300 metres south of the proposed development and The Beck, also a main river (for its final 900 metres), joins the River Witham approximately 100 metres north of the proposed development. Approximately 100 metres south of the proposed development is a sluice gate on the River Witham for flood control.

Several drainage watercourse are present throughout the agricultural floodplain, which flow to the River Witham, and would be crossed by the proposed scheme. These drains are part of the Upper Witham Internal Drainage Board network. A flood storage area, known as the Witham Washland, is present to the west of the River Witham sluice gate and has a grassed bund along its northern edge, running broadly parallel to the south of the proposed development.

The proposed development area is situated mostly within Flood Zone 1, although it crosses Flood Zones 2 and 3, associated with the River Witham. The proposed development is stated to be at a low to very low risk of fluvial flooding east of the River Witham and medium and high risk to the west of the River Witham. In relation to surface water flooding, areas of the proposed development site are stated to be of low, medium and high risk.

An outline drainage strategy is stated to have been developed which proposes all surface water runoff from the road would enter a swale at the verge or concrete v-channel within the central reservation. This water is then proposed to be conveyed to proposed attenuation basins before being discharged at an agreed rate to surface watercourses. Adjacent to the roundabout connection with the A15, the runoff is proposed to enter an infiltration basin for discharge to the ground.

During the construction phase of the development, pollutants, changes to river catchment and surface water runoff, damage to watercourses and impacts on aquifers and springs are identified as potential risks. Environmental effects during the construction phase are stated to be between neutral and moderate adverse. During the operational phase of the development, through the introduction of a road and associated structures such as embankments, bridge piers, outfalls and drainage structures and the loss of vegetation, there are potential adverse impacts on geomorphology, changes to river catchment and flood risk, pollutants and impacts on aquifers and springs. Environmental effects during the operational phase of the development are stated to be between neutral and slight adverse.

Mitigation and enhancement measures are proposed. During the construction phase, it is proposed to implement a Construction Environmental Management Plan, which is proposed to include a Surface Water Management Plan. The proposed drainage strategy is stated to address potential impacts during the operational phase of the development.

Overall, this chapter concludes that with the proposed design and mitigation measures, there would be no significant effects in relation to road drainage and the water environment at either the construction or operational phases of the proposed development.

Chapter 15: Climate considers the potential impacts of the proposed development with respect to greenhouse gas emissions, vulnerability to climate change and in-combination climate change impacts during the construction and operational

phases of the development. Consideration is given to the baseline data in comparison to the predicted climate in 2060.

It is stated that the site of the proposed development is projected to have increases in winter and summer temperatures, with the largest increase in the summer. Precipitation is projected to decrease in the summer and increase in the winter. In general, climate changes are projected to result in increasingly wetter and warmer winters and drier and warmer summers.

The proposed development is stated to result in greenhouse gas emissions due to construction materials and activities during the construction phase and maintenance and the use of the road by vehicles during the operational phase. The primary source of greenhouse gas emissions at operational phase would be from vehicles using the proposed road. Overall, the expected change in greenhouse gas emissions is stated to be very small in comparison to national carbon budgets, would not have a material impact on the ability of the UK government to meet its carbon reduction targets and is not considered to be significant.

Through the design, construction and working practices, it is considered that the vulnerability of the proposed development to climate change during the construction phase is not significant. Whilst a number of potential risks in terms of vulnerability have been identified at the operational phase, it is considered that the proposed mitigation, monitoring and maintenance which are proposed to be implemented, would result in the impact not being significant.

No new or different significant in combination effects were identified.

Chapter 16: Major Accidents and Disasters considers natural, technological and manmade hazards. The study area for this chapter is hazard sources and pathways within 2.5km of the site boundary, major hazard facilities and major accident hazard pipelines within 5km of the site boundary and operational airports and airfields within 13km of the site boundary (the latter distance being to reflect aerodrome safeguarding related to wildlife).

Potential major events during the demolition and construction phase of the development are stated to be river flooding, pollution incident, droughts (and higher temperatures), major traffic accident, poor air quality, systems failures, fatality / permanent injury, malicious attack on publicly accessible locations, transport systems or infrastructure and explosions. A range of risk management and mitigation measures are provided to address each of these potential major events, including (but not limited to) the implementation of a Construction Environmental Management Plan, an Emergency Preparedness Response Plan and best practice.

Potential major events during the operational phase of the development are stated to be river flooding, surface water flooding, ground collapse, pollution incident,

storms (including intense rainfall events) and gales, heatwaves (and higher temperatures), drought (and higher temperatures), industrial accident, major transport accident, poor air quality, fatality / permanent injury, structural failure and malicious attack on publicly accessible locations, transport systems or infrastructure. A range of risk management and mitigation measures are provided, many of which are included as embedded mitigation within the overall development, such as active and passive surface water mitigation measures, a drainage system which includes an allowance for climate change, use of road surface materials to improve skid resistance and implementation of an Emergency Preparedness Response Plan.

Overall, this chapter concludes that with the range of risk management and mitigation measures proposed, the risk of any such major event occurring will be managed to be as low as possible and therefore there will not be any likely significant environment effects arising from the vulnerability of the proposed development to major accidents and/or disasters.

Chapter 17: Cumulative Effects considers combined and cumulative effects of the proposed development. A list of developments, which have the potential to result in cumulative effects with the proposed development have been identified through a desk-based review.

It is stated that the demolition and construction phase of the development has the greatest potential to result in combined effects on a single, sensitive receptor and that potential adverse impact interactions during this phase are largely related to dust, noise, vibration, traffic and visual effects. These are stated to vary over the construction phase and it is concluded that there would, at worst, be temporary minor adverse impact interactions.

In relation to cumulative effects, it is stated that a moderate adverse cumulative effect is predicted for the proposed development in combination with the development allocated in the Central Lincolnshire Local Plan at the South-West Quadrant SUE. This is due to effects on the historic and rural character of the Grade II* Church of St Michael. It is not considered that further mitigation is possible, as the proposed development already includes embedded mitigation through a landscape strategy.

It is also stated that the SUEs adjacent, and in close proximity, to the proposed development have the potential to result in cumulative effects with respect to labour markets if construction phases were to overlap.

No other combined or cumulative significant adverse effects are identified.

Chapter 18: Residual Effects and Conclusions considers the effects that remain following implementation of the proposed mitigation measures. It is stated that the proposed Construction Environmental Management Plan would incorporate all of the commitments in the ES, addressing all relevant environmental issues

including noise, vibration, waste management, air emissions, protection of water and ecological resources, hours of working and amenity. A number of mitigation measures are stated to have been embedded within the proposed development, including a landscaping strategy, planting strategy, noise bunds and barriers, South Hykeham Bat Bridge and Somerton Gate Lane Bat Culvert.

In summary, it is stated that the proposed development, once operational, would result in the following residual significant adverse effects:

- changes to the wider setting and views due to the presence / noise of traffic movement;
- a permanent change in land use from agricultural land;
- views toward the completed development;
- increases in road traffic noise due to the proposed development; and
- increases in road traffic noise occurring due to the redistribution of traffic;

and the following significant beneficial effects:

- reductions in road traffic noise occurring due to the relocation of Station Road and redistribution of traffic;
- reduced congestion; and
- reduced journey time.

Overall, it is concluded that the proposed development would have an overriding positive impact in Lincolnshire.

Non-Technical Summary provides a summary of each chapter of the ES in non-technical language.

Following a request under Regulation 25 of the of EIA Regulations, further information was submitted on 21 March 2024. The further information seeks to address queries and objections which had been raised in relation to the originally submitted ES. This included the following:

North Hykeham Relief Road Regulation 25 Response Report Part A – Further Information which provides responses to each of the queries raised by the County Council in the Regulation 25 request. This includes:

Chapter 2: Construction Environmental Management Plan which states that a draft Construction Environmental Management Plan (CEMP) is submitted. The draft CEMP makes a commitment to deal with the matters specified in the ES during the construction period such as (but not limited to) dust management, surface water management, noise attenuation, air quality control, management of waste, construction traffic management, monitoring and record keeping and details of key personnel. It is concluded that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 3: Cultural Heritage considers built non-designated heritage assets which had not previously been considered. Consideration is given to the significance of the assets and their settings and these are assessed in relation to direct and indirect impacts. It concludes that the effects of the proposed development during both the construction and operational phases of the development range from neutral to low adverse, with the exception of the effects on 46 Station Road, Waddington which is proposed to be demolished and is therefore concluded to result in an effect of moderate adverse significance. It is stated that the impact of the proposed development to this property is proposed to be mitigated through a programme of historic building recording prior to demolition. It is concluded that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 4: Lighting provides an assessment of the lighting which is proposed to be installed at the junctions along the proposed road. A series of drawings have also been submitted which show the location and specification of the proposed lighting. The potential impacts of the proposed lighting on ecology (in particular in relation to bats), residential amenity, amenities of visitors to nearby hotels and landscape and visual amenity impacts are considered. It is concluded that the overall assessments of significance of effects reported in the original ES remain as previously stated.

Chapter 5: Arboriculture clarifies the number of trees, groups of trees and hedgerows to be removed (68 trees, 73 tree groups and 6.1km of hedgerow) and that 1,711 new trees, 17.74 hectares of woodland mix, 3.32 hectares of woodland edge mix and 18.8km of hedgerow are proposed to be planted. It confirms the majority of trees to be removed are category C, low value trees. It also confirms the approach to heritage and ecologically important hedgerows. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 6: Biodiversity provides a detailed response to the queries raised by North Kesteven District Council's Ecologist and updates the supporting information accordingly, including the provision of an amended Biodiversity Net Gain (BNG) Report. Confirmation is provided that the bat mitigation hop over trees are proposed to be heavy standard trees of approximately 8 metres in height and so would be effective immediately. It is proposed to plant these, and the proposed hedgerow at the bat bridge, at the start of the construction phase. It is acknowledged, however, that some of the planting proposed would take a number of years to grow to optimal effectiveness.

Consideration is given to recommended Local Wildlife Sites, including two which lie (at least in part) within the application site boundary and one which is adjacent. It is concluded that there would be no residual significant effects on any of these sites arising from the construction or operational phases of the proposed development.

It is stated that the BNG Report has been amended to reflect the issues raised and that further survey work is recommended prior to commencement of works. Confirmation is provided that there are no veteran trees on the site.

Overall, it concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 7: Geology and Soils provides details of the agricultural land classification survey which has been undertaken. This survey established that 8.4 hectares of Grade 2 and 35.2 hectares of Grade 3a agricultural land would be permanently lost as a result of the proposed development. This would result in the loss of 43.6 hectares of best and most versatile agricultural land. It is concluded that there would be an effect of moderate adverse significance, which is greater than previously reported in the original ES.

Chapter 8: Materials and Waste clarifies that there is no peat resource identified within the application site and minimal volumes of peat inclusions are proposed to be excavated. It is considered that impacts are negligible and no mitigation is required. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 9: Noise proposes additional acoustic barriers in the vicinity of the proposed permitted residential development (under reference 20/0057/OUT) and at Grange Farm, towards the eastern end of the proposed road. These acoustic barriers consist of 2 metre high fencing and it is concluded that no significant effects are expected to occur due to road traffic noise as a result of the proposed development. It is also concluded that the addition of these acoustic barrier would not result in significant adverse effects in relation to landscape and visual impacts, heritage, soils, biodiversity, human health or cumulative impacts and the conclusions of the ES are unaltered in respect of these matters.

Consideration is given to the potential effects of the proposed development on the allocated South-West Quarter Sustainable Urban Extension. It is acknowledged that no planning permission existed on this site at the time the assessment was undertaken. It is concluded that there would be no significant effects on the future development of this site, with or without acoustic screening, and therefore no amendment is proposed to the development.

Consideration is also given to potential effects due to night-time construction noise. It is stated that noise and vibration activity associated with the construction of the proposed development would be managed through the Construction Environmental Management Plan and Construction Traffic Management Plan and includes measures such as temporary screening, restrictions on hours of work, restrictions on the number of nights to be worked in any period and on-going monitoring. It is concluded that with the mitigation in place, night-time construction noise is not expected to result in significant adverse effects.

Chapter 10: Climate clarifies that there is a typographical error in the original ES and corrects this error. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 11: Cumulative Effects clarifies that there are typographical errors in the original ES and corrects these errors. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 12: General provides confirmation that the proposed development as presented in the planning application is sufficiently detailed and provides enough detail of the development to be constructed and that any references to the detailed design stage relate to minor design refinements which take place after planning permission is granted. It concludes that the EIA is robust and that the assessment of significance of effect reported in the original ES remain as previously stated.

Chapter 13: ES Volume 3 refers to the provision of information which had been omitted from the original ES, but had previously been referred to. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

In addition to the Regulation 25 Further Information, general additional information was also submitted on 21 March 2024. This information relates to queries which were not specific to the ES and requested responses to a number of specific representations received through the consultation process. This included the following:

North Hykeham Relief Road Response Report Part B – General Matters which provides responses to queries raised by the County Council, including:

Chapter 2: Arboriculture provides a response to queries raised by North Kesteven District Council's Tree Officer confirming the approach to heritage and ecologically important hedgerows and the planting mix. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 3: Biodiversity clarifies the approach taken in considering biodiversity, cross references to the Part A document with respect to Local Wildlife Sites and confirms that a typographical error is contained within the draft Landscape and Ecological Management Plan. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 4: Health Impact Assessment clarifies that the number of properties affected by noise as a result of the proposed development is stated correctly in Chapter 12 of the original ES (as set out above) and that there is an error in the numbers used in Chapter 13 of the original ES. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 5: Landscape Strategy states that the applicant has liaised with RAF Waddington regarding the proposed attenuation basins and ponds and that no concerns have been raised regarding aviation hazard in the vicinity of RAF Waddington. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 6: Public Engagement Report Appendices sets out what information is missing from the submission in relation to the public engagement which took place in 2006 and that due to the passage of time, it has not been possible to locate a full copy. However, it is stated that a summary of the outcome of the consultations was provided in the original ES and it concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 7: Transport and Active Travel provides a response to issues raised by National Highways. It is stated that the proposed development has been amended to include a 4 lane northbound entry to the North Hykeham roundabout from the A46 and additional amendments to the roundabout layout and access and egress arrangements to the services accessed off Middle Lane. It is concluded that whilst there are some minor changes to potential effects assessed in the ES, such as minor worsening of noise levels during construction to receptors such as Bentley Hotel, The Gamekeeper and the Travelodge hotel, these are not expected to be significant and the mitigation already included in the ES is sufficient. As a result, it is concluded that the proposed amendments do not result in changes in significance in the ES or mitigation provided.

This chapter states that the concerns raised by Active Travel England are dealt with in an appendix of the document.

Chapter 8: River Witham acknowledges that the River Witham is a receptor of high importance and addresses a query raised by North Kesteven District Council regarding the protection of water quality and biodiversity from surface water runoff associated with the proposed bridge. It states that the proposed development incorporates Sustainable Drainage Systems and other features to manage diffuse pollution and that swales and catchpits are proposed to prevent runoff and silt entering the River Witham. It concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

Chapter 9: Drawings refers to the submission of additional drawings illustrating the long section through the Lincoln Cliff, as requested.

Chapter 10: Other provides cross referencing to the appropriate appendix for each response to specific representations received. Overall, it concludes that the assessment of significance of effects reported in the original ES remain as previously stated.

A series of revised drawings were also submitted on 21 March 2024 and the description of development set out above includes reference to these amendments.

In addition to this, and in response to the comments of North Kesteven District Council's Environmental Health Officer, on 24 April 2024 further revisions were made to the proposed scheme increasing the height of the acoustic barrier in the vicinity of the proposed permitted residential development (under reference 20/0057/OUT) from 2 metres to 3 metres.

Site and Surroundings

48. The application site lies in an arc between land to the west of the A46, in the vicinity of the roundabout at North Hykeham, and land to the east of the A15, in the vicinity of the Lincoln Eastern Bypass. It covers an area of approximately 200.01 hectares. The majority of the application site is relatively flat agricultural land, except the land associated with the Lincoln Cliff, which rises steeply from the west to the east. Towards its eastern side, in the vicinity of the Lincoln Cliff, the application site goes through the Lincoln Cliff Area of Great Landscape Value. The River Witham, which is a main river, crosses the application site, in a north south direction.



View from South Hykeham Road towards A46 Hykeham roundabout



View along Wath Lane looking north towards Church of St Michael



View from Meadow Lane looking east

49. The application site runs to the south of the settlements of North Hykeham, South Hykeham and Bracebridge Heath and runs through Waddington. Waddington Conservation Area is located approximately 150 metres from the application site and Harmston Conservation Area is located approximately 1.8km from the application site at its nearest point. There are no listed buildings within the application site but there are 53 listed buildings within 2km of the site, including the Grade II* Church of St Michael in South Hykeham, approximately 90 metres from the application site, and the Grade II Gates and Walls at the Manor House, Sleaford Road, Bracebridge Heath which lies adjacent to the application site.



View from Somerton Gate Lane looking west towards Brant Road



View from Viking Way looking west



View from Viking Way looking south east towards Grantham Road

50. The application site crosses two areas identified in the Central Lincolnshire Local Plan as Green Wedges located to the east of South Hykeham and to the west of Waddington and through a designated Area of Great Landscape Value.
51. The application site is predominantly located in Flood Zone 1 but some areas are within Flood Zones 2 and 3 in the vicinity of the River Witham. Part of the southern boundary of the application site is adjacent to an Environment Agency flood defence which in turn has a water storage area to the south of it.



View from PRoW SHYK/906/1 looking south towards flood storage bund



View from River Witham sluice gates looking north towards location of proposed bridge

52. The application site lies within limestone and sand and gravel Minerals Safeguarding Areas.

Main Planning Considerations

Planning Policy Context

53. The National Planning Policy Framework (December 2023) sets out the Government's planning policies for England. It is a material consideration in the determination of planning applications and adopts a presumption in favour of sustainable development. A number of paragraphs are of particular relevance to this application as summarised:

Paragraphs 7 to 11 (Sustainable development) state that there is a presumption in favour of sustainable development and that achieving sustainable development means that the planning system has three overarching objectives, which are independent and need to be pursued in mutually supportive ways. These three objectives are: economic; social and; environmental.

Paragraph 38 (Decision making) states that local planning authorities should approach decisions on proposed development in a positive and creative way and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Paragraphs 39 to 42 (Pre-application engagement and front-loading) recognise that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community. The more issues that can

be resolved at pre-application stage, the greater the benefits. Applicants are therefore encouraged to engage with the local community and, where relevant, with statutory and non-statutory consultees before submitting their applications.

Paragraphs 2, 47 & 48 (Determining applications) state that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. It also advises on the weight that should be afforded to relevant policies in emerging plans depending upon the stage of their preparation.

Paragraphs 85 to 87 (Building a strong economy) states decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Planning policies and decisions should recognise and address the specific locational requirements of different sectors.

Paragraphs 96 to 100 (Promoting healthy and safe communities) state that planning decisions should aim to achieve healthy, inclusive and safe places.

Paragraphs 114 to 117 (Transport) state that in assessing applications for development it should be ensured that safe and suitable access to the site can be achieved for all users and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety can be cost effectively mitigated to an acceptable degree.

Paragraphs 131 to 141 (Achieving well-designed and beautiful places) state that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Developments should therefore function well and add to the overall quality of the area; and be sympathetic to local character and history.

Paragraphs 157 to 175 (Climate change and flood risk) state that plans should take a proactive approach to mitigating and adapting to climate change taking into account long-term implications including in respect of flood risk, water supply and biodiversity and landscapes. It is added that developments should seek to ensure that flood risk is not increased on or off-site as a result of development and that development is appropriately flood resistant and resilient and any residual risk can be safely managed.

Paragraph 180 (Conserving and enhancing the natural environment) directs that planning decisions should contribute to and enhance the natural and local environment, recognising and minimising impacts on best and most versatile agricultural land and providing net gains for biodiversity.

Paragraphs 189 to 193 (Ground conditions and pollution) state that decisions should ensure that a site is suitable for its proposed use taking account of ground

conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation). Ensuring development is appropriate for its location by taking into account the likely effects on health, living conditions and the natural environment through mitigation and reduction of potential adverse impacts. The focus should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes).

Paragraphs 200 to 211 (Conserving and enhancing the historic environment) state that where development proposals lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal; and that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

In addition to the NPPF, in March 2014 the Government published a series of web based National Planning Policy Guidance notes (NPPGs). The NPPGs sets out further details in relation to the issues identified above.

Lincolnshire Minerals & Waste Local Plan: Core Strategy and Development Management Policies (2016) (CSDMP) – this document was adopted in June 2016 and as an adopted document the policies contained therein should be given great weight in the determination of planning applications. The key policies of relevance in this case are as follows (summarised):

Policy M11: Safeguarding of Mineral Resources seeks to safeguard resources identified as being of current or future economic importance as mineral resources. Applications for non-minerals development in a minerals safeguarding area must be accompanied by a Minerals Assessment.

Lincolnshire Minerals and Waste Local Plan: Site Locations (2017) (LMWLP) – this document was adopted in December 2017 and the policies contained therein should be given great weight in the determination of planning applications, however, there are no policies of relevance in this case.

Central Lincolnshire Local Plan (2023) (CLLP) – as a newly adopted document, the policies contained therein should be given great weight in the determination of planning applications. The key policies of relevance in this case are as follows (summarised):

Policy S1: The Spatial Strategy and Settlement Hierarchy states that the focus is on delivering sustainable growth for Central Lincolnshire.

Policy S2: Growth Levels and Distribution seeks to meet the housing and employment needs of Central Lincolnshire.

Policy S10: Supporting a Circular Economy provides support to development proposals which are compatible and further a strong circular economy.

Policy S11: Embodied Carbon states that all development should, where practical and viable, take opportunities to reduce the development's embodied carbon content, through the careful choice, use and sourcing of materials. Full justification is required for development proposals which involve demolition of buildings.

Policy S21: Flood Risk and Water Resources requires that development proposals are not at risk from flooding and do not increase flood risk; that the development will be safe during its lifetime; and incorporates Sustainable Drainage Systems. Development proposals are required to demonstrate protection of the water environment.

Policy S45: Strategic Infrastructure Requirements states that all new development should be supported by, and have good access to, infrastructure.

Policy S46: Safeguarded Land for Future Key Infrastructure seeks to ensure that development proposals on or near the preferred route of the North Hykeham Relief Road do not prejudice the efficient and effective delivery of the project.

Policy S47: Accessibility and Transport supports development which contributes towards an efficient and safe transport network and offers a range of transport modes for the movement of people and goods.

Policy S48: Walking and Cycling Infrastructure requires development proposals to facilitate active travel, with priority given to the needs of pedestrians, cyclists, people with impaired mobility and users of public transport.

Policy S53: Design and Amenity requires all development to achieve high quality sustainable design that contributes positively to local character, landscape and townscape, and supports diversity, equality and access for all. The policy sets a range of criteria against which development proposals will be assessed.

Policy S54: Health and Wellbeing states the potential for achieving positive mental and physical health outcomes will be taken into account when considering all development proposals. For developments of 5 hectares or more, developers are required to submit a Health Impact Assessment and demonstrates how the conclusions have been taken into account.

Policy S56: Development on Land Affected by Contamination requires development proposals to take into account potential environmental impacts of the development itself and impacts as a result of any former use of the site. Where development is proposed on a site which is known to be, or has the potential to be, affected by contamination, a preliminary risk assessment must be undertaken.

Policy S57: The Historic Environment states that development proposals should protect, conserve and seek opportunities to enhance the historic environment. The policy sets a range of criteria to be considered in relation to designated and non-designated heritage assets. Proposals affecting archaeological remains should take every practical and reasonable step to protect, and where possible, enhance their significance and applications should be accompanied by appropriate and proportionate assessments and include appropriate mitigation strategies.

Policy S58: Protecting Lincoln, Gainsborough and Sleaford's Setting and Character sets out the key principles which proposed development in Lincoln should contribute to, including the protection of the dominance and approach views of Lincoln Cathedral, Lincoln Castle and uphill Lincoln on the skyline.

Policy S59: Green and Blue Infrastructure Network seeks to safeguard green and blue infrastructure and integrate this within development proposals. It states that opportunities should be sought to improve and expand assets such as public rights of way, cycleways and bridleways.

Policy S60: Protecting Biodiversity and Geodiversity states that all development should protect, manage and enhance biodiversity and geodiversity and deliver measurable and proportionate net gains in biodiversity. The policy sets out the expectations in relation to designated sites, species and habitats of principal importance and the mitigation of potential adverse impacts.

Policy S61: Biodiversity Opportunity and Delivering Measurable Net Gains sets out the requirement for development proposals to deliver at least a 10% measurable net gain in biodiversity, with a preference for this to be delivered on-site where possible. The policy establishes the requirement for robust evidence to demonstrate biodiversity net gains and losses at pre- and post-development stages.

Policy S62: Area of Outstanding Natural Beauty and Areas of Great Landscape Value states that a high level of protection will be afforded to Areas of Great Landscape Value reflecting their locally important high scenic quality, special landscape features and sensitivity. Criteria are set within the policy against which development proposals will be assessed.

Policy S63: Green Wedges establishes the function of Green Wedges and sets out the circumstances in which development in Green Wedges is allowable and what such development is expected to have regard to.

Policy S66: Trees, Woodland and Hedgerows seeks to protect trees, woodlands and hedgerows, securing the retention and integration of these within development proposals where possible. Where appropriate, opportunities for new tree planting are encouraged.

Policy S67: Best and Most Versatile Agricultural Land seeks to protect such land and requires the submission of an agricultural land classification report for sites of 1 hectare or larger involving the loss of the best and most versatile agricultural land, setting out the justification for such a loss and the benefits and / or sustainability considerations which outweigh the need to protect the land.

Policy S68: Sustainable Urban Extensions sets out the expectations for the allocated Sustainable Urban Extensions.

Policy S76: Residential Development on Sustainable Urban Extensions allocates Sustainable Urban Extensions of up to 3,400 dwellings at the South East Quadrant (NK/CAN/003) and up to 1,300 dwellings at the South West Quadrant (NK/NHYK/001).

Policy S80: Housing Sites in Large Villages allocates housing sites at land south of Bracebridge Heath (NK/BBH/003) and land north of Waddington (NK/WAD/023).

In addition to the CLLP, the Lincolnshire Minerals and Waste Core Strategy and Development Management Policies and the Lincolnshire Minerals and Waste Site Locations Document, three Neighbourhood Plans are of part of the development plan in this case:

Thorpe on the Hill Neighbourhood Plan

The Thorpe on the Hill Neighbourhood Plan was made part of the development plan in March 2018. The following policies are of relevance in this case:

Policy 3: Biodiversity seeks to protect and enhance biodiversity.

Policy 4: Green Spaces and Green Infrastructure seeks to protect public rights of way and, where necessary to mitigate the impacts of development, seek improvements and new green spaces and green infrastructure.

Policy 5: Landscape and Views seeks to ensure that the gap between the village curtilage and the A46 is not diminished and preserves important views.

Policy 6: Design and Character of Development sets out the criteria against which new development proposals should be considered, including visual impacts and the use of Sustainable Urban Drainage.

Hykeham Neighbourhood Plan

The Hykeham Neighbourhood Plan was made part of the development plan in September 2018. The following policies are of relevance in this case:

Policy HNP1: Design of New Development seeks to secure high standards of design and sustainable construction techniques.

Policy HNP5: Transport Plans requires development proposals with significant traffic impacts to demonstrate impacts can be effectively mitigated. This policy also encourages travel on foot and cycle.

Policy HNP6: Pedestrians and Cyclists states that development proposals should aim to enhance cycling and walking networks and provides support for proposals which complete gaps in the network and encourage more localised walking and cycling journeys.

Bracebridge Heath Neighbourhood Plan

The Bracebridge Heath Neighbourhood Plan was made part of the development plan in April 2022. The following policies are of relevance in this case:

Policy 17: Protecting Existing and Establishing New Non-Vehicular Routes for Pedestrians and Cyclists encourage the incorporation of safe and direct routes for pedestrians and cyclists and states that development proposals should not restrict existing footpaths or cycle routes.

Results of Consultation and Publicity

54. (a) Local County Council Member, Councillor A Briggs – at the time of writing this report, no response had been received.
- (b) Local County Council Member, Councillor I Carrington – is a member of the Planning and Regulation Committee and reserves his position on the application until the date of the Committee meeting.
- (c) Local County Council Member, Councillor L Cawrey – at the time of writing this report, no response had been received.
- (d) Local County Council Member, Councillor T Dyer – at the time of writing this report, no response had been received.
- (e) Local County Council Member, Councillor Mrs M Overton – is a member of the Planning and Regulation Committee and reserves her position on the application until the date of the Committee meeting.
- (f) Local County Council Member, Councillor S Roe – at the time of writing this report, no response had been received.

- (g) Bracebridge Heath Parish Council – at the time of writing this report, no response had been received.
- (h) Branston and Mere Parish Council – at the time of writing this report, no response had been received.
- (i) Harmston Parish Council – at the time of writing this report, no response had been received.
- (j) South Hykeham Parish Council – responded to the initial consultation to state no objection.
- (k) Thorpe on the Hill Parish Council – responded to the initial consultation to raise two concerns. The first is a concern that when overnight works during the construction phase of the development, resulting in the closure of roads, takes place, there would be increased traffic through the village. Request that if a significant increase in overnight traffic is experienced, serious consideration should be given to closing the interchange on the A46 to Thorpe on the Hill during construction periods.

Also states that the proposals for pedestrians and cyclists at the Pennells roundabout would involve stopping at the end of Middle Lane to cross to the footway, then waiting at numerous sets of traffic lights. This is not in keeping with the green agenda to encourage more journeys by foot or by cycle and request either a footbridge over the A46 at the Moor Lane / Thorpe Lane crossing, or a footbridge from Middle Lane to the Hykeham Road.

- (l) Waddington Parish Council – at the time of writing this report, no response had been received.
- (m) Active Travel England – originally responded stating that not in a position to support the application, requesting further assessment, evidence, revisions and / or dialogue regarding matters including whether the proposed combined pedestrian and cycle route could be made more attractive for potential users by increasing the buffer between it and the carriageway; requesting additional information regarding the lighting strategy; and requesting further information regarding the Grantham Road roundabout.

In response to the Regulation 25 and additional information consultation, confirmed no objection. Whilst advocate the benefits of a more attractive paths for cyclists and pedestrians, note that the proposals meet the minimum standards and is satisfied with the applicant's justification in relation to the buffer. Acknowledge that the lack of lighting between junctions and crossings has been justified regarding maintenance costs, capital costs and limiting environmental impacts. Satisfied with the proposals regarding surfacing and types of crossing.

- (n) Anglian Water Services – no specific comments raised to the original application or the Regulation 25 and additional information.
- (o) British Horse Society – responded to the initial consultation expressing regret that there was not earlier engagement. Welcome the additional equestrian access at Wath Lane and the loop from the eastern end of Meadow Lane but disappointed that the design does not go further in enhancing public rights of way and access, as per NPPF paragraph 100, particularly for equestrians.
- (p) Campaign to Protect Rural England – at the time of writing this report, no response had been received.
- (q) Canal and River Trust – responded originally and to the Regulation 25 and additional information consultation to state the application falls outside the notified area for its scale and location.
- (r) Cadent Gas – at the time of writing this report, no response had been received.
- (s) Environment Agency (EA) – responded to the initial consultation to state no objection with respect to flood risk. With respect to potential contamination, state that there is a risk of contamination that could be mobilised during construction to pollute controlled waters, which are particularly sensitive in this location as part of the development site is within a Source Protection Zone 2 and over a principal aquifer. Acknowledge that the ES demonstrates that it will be possible to manage the risks posed and require further details to be submitted prior to the commencement of development in each phase. Recommend three planning conditions to deal with contaminated land issues.

In response to the Regulation 25 and additional information consultation, referred to previous comments and confirmed no further comments to make.

- (t) Environmental Health Officer, North Kesteven District Council – initially responded to state that the report identifies potential hydrocarbons present across parts of the site which may require remediation, particularly around previous agricultural land. The report identifies potential remediation measures and recommend a Remediation Strategy and / or Verification Plan should be prepared before development commences and be reviewed should any areas of contamination be found.

Subsequently also requested a Construction Method Statement which outlines how noise and dust will be controlled during construction and include site working hours and waste disposal methods.

Following the submission of the Regulation 25 Further Information recommended that the acoustic barrier adjacent to the site with planning permission reference 20/0057/OUT should be 3 metres in height.

- (u) Exolum Pipeline System - Fisher German – responded to the initial consultation stating that Exolum’s apparatus would be affected by the proposed development. No works should be undertaken without contacting Exolum first for advice and, if required, a Works Consent. Landowners and third parties have a duty of care not to carry out any works that have the potential to damage Exolum apparatus, even if the works themselves are more than 3 metres from the pipeline.
- (v) Historic England – originally responded raising concerns about the application on heritage grounds, requesting that a detailed Written Scheme of Investigation (WSI) be prepared for approval. Highlighted the need comply with the statutory duties of sections 66(1) and 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 regarding listed buildings and conservation areas, respectively, and that the application should be determined in accordance with the development plan unless material considerations indicate otherwise.

In response to the Regulation 25 and additional information consultation, stated nothing to add to previous comments. Subsequently confirmed in e-mail correspondence that content to defer to the expertise of the County archaeological advisors, if they are happy with the WSI, this addresses the concern raised.

- (w) Lincolnshire Police (Designing Out Crime Officer) – no objections to the original application or the Regulation 25 and additional information.
- (x) Lincolnshire Wildlife Trust – responded to the initial consultation to state generally supportive of the application based on the ecological documents submitted. Encouraged to see that the proposed development would lead to a net gain in onsite biodiversity units through new habitat creation and native planting throughout.

The biodiversity net gain (BNG) is predicated on the enhancement of the woodland and thus a management plan must be provided and encourage this be provided through a condition prior to development beginning. The Environment Act and policy S61 of the CLLP require BNG to be realised over a 30 year period rather than the first 3 to 5 years as stated in paragraph 9.5.4 of the ES. This could be achieved through a condition requiring a Landscape and Habitat Management Plan.

The landscape strategy would ensure a higher survivorship for the newly planted saplings.

The South Hykeham Bat Bridge is an innovative solution to ensure foraging and commuting routes for bats are preserved in this area. The 14 trees identified as having high or moderate roost suitability and four low suitability trees should only be removed under the supervision of a suitably qualified ecologist.

- (y) Ministry of Defence – responded stating that the proposed development would fall within or pass through statutory safeguarding zones designed to minimise the potential for development to introduce birdstrike hazard and for development to form a physical obstruction / obstacle for aircraft or to the operation and capability of technical assets. The development proposed would pass within 1000 metres of the threshold of runway 20/02 and would, at the connection to Sleaford Road roundabout, fall within an area drawn to assure an obstacle free environment for aircraft on approach to runway 20/02. RAF Waddington in Lincolnshire is one of the RAF's busiest Stations as the hub of UK Intelligence, Surveillance, Target Acquisition and Reconnaissance and the main operating base for airborne intelligence aircraft and systems. In addition, RAF Waddington is the home of the Royal Air Force Aerobatic Team, the Red Arrows. The development would also pass through the statutory safeguarding zone surrounding a technical asset called the East 1 Wide Area Multilateration Network, an asset which provides data to facilitate air traffic management.

Within this zone, the principal concern of the MOD is that the creation of new habitats may attract and support populations of those large and / or flocking bird species hazardous to aviation safety close to an aerodrome. The proposal would involve significant earthworks which can provide an attractant for hazardous birds. In order to mitigate this a condition is requested requiring the submission, approval and implementation of a Bird Hazard Management Plan.

The completed development would introduce a number of water bodies, attenuation basins and wildlife ponds. Waterbodies are a particular concern as they provide an attractant to waterfowl and gulls which form a hazard to aviation safety. The proposed waterbody closest to RAF Waddington would be approximately 1.1km from the threshold of runway 02/20 and would fall under or close to the approach to that runway. To address potential harm it is requested that a condition is imposed requiring the submission, approval and implementation of a SuDS Management Plan.

Concern is raised regarding the planting mixes proposed and the potential to attract and support significant numbers of hazardous flocking birds. To address this, it is requested that a condition is imposed requiring the submission, approval and implementation of a detailed planting schedule.

Whilst there are no aerodrome height safeguarding objections with regard to the proposed development, it is recognised that cranes, plant or other tall equipment may be used during the implementation of the scheme which may impact on the operation or capability of RAF Waddington. It is requested that a condition is imposed requiring the submission of a Construction Management Plan including details of any such equipment and the procedures for its use.

- (z) National Grid – initially responded stating no objection provided the statutory clearance detailed on drawings provided are maintained at all times during construction and that a 15 metre stand off from the towers is not encroached upon.

Subsequently confirmed no objection given that the existing kerb edge and vegetation adjacent to the tower at North Hykeham roundabout (which is already located within the 15 metre stand off) are proposed to be retained in their current position.

- (aa) National Highways – responded to the initial consultation stating that it had been involved in pre-application discussions with the applicant and has undertaken a comprehensive assessment of the proposal to identify the impact it would have on the Strategic Road Network (SRN). Acknowledge that the development is viewed as an essential component to support significant levels of planned growth up to 2041 as identified in the CLLP.

Further review of the traffic modelling with respect to the proposed signalisation of the A46 Hykeham roundabout will be required together with further modelling of the junctions on the A46 between Newark and Hykeham.

Content that a Stage 1 Road Safety Audit, a Walking, Cycling and Horse-riding Assessment and Review and a GG104 Safety Risk Assessment have been satisfactorily completed. Satisfied that the proposed changes to the circulatory should provide an acceptable level of forecast operation but advise that consideration should be given to a 4-lane entry design to overcome excess circulatory queues or shortfalls in entry capacity with the proposed 3-lane entry design.

Accept the principle of a left out only design for the service station on Middle Lane but the design would need to remove or sufficiently mitigate the risk of vehicles existing the A46 roundabout attempting to use the exit as an access and vehicles exiting the services making right-turns from this exit point.

Additional issues regarding the proposed relief road and the interface with the A46 trunk road can be resolved post planning.

Recommended that conditions should be attached to any planning permission that may be granted addressing the following:

- submission and approval of a Construction Environmental Management Plan and Construction Traffic Management Plan;
- submission and approval of a scheme which has taken into consideration the re-modelling required and in accordance with design requirements and procedures;
- no part of the development within 50 metres of the A46 trunk road shall commence until details of surface water drainage matters have been submitted and approved;
- submission and approval of a lighting risk assessment and scheme of lighting; and
- no development within 50 metres of the highway boundary of the A46 shall commence until a scheme providing details of the boundary treatment adjacent to the A46 trunk road boundary has been submitted and approved.

Further to the submission of the Regulation 25 Further Information, additional general information and the amendments to the proposed development, responded with further detailed comments.

Content that the previous comments regarding traffic modelling have been addressed and can be disregarded.

Content with the revised changes to the A46 Hykeham roundabout. Note that a Stage 1 Road Safety Audit will need to be repeated for the revised layout but this will not be a requirement prior to planning consent.

Wish to be consulted in relation to a construction management plan.

Recommend that conditions should be attached if planning permission is granted addressing the following:

- no works within 50 metres of the A46 Hykeham roundabout shall commence until the detailed design of the scheme has been submitted and approved;
- no works within 50 metres of the A46 trunk road shall commence until details of all surface water drainage matters have been submitted and approved;
- prior to the installation of lighting, a lighting risk assessment and detailed scheme of lighting shall be submitted and approved;
- no works within 50 of the highway boundary of the A46 shall commence until a scheme providing details of the boundary treatment adjacent to the A46 trunk road have been submitted and approved;

- the development shall not commence until a Construction Environmental Management Plan, incorporating a Construction Traffic Management Plan, have been submitted and approved.
- (bb) Natural England – responded to the initial consultation requesting further information, in the form of a detailed Agricultural Land Classification survey, to determine the impacts on potential best and most versatile agricultural land.

Stated that the proposed development would not have likely significant effects on designated sites. Note that the project is likely to give rise to significant gains in habitats, hedgerow and river units. Encourage enhanced green infrastructure provision.

Provided general advice regarding priority habitats and species; protecting and enhancing valued landscapes; the need to consider local wildlife or geodiversity sites; ancient woodland, ancient and veteran trees; and access, recreation and public rights of way.

Subsequently provided more detailed guidance regarding the Agricultural Land Classification survey requirements.

Responded to the Regulation 25 and additional information consultation to state no objection subject to appropriate mitigation being secured through a planning condition requiring a Soil Management Plan in line with Defra guidance Code of Practice for the Sustainable Use of Soils on Construction Sites.

- (cc) Greater Lincolnshire Local Enterprise Partnership – at the time of writing this report, no response had been received.
- (dd) Greater Lincolnshire Nature Partnership – responded to the initial consultation with broad support for the application, especially in regards the proposed uplift in biodiversity units. Depending on timelines, it could be worthwhile considering the Local Nature Recovery Strategy in future aspects of the relief road’s development. Biodiversity Opportunity Mapping should be considered in the protection and enhancement of ecological networks.
- (ee) Lincolnshire Fieldpaths Association – at the time of writing this report, no response had been received.
- (ff) Lincolnshire Joint Local Access Forum – responded following the Regulation 25 and additional information consultation raising concerns about the disruption the works will cause to the Viking Way where it crosses the route between Bracebridge Heath and Waddington and the lack of provision of a

multi user bridge once the bypass is finished meaning people will have to cross a very busy and fast dual carriageway by foot.

- (gg) Ramblers Association (Lincolnshire South) – at the time of writing this report, no response had been received.
- (hh) Arboricultural Officer (Lincolnshire County Council) – at the time of writing this report, no response had been received.
- (ii) Historic Places (Lincolnshire County Council) – responded to the initial consultation to state that the applicant has undertaken a full archaeological evaluation of the route including desk-based research, a near full geophysical survey of the proposed route and targeted and random trial trenching, in liaison with the Historic Places team. The results should be reliable and provide a very good guide to the archaeological issues on the proposed route, indicating no archaeological remains of national significance will be harmed by the scheme. For those remains which would be affected, an appropriate record would be made. The Roman remains in Waddington are potentially of national importance but the road alignment has been adjusted to avoid the majority of the remains and thereby minimise their disturbance. Content that the WSI submitted represents the appropriate response to the archaeological issues on the route and recommend it is implemented in full in consent is granted.
- (jj) Highway and Lead Local Flood Authority (Lincolnshire County Council) – responded to the initial consultation to state that the proposal is to relieve network traffic conditions around Lincoln and would complete the orbital road around the city. The traffic modelling indicates the highway network will perform better with these proposals and accommodate expected future traffic growth, including from allocated developments in the CLLP.

The proposals include provision for pedestrian and cyclists, including a shared pedestrian and cycle route along the length of the road and crossings at the junctions. Bridges are proposed at Wath Lane and the Viking Way to maintain the existing Public Rights of Way.

The FRA and Drainage Strategy details the surface water flood risk and mitigation. The design will accommodate 1 in 100 year + 40% for climate change and is considered a SUDS compliant proposal.

Recommend a condition requiring the submission, approval and implementation of a Construction Management Plan and Method Statement.

55. The application has been publicised by notices posted at the site and in the local press (Lincolnshire Echo on 14 December 2023 and 28 March 2024) and letters of notification were sent to the nearest neighbouring residents. The application has been advertised as affecting Public Rights of Ways, the setting of Grade II* and II

Listed Buildings and the character or appearance of Harmston and Waddington Conservation Areas.

As a result of this, 14 representations have been received from 13 respondents raising a number of issues. One representation of support and 13 representation raising objections have been received. A number of the representations of objection state that they support the principle of the proposed development, but have concerns regarding the details or lack of information.

In relation to the original application proposals, the following issues were raised:

- insufficient information and consultation;
- impacts on the running of existing farms;
- request that the bat tunnel be designed to allow the passage of light farm vehicles to assist with a farm which is dissected by the proposed road;
- request that at least 3.5 metre access height is allowed for under the bridge over the River Witham to provide good husbandry to cattle;
- lack of an agricultural land classification assessment meaning that the conclusions of the ES cannot be considered to comprise a robust or respectable basis for concluding the land does not comprise best and most versatile agricultural land;
- inconsistencies between the line of the relief road in the CLLP and that proposed mean it should be advertised as a departure and considered as such;
- impacts due to severance of farms and as a result increased costs and creation of inconvenient and uneconomic retained parcels of land;
- slow moving farm vehicles on a 70mph dual carriageway represents significant traffic and accident risk;
- impacts on springs in the cliff area;
- the location of the attenuation pond on the north side of Somerton Gate Lane inappropriate and would be more appropriately located to the south side of the road;
- lack of cross-sectional information;
- concerns regarding noise during construction and operation;
- the noise impact assessment assumes the road surface will be in good repair whereas the resultant increase in noise will be significantly worse once the road starts to deteriorate and / or falls into disrepair, as other roads in the vicinity. As such the noise footprints are disingenuous;
- impact on Grade II listed building which has limited options to mitigate increased noise;
- projected increase in traffic volume using Beck Lane / Long Lane (between 50% and 100% increase) has not been factored in with respect to impacts on holiday letting business as a result of increase in noise and highway safety relating to South Hykeham Primary School;
- does not include any noise mitigation to land which is allocated for residential development (NK/BBH/003) and has planning permission (reference

20/0057/OUT) and there is no requirement within planning permission 20/0057/OUT to deliver mitigation;

- no screening proposed between the line of the road and Grange Farm and the potential for noise disturbance is significant given the proximity of the road;
- concern regarding proximity of road to existing menage and potential for unanticipated traffic noise spooking horses and causing injury and distress;
- NMU on northern side of relief road between the road and Grange Farm is a significant amenity and security concern;
- why is Lincoln Lane Farm not considered in submission to be a “receptor” regarding noise or considered in the landscape and visual impact assessment?
- amendments sought to new field access provision on Brant Road to ensure connects to fields;
- query benefit of narrow strips of wildflower enriched grassland on Brant Road and suggest concentrate in fewer, more appropriate, locations such as the site of 56 Station Road;
- the length of Somerton Gate Lane, including the extended area to the diverted route of Brant Road is too long and will encourage unauthorised use and potential fly tipping, it should only be long enough to allow agricultural / maintenance vehicles to pull off the highway whilst the gate is opened and closed;
- concerns regarding locations of gates and planting;
- queries regarding the function of the roadside drainage;
- concerns regarding access arrangements for farm vehicles between Griffin Lane and Station Road;
- agriculture is not a practical re-use of the land at 56 Station Road, it could be used for wildflower enriched grassland;
- concern regarding use of hedgerows which are not stock proof;
- requirement for new water supplies to pastoral land where existing source would be permanently interrupted;
- impacts of the proposed access and egress arrangements to the service station off Middle Lane resulting in the site not operating in the optimum way it currently does, resulting in vehicles not being able to travel through the site appropriately, potential gridlocking within the site and causing operational and significant safety issues. Recommend alternative approach to be taken;
- the Greater Lincoln Traffic Model Saturn model is quite old and the updated model should have been used;
- the fuel station accesses have not been included in the traffic model and it is unclear whether the increase in traffic will increase the use of the service station and if this has been modelled;
- impacts of light and noise pollution;
- impacts of dust and particulate matter;
- concerns regarding air pollution;
- concerns regarding access for cyclists;
- concerns regarding flooding;
- loss of existing farmland access to A46;

- should stimulate economic growth in the area rather than attempting to stagnate opportunities;
- impacts on amenities of properties on Meadow Lane, South Hykeham;
- additional screening landscaping should be considered;
- queries regarding new access road in vicinity of Meadow Lane, South Hykeham;
- radon has been detected at 34, 36, 38 and 40 Mill Mere Road, Waddington and unsure of potential impacts on proposed road;
- significant impact on health;
- re-routing of bus service will result in no easy access to services;
- devaluing property (this is not a planning matter);
- unable to sell home and request Lincolnshire County Council purchase it (these are not planning matters).

The following matters were raised in support of the proposed development:

- note importance of the road in realising ambitions to deliver significant new housing development to the south and south west of Lincoln;
- please expedite this project which is long overdue as Auburn is currently a rat run for traffic going between the A46 and Waddington causing a disproportionate traffic volume to pass through village;

Following to the submission of the Regulation 25 and additional general information, no further representations had been received at the time of writing this report.

District Council's Observations

North Kesteven District Council

56. Register support, in principle, for the development of the NHRR with the proposals delivering a key piece of strategic infrastructure pursuant to the implementation of Policies S46, S47, S68 and S69 of the Central Lincolnshire Local Plan 2023. The development of the NHRR plays an important role in addressing transport challenges within the Lincoln urban area and also in providing infrastructure to assist in bringing forward the delivery of other development projects within North Kesteven.

The support is however caveated on the basis of the resolution of a range of issues of detail including the following:

- (a) The applicant and statutory consultees (Highway Authority, National Highways and Active Travel England) reaching an agreement on the modifications necessary to ensure that the interests on non-motorised users are met and Active Travel England raise no objection to the final development proposal such that conformity with policy S48 'Walking and Cycling' of the CLLP 2023 can be achieved.

- (b) The applicant to provide additional noise assessment information and/or clarification to demonstrate that:
 - (i) The delivery of the SWQ SUE will not be prejudiced in terms of its proximity to the proposed NHRR alignment; and
 - (ii) Any mitigation in terms of outline planning permission 20/0057/OUT relating to the site allocated in the CLLP reference NK/BBH/003 is capable of delivery without prejudicing the full implementation of the permission and its contribution to housing land supply and the implementation of the Lincoln SEQ SUE.
- (c) The applicant provides satisfactory responses to the NK Environmental Health Officer comments regarding the Construction and Environmental Management Plan requirements relating to noise, dust and contaminated land.
- (d) The applicant provides updated information relating to the assessment of Non-Designated Heritage Assets to satisfy the comments of the Conversation Officer and to accord with policy S57 of the CLLP 2023.
- (e) The applicant provides updated information and clarification in response to the comments of both the Consultant Ecologist and Tree Officer in relation to badgers, breeding birds, hedgerows, veteran trees and soft landscaping in respect of policies S60, S61 and S66 of the CLLP 2023.
- (f) That assurance is provided that the safeguarding of water quality and biodiversity in the River Witham is maintained in terms of the surface water runoff from the proposed bridge over the river.

57. Detailed responses from North Kesteven District Council Conservation, Ecologist and Trees Officer were provided:

North Kesteven District Council Conservation Officer – the Cultural Heritage chapter of the ES for the most part is quite comprehensive, making detailed judgement on the setting of listed buildings and conservation areas which are agreed with. However, there appears to be a total absence of assessment of impact on Non-Designated Heritage Assets and those on the Local List. North Kesteven has a comprehensive Local List with 1,000 properties on it, a significant number falling into the study area. Therefore confused by statement in ES regarding Non-Designated Heritage Assets. Particular impacts include demolition of 46 Station Road, Waddington and probably demolition of 44 Station Road, Waddington and other Non-Designated Heritage Assets at South Hykeham, Waddington and potential ones at Grange Farm and South Hykeham Grange. Impacts need to be assessed and taken into consideration.

North Kesteven District Council Consultant Ecologist – whilst there do not seem to be any major ecological constraints, there are some elements that are not sufficiently clear or that merit review and clarification, including:

- aquatic ecological surveys;
- protection of the River Witham;
- importance of the hedgerow network;
- importance attributed to tree loss and potential for veteran trees;
- lack of proposed management of trees and hedgerows planted as habitat compensation and BNG;
- impact of bat mitigation measures;
- assessment of Local Wildlife Sites;
- impacts of habitat severance;
- cumulative impacts on birds;
- approach to BNG assessment;
- planting specifications; and
- further details in the Landscape and Ecological Management Plan.

Noted the requirement for a bat licence with respect to the demolition of 46 Station Road and its garage.

North Kesteven District Council Tree Officer – removal of a high number of trees and extensive lengths of hedgerow. Whilst important hedgerow criteria has been followed, unclear if historic records have been investigated that might give a hedgerow an “important” result and potential higher retention valuation. Concerns regarding limited range of tree species. Conditions would need to address robust protection measures for all retained trees / hedgerows and long term retention should include BNG recommendations for management, inspection and replacements.

58. Further to the receipt of the Regulation 25 further information and additional information, including most recently the confirmation that a 3 metre high acoustic fence is proposed along the boundary of the site adjacent to the land which has planning permission reference 20/0057/OUT, North Kesteven District Council responded to state:
- (a) Noting the responses from Active Travel England, National Highways and LCC’s Highways team, content that the proposed development can be regarded as being in conformity with Policy S48 of the CLLP.
 - (b) Note the further work undertaken regarding potential impact on the Lincoln South West Quadrant Sustainable Urban Extension to address concerns, no further comments in this regard. Conclude that a 3 metre high acoustic fence is recommended on the land adjacent to that with planning permission 20/0057/OUT and note the applicant has agreed to this. Request that a planning condition be attached to require the maintenance of the fence in

perpetuity to ensure it does not suffer degradation either affecting its acoustic benefit or visual amenity, in accordance with policy S53.

- (c) Wish to be consulted on the required Construction Environmental Management Plan which is required to respond to matters relating to noise, dust and contaminated land.
- (d) Confirmation that the Conservation Officer has concluded the further information regarding non-designated heritage assets is satisfactory. With respect to the demolition of 46 Station Road, it is recognised that the impact cannot be mitigated so it is a matter for the determining authority to balance this less than substantial harm with the wider public benefits to determine whether the impact is acceptable. All relevant heritage impacts have been appropriately assessed to make a fully informed decision with regard to policy S57 and the NPPF.
- (e) Confirmation that the Tree Officer concludes that the assessment regarding veteran trees is appropriate in ruling out veteran tree status of the trees assessed. Whilst the landscaping mix is broadly acceptable, request that this is reviewed as part of a planning condition and North Kesteven District Council should be consulted on the final soft landscaping scheme. The Ecologist has confirmed that majority of ecological issues have been satisfactorily addressed but request that a pre-commencement condition is used to secure updated badger surveys and a site-wide mitigation strategy. In relation to Biodiversity Net Gain, the baseline is agreed in terms of the data provided and planning conditions should be used to secure the required enhancements and post consent re-verification to demonstrate the enhancements made.
- (f) Re-iterate the importance of safeguarding water quality and biodiversity in the River Witham and would support the inclusion of any relevant planning conditions or informative the determining authority consider appropriate.

Conclusions

Principle of Development

- 59. Policy S46 of the CLLP safeguards the route of the proposed NHRR by stating that development on or near the preferred route, as indicated on the Policies Map, which will prejudice the efficient and effective delivery of the project will be refused. The supporting text to this policy states that the Central Lincolnshire authorities see the NHRR as part of the solution to Lincoln's transportation challenges and acknowledges that the proposal is identified as a primary infrastructure intervention in the Lincoln Transport Strategy.
- 60. As stated within the policy, the route of the NHRR is indicated on the CLLP Policies Map. It is noted that the currently proposed route varies to some extent from this

safeguarded route, however, the policy itself safeguards land *“on or near the preferred route”* inferring that there may be a degree of variance in the route of the final proposed development and paragraph 12.1.9 of the CLLP acknowledges that the precise route was not determined at the time the local plan was adopted, because in relation to the allocation of the South West Quadrant Sustainable Urban Extension (SUE), it states that it *“will be developed up to the existing North Hykeham settlement boundary and down to the line of the proposed North Hykeham Relief Road (the final approved route will form the southern boundary of this SUE)”*.

61. The proposed route of the NHRR varies from the route indicated on the CLLP Policies Map in the following ways:
- between the North and South Hykeham Roundabouts, the proposed NHRR route is to the south of that envisaged in the CLLP to avoid an existing enterprise and anaerobic digestion plant;
 - the proposed River Witham Bridge is to the north of the CLLP route to avoid the Environment Agency flood bund and flood storage area to the south; and
 - to the east of Station Road, the alignment of the proposed NHRR is slightly different to the CLLP route in order to overcome geotechnical difficulties associated with the Lincoln Cliff.
62. It is acknowledged that representations have been received stating that the proposed development should be advertised and treated as a departure from the development plan. Careful consideration has been given to this matter, however, it is concluded that whilst the proposed route is not identical to that identified on the CLLP Policies Map, the plan itself acknowledges that the final route was unknown and it safeguards land *“on or near”* the route shown on the Proposals Map, allowing for variations in the route.
63. As discussed above, the variations in the route to that indicated on the Policies Map are not significant, the CLLP acknowledges that the final route had not been confirmed and the proposed route does not conflict with policy S46. It is therefore concluded that the proposed development is not a departure from the development plan and as a matter of principle, is acceptable as an identified key piece of infrastructure. North Kesteven District Council concur with this approach.
64. The principle of the NHRR has been established in the CLLP and the proposed development is in accordance with this. In principle therefore, the proposed development is acceptable.

Need and Alternatives

65. The proposed road is identified in the Lincoln Transport Strategy as a top priority in order to reduce congestion, facilitate new development and provide better connections to Lincolnshire’s coast. In relation to the proposed road, the CLLP states *“The authorities see this as part of the solution to the city’s transport*

challenges” (paragraph 8.1.2) and this is a key piece of infrastructure required to facilitate the delivery of housing and employment land within the CLLP area to the south of Lincoln.

66. The proposed development is a key piece of infrastructure in the delivery of the SUEs and other allocations identified in the CLLP, particularly to the south of the city of Lincoln. This is acknowledged by North Kesteven District Council in its Committee Report regarding the consultation undertaken on this application which states:

“The pressure from the continued growth of the Lincoln Urban Area is a recognised component of traffic growth in general and it is fair to say that in making the allocations in the CLLP, the Central Lincolnshire Authorities have been and are cognisant of the need and role for new strategic infrastructure, not least the NHRR. To this end within the context of the CLLP, the NHRR is, and has always been, part of the solution in terms of seeking to mitigate the impacts of growth by providing capacity to relieve traffic volumes on the A46 Western Relief Road and those on the local road network in/around the south of Lincoln/Lincoln Urban Area by providing a suitable east-west route that can link up with the other existing relief roads thereby creating a full ring road around Lincoln. This has been reflected in the modelling assumptions and testing of the growth scenarios and allocations that underpin the adoption of the CLLP in 2017 and again in 2023.”

67. In their responses to the application, Lincolnshire County Council Highways and National Highways also recognise the importance of the proposed development in facilitating the planned development allocated in the CLLP.
68. There is therefore a clearly identified need for the proposed development.
69. The ES states that a range of alternatives were considered, including alternative routes for the proposed development and the “do nothing” option. Evidence has been provided that public consultations have taken place over a very extended period of time, dating back to 2006, to establish the most suitable route for the proposed development. It is clear that the route of the development as proposed in this application has been the subject of substantial assessment and consideration and even whilst this planning application has been processed, alterations have been made to the proposals to respond to representations received (for example in relation to the access to and egress from the service area off Middle Lane), with the intention of providing the most appropriate form of development.
70. It is accepted that of the alternatives considered, including the “do nothing” option, the proposed development is acceptable as a matter of principle.

Transport and Active Travel

71. Policy S47 of the CLLP provides support for proposals which contribute towards an efficient and safe transport network that offers a range of transport choices for the movement of people and goods. It sets out a range of criteria which strategic transport infrastructure is required to achieve.

Policy S48 of the CLLP requires that development proposals facilitate and encourage active travel through the delivery of well designed, safe and convenient access for all. A range of criteria which development proposals are expected to meet is established. Policy NHP6 of the Hykeham Neighbourhood Plan and policy 17 of the Bracebridge Heath Neighbourhood Plan encourage the enhancement of routes for pedestrians and cyclists.

72. The proposed development is for a new dual carriageway and NMU route between the A46 Hykeham roundabout and the A15 LEB, to the south of Lincoln. As stated above, the proposed road is identified in the Lincoln Transport Strategy as a top priority in order to reduce congestion, facilitate new development and provide better connections to Lincolnshire's coast. The documents submitted in support of this application state that the objectives of the proposal are to:

- provide an additional east-west route for local and strategic traffic;
- improve access between the A46 on the Strategic Road Network (SRN) and the eastern side of Lincoln including the Lincoln Eastern Bypass;
- reduce rat running traffic through southern Lincoln and North Hykeham;
- provide a new link to unlock land allocated for the South West Quadrant;
- increase network capacity to accommodate housing growth;
- improve route choice for east-west movements to reduce traffic and congestion on the existing orbital network and key routes through Lincoln;
- expand the orbital network around Lincoln; and
- improve strategic and local route choice to improve network resilience.

73. A Transport Assessment (TA) has been submitted with this application, with appendices including a Walking, Cycling and Horse-Riding Assessment and Review, a Stage 1 Road Safety Audit and a Safety Risk Assessment. The TA uses the Greater Lincoln Traffic Model (GLTM) strategic model to assess the traffic impacts of the proposed development. It also assesses the "Do-Minimum" scenario, taking into account committed development and highway schemes that are more than likely to go ahead; and the "Do-Something" scenario, which consists of the "Do-Minimum" assumptions plus the proposed NHRR. The South West Quadrant SUE was not included within the modelling as it was considered to be dependent upon the NHRR being delivered.

74. The TA states that the existing inadequate capacity on the highway network has the potential to be a barrier for growth in Lincoln and that there are a number of suburbs and villages which are currently suffering severance due to high traffic volumes. It goes on to state that the proposed development would relieve

pressure on the Strategic Road Network by reassigning traffic away from the A46 Western Relief Road in 2041 and will provide significant traffic relief across a number of routes both within central Lincoln and to the south of the city, including the A1434 Newark Road, the A607 Grantham Road and the A15. The TA states that the proposed development should restore local roads in the south of Lincoln to appropriate volumes of traffic, in turn reducing severance in multiple locations and making roads safer for pedestrian and cyclists. Junction capacity assessments have been undertaken for the proposed new junctions which show that these would all operate within capacity in the opening year (2028) up to the design year 2043.

75. The A46 Hykeham roundabout forms part of the Trunk Road Network / Strategic Road Network (SRN) and is managed by National Highways. During the course of processing this application, the proposals in relation to the entrance to the A46 Hykeham roundabout and the access arrangements to the service station area off Middle Lane have been amended. The current proposals include a 4-lane entrance from the A46 northbound towards the North Hykeham roundabout, as recommended by National Highways. The access arrangements to the service station area have been amended to take into account the representation made by the owners of the fuel station with respect to the movement of vehicles within the site, the operation of the facilities within the site and the access and egress points. Additional amendments have also been made to address some of the issues raised by respondents to the application, for example, the extension of the field access points on Brant Road.
76. Discussions have taken place with National Highways regarding the revisions to the proposed development and the impacts of this on the SRN. National Highways has confirmed that it is content with the current proposals, subject to the imposition of a number of conditions requiring further details specifying how the development interacts with the A46 Hykeham roundabout and trunk road, lighting details and requiring the submission, approval and implementation of a Construction Environmental Management Plan. If planning permission is granted, it is recommended that it is subject to conditions meeting the requirements of National Highways.
77. As stated above, Active Travel England initially raised a number of concerns regarding the proposed scheme. Within the Response Report Part B – General Matters, the applicant has sought to address these concerns. In relation to the queries regarding the request to increase the buffer between the pedestrian and cycle route and the carriageway, the applicant has confirmed that, with the exception over the River Witham Bridge, the buffer would be 4 metres in width which is 1 metre greater than is recommended in Local Transport Note (LTN) 1/20 Cycle Infrastructure Design and 2.5 metres greater than is recommended in the Design Manual for Road and Bridges CD143 Designing for Walking, Cycling and Horse Riding. Over the River Witham Bridge the buffer is proposed to be 2.5 metres. For the vast majority of the length of the proposed route, the pedestrian and cycle route would therefore exceed the recommended minimum requirements. Where the pedestrian and cycle route would run adjacent to and

parallel with the carriageway, it is proposed to be set 125mm above the carriageway level, with a full height half battered kerb providing physical separation.

78. The applicant has stated that to increase the proposed buffer further would result in the need to increase the width of the embankments along the proposed development, requiring greater land-take and impacting on the materials balance. This response also addresses issues raised by the British Horse Society. Consideration was given to siting the pedestrian and cycle route behind planting or behind acoustic barriers, in locations they are proposed, but this was considered to make the route less attractive due to remoteness and security.
79. The width of the proposed pedestrian and cycle route would be 3 metres which the applicant has confirmed is in accordance with the guidance in LTN 1/20 and therefore no amendment is proposed in this regard.
80. The applicant has confirmed that it is proposed to illuminate the junctions along the proposed route but not beyond this because of sustainability, environmental and budget reasons. Details have been submitted of the proposed lighting for the development.
81. Further to the receipt of this additional information, Active Travel England has responded to state that it has no objection to the proposed development and that the proposed approach has been justified by the applicant. As such, there are no outstanding concerns from Active Travel England.
82. Thorpe on the Hill Parish Council raised concerns regarding re-routing of traffic through the village during night-time construction works. The applicant has clarified what the arrangements are proposed to be during night-time closures of the A46 Hykeham roundabout which involve closure of the A46 at the Carholme roundabout to south bound traffic and closure of the A46 at the Newark junction to north bound traffic. This would therefore result in diverted traffic not being taken near to the village of Thorpe on the Hill.
83. With respect to the request made by Thorpe on the Hill Parish Council for a footbridge in the vicinity of the North Hykeham roundabout, the applicant has stated that this is not achievable due to the presence of 400KV electricity cables and the land required being outside the application site. In addition, clarification is provided of the measures proposed to facilitate safe crossing.
84. One local resident raised concerns regarding highway safety associated with South Hykeham Primary School as a result of the predicted increase in traffic flows around the Beck Lane, Long Lane, Meadow Lane and Wath Lane junction. The applicant responded to this stating that collision records have been reviewed and only one incident is recorded (road rage) but that this junction is proposed to be included in the monitoring and evaluation of the scheme for a period of five years after the scheme is open, as part of the funding arrangements for post scheme

monitoring. It is stated that this would allow the Local Highway Authority to determine if any action is required.

85. A query was raised regarding the appropriateness of the traffic modelling used in relation to the A46 Hykeham roundabout. The applicant has confirmed that the traffic modelling which has been undertaken is appropriate and that the approach was accepted by National Highways.
86. A concern has been raised regarding access to plot of land next to the A46 Hykeham roundabout and the applicant has confirmed that access is proposed to be maintained through new private means of access arrangements.
87. A query was raised regarding the accessibility from Griffin Lane to Station Road for large vehicles. The applicant has confirmed that the old stretch of Station Road will remain as an adopted highway and that vehicle tracking demonstrates that a tractor with trailer and a hay wagon can turn in from the realigned Station Road and then right into the existing Station Road and left onto Griffin Lane.
88. Overall, the proposed development would meet the aspirations of the Lincoln Transport Strategy for a relief road between the A46 Hykeham roundabout and the A15 Lincoln Eastern Bypass and would be acceptable with respect to highway safety. The proposed development includes provision for a NMU along the length of the proposed NHRR and provides linkages to existing footpaths. The proposals are acceptable with respect to active travel arrangements. The development is therefore in accordance with the development plan in this regard.

Flood Risk and the Water Environment

89. Policy S21 of the CLLP seeks to ensure that development proposals are not at risk from flooding, do not increase flood risk elsewhere and do not have adverse impacts on surface or ground water.
90. The application site predominantly lies within Flood Zone 1, however, in the vicinity of the River Witham, it is also located within Flood Zones 2 and 3. Adjacent to part of the southern boundary of the application site and beyond a raised embankment, is a flood storage area, known as the Witham Washland. This lies perpendicular to the River Witham, to the west of the River Witham sluice gate and is used in instances in which Lincoln is expected to flood, allowing water to flow into the flood storage area instead.
91. A Flood Risk Assessment (FRA) has been undertaken and forms part of the ES. The FRA concludes that the proposed development is acceptable with respect to fluvial flood risk and that whilst flood compensatory storage would ordinarily be a requirement, in light of the adjacent flood storage area and the passive nature of the River Witham floodplain, no compensatory storage of fluvial flooding mitigation is necessary in this case.

92. With respect to surface water flood risk, the FRA states that the drainage strategy proposes to divide the development into multiple drainage catchments with surface water runoff from the road proposed to enter swales at the verge or concrete surface water channels within the central reservation. Surface water is then proposed to be conveyed to proposed attenuation basins before being discharged at agreed rates to The Beck and River Witham. Adjacent to the proposed roundabout connection with the A15, the runoff is proposed to enter a grassed surface water channel for pollution mitigation and a proposed infiltration basin for discharge to ground as the underlying geology was considered suitable. The FRA states that the drainage has been designed based on guidance in the Design Manual for Roads and Bridges and allows for a 1 in 100 year annual exceedance probability rainfall event, including climate change.
93. The FRA states that no groundwater flooding mitigation is deemed necessary. Whilst the FRA states that reservoir failures resulting in flooding are infrequent occurrences, a potential breach of the flood storage area / reservoir embankment has been modelled and the proposed development would not flood in the event of such a breach. Flood mitigation with respect to reservoir flooding was therefore not considered necessary.
94. The FRA concludes that the proposed development, subject to the management of flood risk through a drainage strategy, is considered to be suitable.
95. In accordance with the NPPF and NPPG, the proposed development constitutes essential infrastructure and given that it is proposed to be located, at least in part, within Flood Zones 2 and 3 both a sequential test and exception test need to be applied. Within the FRA both the sequential test and exception test are addressed. In relation to the sequential test, the FRA states that due to the nature of the proposed development, it has to cross Flood Zones 2 and 3 that there are no reasonably available alternative routes within Flood Zone 1. This assessment is concurred with and as such, it is concluded that the sequential test has been passed.
96. In order for the exception test to be passed, the proposed development must provide wider sustainability benefits to the community that outweigh the flood risk; and be safe for its lifetime taking into account the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reduce flood risk overall. As stated above, and in the FRA, the proposed development is a key piece of infrastructure identified in both the Lincoln Transport Strategy and the CLLP providing an east – west route for local and strategic traffic, playing a key role in meeting the city of Lincoln’s transport challenges and facilitating the delivery of necessary development to meet the identified needs in the CLLP. It would therefore provide significant sustainability benefits to existing and future communities which outweigh the flood risk. The FRA concludes that the proposal would be suitable and acceptable from a flood risk perspective and would not result in increased flood risk elsewhere. As such, it is concluded that the exception test has been passed.

97. The Environment Agency has confirmed that it has no objection to the proposed development and is satisfied with the submitted FRA. The County Council in its capacity as Lead Local Flood Authority has also confirmed that the proposed development is acceptable.
98. In response to the initial consultation, North Kesteven District Council sought assurance that water quality in the River Witham would be safeguarded in relation to surface water runoff from the proposed bridge over the river. The applicant has confirmed that the proposed development would incorporate swales and catchpits to prevent runoff and silt entering the River Witham.
99. One representation has been received raising concerns about the impact of the proposed development on the springs in the Lincoln Cliff area and suggesting that the location of the attenuation pond to the north of Somerton Gate Lane is inappropriate and should be located to the south side of the road.
100. The applicant has responded to these concerns confirming that the proposed cutting would have a drainage system to convey surface water and emerging groundwater to the River Witham and therefore this would not exacerbate groundwater flood risk or waterlogging on the lower-lying land beneath the escarpment. In addition, it is stated that the attenuation pond is appropriately located to reflect to natural flow of the land and locating it to the south of the carriageway could increase the risk of flooding.
101. A query has been raised by another respondent regarding the roadside drainage arrangements. The applicant has confirmed that the ditches shown on the drawings are field drains to replicate the existing ditch network and that a separate drainage system will be provided for the surface water from the carriageway.
102. One respondent raised concerns regarding access to groundwater to serve the pastoral use of the land. The applicant has stated that the drainage proposed should mitigate any loss of groundwater.
103. Overall, subject to the implementation of the approach set out in the FRA, which should be secured through the submission, approval and implementation of a drainage strategy, the proposed development would not be at risk from flooding, would not increase flood risk elsewhere and would protect water quality, in accordance with policy S21, the NPPF and the NPPG. It is therefore recommended that if planning permission is granted, it is subject to suitably worded conditions to secure the implementation of the FRA and the submission, approval and implementation of a drainage strategy.

Heritage Assets

104. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to have special regard to the desirability of

preserving a listed building or its setting or features of special architectural or historic merit, when considering whether to grant planning permission and section 72 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of conservation areas in exercising their planning functions.

105. Policy S57 of the CLLP seeks to protect, conserve and enhance the historic environment of Central Lincolnshire and policy S58 seeks to protect Lincoln's setting and character, including protecting the dominance and approach views of Lincoln Cathedral, Lincoln Castle and uphill Lincoln on the skyline.
106. The potential impacts of the proposed development need to be considered in relation to three Conservation Areas: Waddington, Harmston and Lincoln Cathedral and City Centre Conservation Areas. The closest of these to the application site is Waddington Conservation Area which is located approximately 150 metres to the south of the site boundary.
107. Within the settlement of Waddington there are eight Grade II listed buildings, situated between approximately 300 metres and 800 metres distant from the application site. All of these listed buildings are located within Waddington Conservation Area.
108. In South Hykeham there are two listed buildings located approximately 90 metres north of the application site. These are the Grade II* Church of St Michael and the Grade II Church Farmhouse. The church dates from the 13th century and was restored and added to in the 19th Century. The Farmhouse dates from the 18th and 19th centuries.
109. The Grade II listed Gates and Walls at the Manor House, Sleaford Road, Bracebridge Heath lie adjacent to the application site boundary as it extends northwards on Sleaford Road at its eastern extent. These Gates and Walls relate to the Grade II Manor House and the Grade II Farm Buildings at the Manor House, which are located approximately 90 metres north of the application site. All of these listed buildings date from the early 19th century.
110. The application has been advertised as affecting the setting of Grade II* and Grade II Listed Buildings and the character or appearance of Harmston and Waddington Conservation Areas.
111. The ES and Regulation 25 Further Information are based on information gathered for all designated and non-designated heritage assets within 2km of the boundary of the site. They state that there are 57 designated heritage assets within the study area, including one scheduled monument at Hall Close, south of Dovecote Lane, Haddington, three conservation areas and 53 listed buildings, three of which are Grade I, six of which are Grade II* and 44 of which are Grade II. The ES and Regulation 25 Further Information also identify and assess the effects of the proposed development on a wide range of non-designated heritage assets. A full

archaeological evaluation of the proposed route of the road has been undertaken including desk-based research, geophysical survey and targeted and random trial trenching. This archaeological evaluation has been undertaken in discussion with the County Council's Historic Places team.

112. During the demolition and construction phase of the development, the ES concludes that the proposal would have a low adverse effect on the Waddington, Harmston and Cathedral and City Centre Conservation Areas and the associated listed buildings. The ES concludes that this is not considered to be a significant effect. During the operational phase of the development, the ES concludes that there would also be low adverse effects on the Harmston and Cathedral and City Centre Conservation Areas and that again, these are not considered to be significant, although it is acknowledged that views to and from these conservation areas would be altered as a result of the proposed development.
113. In relation to the Waddington Conservation Area and its associated listed buildings, a moderate adverse effect is concluded in the ES, which is stated to be significant. This is because the proposed development would alter the rural context and sense of tranquillity with the introduction of a new dual carriageway and bridge at Station Road.
114. The ES concludes that during the demolition and construction phase of the development those listed buildings which would be impacted by the proposed development would experience between negligible neutral and low adverse effects, none of which were considered to be significant. This range of effects was also stated in relation to the operational phase of the development.
115. With respect to the Grade II* Church of St Michael and the Grade II Church Farmhouse, it is acknowledged that there would be adverse effects as a result of traffic noise, street lighting and vibration but it is concluded that during the operational phase, the church's relationship with its churchyard would not be impacted.
116. The ES concludes that impacts on historic landscape character, resulting from removal of agricultural land, hedgerows and an area of ridge and furrow, would have no more than a negligible adverse effect which is not considered to be significant.
117. Mitigation measures which are proposed during the demolition and construction phase are stated to reduce effects on heritage assets including managing the flow and intensity of construction related traffic to reduce it to a minimum; the installation of noise boards to reduce noise pollution; the use of damping down practices to reduce dust pollution; and the planting of extra heavy standard trees to provide a hop-over feature for bats which would provide screening from the Grade II* Church of St Michael and Grade II Church Farmhouse. Noise barriers and planting are proposed to be installed to mitigate the impacts during the operational phase of the development.

118. The archaeological evaluation which has been undertaken is stated to have confirmed the presence of archaeological remains dating from prehistoric to modern periods, including the site of a Roman building and courtyard with possible associated heating system and the line of a Roman road (Ermine Street) within the application site. The proposed scheme has been designed to minimise direct impacts on the identified archaeological remains with respect to the Roman building. However, it is nevertheless concluded that the proposed development, as a result of construction activity, materials storage, plant movement and compression from required embankments would have a direct impact on known and as yet unknown archaeological remains.
119. The ES recommends that a programme of archaeological excavation and recording be undertaken to record and advance understanding of known, and as yet unknown, archaeological remains and heritage assets. As such, a Written Scheme of Investigation Archaeological Works has been submitted with this application.
120. The Regulation 25 Further Information considers built non-designated heritage assets and whilst some adverse effects are concluded in relation to some of these heritage assets, impacts are assessed as being between negligible adverse and low adverse effects, with the exception of 46 Station Road, Waddington which is proposed to be demolished and it is therefore concluded that the effect on this non-designated heritage asset would be moderate adverse. The impact of the proposed development on 46 Station Road is proposed to be mitigated through preservation by record in the form of a programme of historic building recording. Embedded mitigation in the form of planting is stated to soften views and lessen the effects overall on other non-designated heritage impacts.
121. The ES and Regulation 25 Further Information state that there would be residual effects at the demolition, construction phase and operational phase of low adverse impact to Harmston Conservation Area, including a key view from Blacksmith Lane; to views towards the Cathedral and City Centre Conservation Area from Blackmoor Road and Low Road; and on the setting of the Church of St Michael Grade II* listed building; and moderate adverse effects to Waddington Conservation Area, including a key view from Hill Top. In addition, there would be the permanent loss of hedgerows deemed as “important” under the heritage criteria in the 1997 Hedgerow Regulations.
122. NKDC Conservation Officer agrees with ES conclusions regarding impacts on setting of listed buildings and conservation areas and the County Council’s Historic Places officer has confirmed that the pre-determination archaeological evaluation work is reliable and provides a good guide to the archaeological issues on the route of the proposed road. It is noted that the Roman remains in Waddington are potentially of national importance but that the proposed road alignment was adjusted to avoid the majority of the remains and thereby minimise disturbance. The Historic Places officer recommends that the submitted Written Scheme of Investigation be

secured and implemented in full through appropriate planning conditions if planning permission is granted.

123. It is noted that Historic England have raised concerns regarding the proposed development in relation to archaeology, however, they recommended that advice be taken from the County Council's own Heritage Team, who have confirmed that the approach taken to archaeology is acceptable and that the submitted Written Scheme of Investigation should be implemented. Historic England has subsequently confirmed that this addresses its concern.
124. The proposed development would not result in the loss of any listed buildings and would not be located within any conservation areas. It would, however, impact on the settings of all three conservation areas within the study area and on the settings of numerous listed buildings, although with the exception of the Waddington Conservation Area, all adverse residual effects are considered to be of a low magnitude and are considered to be at the low end of less than substantial harm, taking into account the significance of these assets. The moderate adverse effect on Waddington Conservation Area is also considered to constitute less than substantial harm, albeit that it is a greater level of harm than experienced by the other designated heritage assets.
125. In light of this less than substantial harm to designated heritage assets, and in accordance with the NPPF, it is necessary to consider whether the public benefits of the proposal outweigh the harm caused. As stated above, the proposed development would improve the current highway network and would facilitate the necessary growth required in accordance with the CLLP allocations. As such, there are very significant public benefits of the proposed development and it is concluded that these benefit outweigh the less than substantial harm caused to designated heritage assets.
126. With respect to non-designated heritage assets, the development would result in the total loss of 46 Station Road, Waddington and would result in the loss of known and as yet unknown archaeology. The loss of 46 Station Road is unavoidable due to the route of the proposed road, however, the harm caused by this loss is less than substantial, as acknowledged by North Kesteven District Council's Conservation Officer, and in the necessary balanced judgement, this loss is outweighed by the benefits which would result from the proposal. With respect to archaeology, subject to the implementation of the submitted Written Scheme of Investigation, any harm or losses incurred would be mitigated through appropriate investigation and a programme of strip, map and record within specified areas, following by the compilation and deposit of a fully indexed field archive.
127. Overall, the findings and conclusions of the ES and Regulation 25 Further Information are considered to be reasonable and reliable with respect to heritage assets. It is clear that the design of the proposed development has taken into account known heritage assets and where possible, sought to avoid or at least minimise effects at the demolition, construction and operational phases.

128. Subject to the implementation of the mitigation proposed, including the historic building recording of 46 Station Road, and the implementation of the submitted Written Scheme of Investigation, it is concluded that the proposed development does not conflict with policies S57 or S58 of the CLLP or the provisions of the NPPF and that the public benefits of the proposal outweigh any residual harm to designated and non-designated heritage assets.

Nature Conservation

129. Section 40 of Natural Environment and Rural Communities Act (2006) (as amended) places a duty on public bodies to consider conserving and enhancing biodiversity. Policy S60 of the CLLP seeks to protect, manage, enhance and deliver net gains in biodiversity. Policy S61 goes further than this and requires development proposals to deliver at least 10% measurable biodiversity net gains, with a preference for this to be delivered on-site where possible. Policy 3 of the Thorpe on the Hill Neighbourhood Plan seeks to minimise impacts on biodiversity and provide net gains where possible.
130. The submitted ES and Regulation 25 Further Information contain a range of ecological surveys and assessments, including a habitat survey, amphibian survey, bat survey, badger survey, water vole and otter survey, breeding and wintering bird surveys, hedgerow assessment and arboricultural assessment. A range of potential impacts as a result of the proposed development are identified, including (but not limited to) loss and degradation of habitats of ecological value, killing or injuring of protected species and disturbance and displacement of protected species during the construction phase of the development and disturbance, killing or injuring of species on the carriageway or as a result of light or noise and lack of management of woodland and hedgerow planting at the operational phase. A range of mitigation and compensation measures are proposed to address these matters, for example, a wildlife pond is proposed to the north of the A46 roundabout to compensate for the loss of an existing pond.
131. Overall, the development proposes a biodiversity net gain of 42.26% for habitat units, 16.9% for linear habitats / hedgerow units and 17.94% for river units. This biodiversity net gain is proposed to be achieved through a variety of methods including the provision of amenity grassland, wildflower enriched grassland, native trees, woodland, native hedgerow, ditches and ponds.
132. The application site lies approximately 4.4km south of the Swanholme Lakes Site of Special Scientific Interest (SSSI) and is within the Impact Risk Zone for this SSSI. However, the proposed development is not one of the types of development which are identified as posing a risk to the integrity of the SSSI. Natural England has confirmed that on the basis of the plans submitted, the proposals would not have likely significant effects on designated sites and so it is concluded that the proposed development would not be harmful to the Swanholme Lakes SSSI.

133. Within 2km of the application site is Whisby Nature Park Local Nature Reserve (LNR), which lies approximately 1km north-west of the site, sixteen Local Wildlife Sites (LWS) and numerous recommended LWSs. All of these sites are considered through the ES and Regulation 25 Further Information. It is concluded that it is extremely unlikely that there would be adverse effects on the integrity of the Whisby Nature Park LNR at either the construction or operational phases of the development. There is, however, the potential for adverse effects on some of the LWSs and recommended LWSs during the construction phase of the development if no mitigation measures are put in place, predominantly as a result of windblown dust and rubbish, accidental pollution incidents and surface water run-off from construction areas resulting in the degradation of habitats. The proposed development includes a wide range of mitigation measures, which are proposed to be secured through the implementation of a CEMP to prevent significant adverse effects occurring. As a result of the proposed mitigation measures, the ES and Regulation 25 Further Information conclude that the residual effects on LWSs and recommended LWSs will not be significant. North Kesteven District Council's Ecologist, whilst initially requesting further information, has no outstanding concerns regarding the conclusions of the ES and Regulation 25 Further Information with respect to impacts on LWSs and recommended LWSs. In order to protect the integrity of the LWSs and recommended LWSs, it is recommended that if planning permission is granted, it is subject to a condition requiring the submission, approval and implementation of a CEMP, including the mitigation measures required to protect these sites.
134. As stated above, a range of protected species surveys have been undertaken to inform the proposed development and any mitigation measures required to be implemented. The ES, Regulation 25 Further Information and North Kesteven District Council's Ecologist recommend that further surveys are undertaken and / or precautionary method statements are put in place prior to the commencement of development in relation to badger and quail and prior to any vegetation clearance, groundworks or site preparation for other species, in order to prevent harm to species which might otherwise be potentially adversely impacted by the proposed development. It is recommended that if planning permission is granted it is subject to suitable conditions to secure this.
135. With specific reference to bats, the scheme itself includes proposals for a bat bridge, proposed to be planted with a double hedgerow (with pedestrian maintenance access) with hedgerow and tree guidance planting either side; a bat culvert, with hedgerow and tree guidance planting either side; and the planting of 8 metre tall heavy standard trees to provide hop-over features across the proposed road for bats.
136. Appendix 9.4 of the ES states that up to five minor bat roosts have been confirmed at 46 Station Road, Waddington and its garage. In accordance with the Protected Species and Development: Advice for Local Planning Authorities guidance, it is necessary to consider whether a protect species licence is likely to be granted by

Natural England, prior to the granting of planning permission. For protected species such as bats, the three tests are:

- the activity is for a certain purpose;
- there's no other satisfactory solution that will cause less harm to the species; and
- the development does not harm the long-term conservation or survival of any population of the licensed species.

137. In this case, the proposed development would provide a relief road which is in the public interest and whilst consideration has been given to alternatives, no other satisfactory solution has been identified which would cause less harm to bats. The submitted documents do not identify any harm to the long-term conservation or survival of the bat population and North Kesteven District Council's Ecologist has not raised any concerns in this regard and has concluded that it would be likely that Natural England would grant the required license given the roosts are of low nature conservation importance and can be readily compensated. It can therefore be concluded that the three tests have been met and are not an impediment to Natural England granting a license in relation to the demolition of 46 Station Road or to the grant of planning permission.

138. In order to ensure that the proposed development does not result in harm to bats, it is recommended that if planning permission is granted it is subject to a condition requiring the implementation of all of the bat mitigation and compensation measures proposed in the ES and Regulation 25 Further Information and a condition requiring that the removal of the trees identified in paragraph 9.4.152 as having bat roost potential and the demolition of 46 Station Road is only undertaken under the supervision of a suitably qualified ecologist. As stated above, the demolition of 46 Station Road will require a license from Natural England and it is recommended that this requirement is included as an informative if planning permission is granted.

139. North Kesteven District Council's Tree and Ecology Officers have request that the final details of the proposed planting, biodiversity net gain and on-going management are confirmed through a Biodiversity Gain Plan and a Landscape and Ecological Management Plan. A draft Landscape and Ecological Management Plan has been submitted as part of this application and this is expected to form the basis of the final document. To ensure that the requirements of policy S60 and S61 are met, it is recommended that if planning permission is granted, it is subject to a condition requiring the submission, approval and implementation of a Biodiversity Gain Plan and Landscape and Ecological Management Plan.

140. This would also satisfy the requirements of the MoD which has raised concerns regarding the proposed planting mix having potential impacts on the number of birds attracted to the area around RAF Waddington. The MoD has requested that a Bird Hazard Management Plan and a SuDS Management Plan are required to ensure that the impacts of the development resulting in the potential for

birdstrike, are adequately assessed and mitigated. It is recommended that if planning permission is granted it is subject to such conditions to avoid harm.

141. Overall, whilst the proposed development would result in the loss of existing trees, hedgerows and habitats, it would not result in significant adverse effects on statutory and non-statutory nature conservation sites and through the proposed mitigation and compensation measures it would not result in unacceptable adverse effects to protected species and would deliver significant biodiversity net gain across the site. It is therefore concluded that the development is in accordance with policies S60 and S61 of the CLLP and policy 3 of the Thorpe on the Hill Neighbourhood Plan.

Landscape and Visual Impact

142. The application site area predominantly comprises agricultural land which crosses the Lincoln Cliff Area of Great Landscape Value and runs through two Green Wedges, as identified in the CLLP.

Policy S62 of the CLLP provides a high level of protection to Areas of Great Landscape value (AGLV) which it states are recognised for their intrinsic character and beauty and their natural, historic and cultural importance. The policy sets a number of criteria to be met in order for development to be acceptable and states that proposals which result in adverse impacts may be exceptionally supported if the overriding benefits demonstrably outweigh the harm caused. In such circumstances, harm should be minimised and mitigated through design and landscaping.

Policy S63 of the CLLP seeks to protect Green Wedges, as identified on the Policies Map. A series of criteria are established which development proposals are to be assessed against.

143. A Landscape and Visual Impact Assessment (LVIA) has been undertaken as part of the ES which considers the effects of the proposed development in relation to a 2km study area. As stated above, the LVIA states that the application site falls within four character areas identified within the North Kesteven Landscape Character Appraisal, namely Terrace Sandlands (LLCA 1), Witham and Brent Vales (LLCA 2), Lincoln Cliff (LLCA 3) and Bracebridge Limestone Heath (LLCA 4). The existing landscape is stated to be of moderate condition, with some scenic quality but is not rare, offers limited recreation value and is tranquil in places. The LVIA acknowledges that the Lincoln Cliff is locally distinctive as a topographical feature from which there are far-reaching and expansive views. The existing landscape is assessed as ranging from negligible to medium value.
144. Consideration is given in the LVIA to the effects of the proposed development during the construction phase, and at year 1 and year 15 of the operational phase. Landscape effects are considered in relation to the different character areas and a

range of representative viewpoints were selected to reflect visual receptors on Public Rights of Way, roads, private residents and worker at nearby businesses.

145. The LVIA states that the LLCA 1: Terrace Sandlands and LLCA 4: Bracebridge Heath Limestone have a low sensitivity to the proposed development and that during the construction period and the operational phase, both in years 1 and 15, the significance of effect on landscape character would be slight adverse. The LLCA 2: Witham and Brent Vales is stated to have a moderate sensitivity to the proposed development and during the construction period and operational phase at year 1, the significance of effect would be moderate adverse, reducing to slight adverse by year 15 of the operational phase. The LVIA notes that within this local landscape character area the proposed development would pass through the Witham Valley Green Wedge. It states that the proposed development would detract from the open and undeveloped character of the Green Wedge but would maintain the separation of settlements. It also states that the development provides the opportunity to create new areas of green infrastructure and retain or enhance public access.
146. The LLCA 3: Lincoln Cliff is noted to experience the largest effects. The LVIA states that this area has a high sensitivity to the proposed development and the significance of effect would be large adverse during the construction period and year 1 of the operational phase because of the partial loss of arable farmland, the noticeable damage to the existing character and the introduction of a new road scheme across the scarp slope in a cutting to the north of Station Road. The effects are assessed as reducing to moderate adverse by year 15 of the operational phase due to the establishment of the proposed planting, which it is stated would restore some of the landscape character. Within this local landscape character area, the LVIA states that the proposed development would also result in substantial changes to the character of the Waddington to Bracebridge Heath Green Wedge which would adversely affect the open and undeveloped character of the Green Wedge.
147. With respect to visual impacts, the LVIA states that during the construction period, visual effects would range from slight to large adverse for public and private receptors, with the greatest level of effect experienced by the closest receptors, that is primarily users of the Public Rights of Way within and surrounding the application site and residential properties adjoining the site along Station Road, Waddington.
148. At year 1 of the operational phase, visual effects for public receptors are stated to range from large adverse where there would be near open views of the proposed development, that is primarily from PRow, to moderate adverse, in relation to some local roads and other PRow, to slight adverse, in relation to other local roads. By year 15 of the operational phase, visual effects for public receptors range from large adverse to neutral, with tree planting having become established. The largest effects remain at PRow.

149. For private receptors, the LVIA states that at year 1 of the operational phase the effects would range from slight adverse to large adverse and that by year 15, this would have reduced to between neutral and large adverse effects, with the greatest effects being to residential properties along Station Road. The LVIA correctly states that the planning system operates on the basis that there is no right to a view and no right to an unchanged view from private property. It is not the purpose of the planning system to protect private views.
150. It is noted that one representation has been received which queried why the LVIA did not include their property. The applicant has responded to this stating that the LVIA cannot address and record every possible view of the proposed scheme and instead uses representative views but nevertheless confirms that changes to views from the property in question are unlikely to be significant.
151. With respect to policy S62 and the impact on the Lincoln Cliff Area of Great Landscape Value, the proposal conflicts with a number of the criteria of this policy insofar as it would result in an adverse impact on the quality, character and distinctiveness of the Area of Great Landscape Value through which the proposed development would run. However, the proposal has been designed to be in a cutting through the Lincoln Cliff and tree and woodland planting is proposed to lessen the overall impacts over time. In this way, the proposed development has been designed to respond to the landscape character and provide features to help with the restoration of this character. Policy S62 makes allowances for proposed development which results in adverse impacts if there are overriding benefits which demonstrably outweigh the harm. In this case, the benefits of the proposed development are significant, facilitating the future residential and employment development required to meet the needs identified in the CLLP, providing an east – west route for local and strategic traffic and playing a key role in meeting the city of Lincoln’s transport challenges. As stated above, the NHRR is identified in the CLLP as a key piece of infrastructure, notwithstanding the need for it to pass through the Lincoln Cliff Area of Great Landscape Value. Overall, it is considered that the proposed development does not conflict with policy S62 because of the overriding benefits it would deliver.
152. The proposed development would run through two Green Wedges identified in the CLLP. Policy S63 seeks to prevent development which would be detrimental to the functions or aims of these Green Wedges from taking place, unless the benefits of the development outweigh the potential impacts on the Green Wedges. Whilst the proposed development would introduce a built form of development into the two Green Wedges, it would not in itself result in the physical merging of settlements, one of the stated aims of Green Wedges. It would introduce a new footpath and cycleway throughout its entire length, providing connections to the existing Public Rights of Way and cycling network, creating new opportunities for recreation and access. Significant biodiversity net gain is also proposed throughout the development. In addition, the proposed development, as stated above, would provide significant public benefits, which would override adverse impacts on both the Witham Valley Green Wedge and the Waddington to Bracebridge Heath Green

Wedge. Overall, it is therefore concluded that the proposed development does not conflict with policy S63.

153. In relation to both the Area of Great Landscape Value and Green Wedge designations, it should be noted that the CLLP safeguards land for the delivery of the NHRR in full knowledge of the route traversing these designations, reinforcing the conclusions that the proposal does not conflict with policy S62 or S63. Additionally, North Kesteven District Council has not raised any concerns with respect to the impacts on these designations.
154. The proposed development, by its nature and due to the existing character of the landscape in which it is proposed to be located, would inevitably result in some adverse landscape and visual impacts, to varying degrees. The proposals include significant planting to mitigate impacts, however, there would nevertheless be residual effects, some of which would be of a large adverse effect, in some locations. The proposed landscape mitigation is an important element of the development in reducing impacts over time and if planning permission is granted, it is recommended that it is subject to a suitably worded planning condition requiring the implementation of an approved landscaping scheme, including its ongoing management.
155. In conclusion, and subject to the implementation and management of suitable landscaping, the proposed development would deliver significant public benefits which outweigh the landscape and visual harm caused.

Amenity and Health

156. Policy S53 of the CLLP requires all development to be of a high standard and to not result in adverse impacts on amenities. Policy S54 of the CLLP promotes health and wellbeing and requires developments over 5 hectares in size to be accompanied by a Health Impact Assessment.
157. The proposed development has been assessed with respect to the potential impacts on air quality, dust, noise, vibration, lighting and demolition in relation to amenity and health. The ES and Regulation 25 Part A Further Information consider these issues and a Health Impact Assessment has been submitted.
158. With respect to air quality, it is noted that the application site does not lie within an Air Quality Management Area. Air quality has been assessed in the ES taking into consideration emissions of dust and particulate matter during the demolition and construction phase of the development and changes to vehicle emission rates in the operational phase, as a result of traffic re-routing and changes to vehicle fleet and mix.
159. Without any mitigation, the ES states that dust associated with the construction phase of the development has the potential to affect approximately 600 high and medium risk human health receptors, located within 200 metres of the site. These

are located in Bracebridge Heath, Waddington, Hykeham Moor and South Hykeham, with those at Bracebridge Heath most likely to be impacted due to prevailing winds. The ES states that impacts from dust will be mitigated through best practice measures to be included within a CEMP, to be agreed with the County Planning Authority prior to the start of the construction phase. As part of the Regulation 25 Part A Further Information submission a Draft CEMP was submitted which sets out a range of mitigation measures proposed to be implemented in order to address air quality and dust, including (but not limited to) the development and implementation of an Air Quality / Dust Management Plan, regular road sweeping, maintaining site plant in accordance with best practice, implementing construction traffic management measures and community liaison and communication regarding construction works.

160. The ES concludes that, subject to the implementation of suitable mitigation measures through the CEMP, the resultant impacts with respect to air quality and dust during the construction and demolition phase of the development would be at a negligible level and no significant effects are expected.
161. With respect to air quality during the operational phase of the development, the ES considers potential impacts on human health and on designated habitats. The impacts are concluded to be not significant and no mitigation is considered to be necessary during the operational phase of the development.
162. North Kesteven District Council's Environmental Health Officer has raised no concerns about the development with respect to air quality and dust and has recommended that if planning permission is granted it is subject to a condition requiring the submission of a CEMP which outlines how dust will be controlled during construction.
163. The ES, Regulation 25 Part A Further Information and Response Report Part B General Matters collectively consider noise and vibration during the construction, demolition and operational phases of the proposed development. During these phases of the development, the potential for significant adverse impacts as a result of noise and vibration are identified, for example as a result of demolition works associated with buildings and roads; construction works including earthworks, road formation and compaction; and operational noise as a result of the usage of the new road and redistributed traffic. A range of mitigation measures are proposed to address these impacts including (but not limited to) best practice measures for the use of plant and equipment, specified working hours, monitoring during the construction phase, temporary and permanent acoustic screening and the use of a low noise road surface. In addition to this, consideration is given to the siting of potentially noise generating activities, for example, the materials processing area is proposed to be located over 260 metres from nearest dwelling.
164. The ES concludes that there would be both adverse and beneficial impacts of the development at the operational phase, as follows:

- significant beneficial residual effects at 252 dwellings and 4 non-residential sensitive receptors. These receptors are primarily located in Bracebridge Heath;
- significant adverse residual effects due to redistributed traffic at 226 dwellings and 1 non-residential sensitive receptor. These are primarily located in Thorpe on the Hill, North Hykeham and at dwellings close to parts of the B-roads connecting the A15 at Waddington to the A158 at Horncastle; and
- significant adverse residual effects due to road traffic noise from the proposed scheme itself at 50 dwellings.

Notwithstanding the significant adverse impacts on a total of 276 dwellings, the ES states that no properties are expected to be adversely impacted to the extent that they would be eligible for statutory noise insulation measures.

165. As stated above, as part of the Regulation 25 Part A Further Information a Draft CEMP has been submitted. This sets out a range of mitigation measures to be implemented in order to address noise and vibration, including (but not limited to) implementation of best practice measures, use of solid fencing and hoarding around site compounds, installation of permanent acoustic screening for operational noise as early as possible in the development, agreement of acceptable noise levels, schedule of noise and vibration monitoring and compliance with agreed working hours.
166. A number of representations have been received regarding noise, from local residents and North Kesteven District Council.

A representation has been received from a property at Meadow Lane, South Hykeham raising concerns regarding the impacts of noise on both residential amenities and on the holiday let business run from the property and questioning the approach taken in the assessment of impacts and assumptions made. Figure 12.10a of the ES illustrates the location of likely significant residual effects due to noise in South Hykeham and identifies that this is a property which would have a resultant significant adverse impact at the operational phase of the development. The applicant has responded to these concerns in the Response Report Part B – General Matters document stating that the assessments undertaken are compliant with the required standards, that the increase in traffic in South Hykeham has been accounted for in the noise assessment and that the proposed new road would be maintained in line with Lincolnshire County Council standards and responsibilities as the local highway authority.

One representation has been received from a local resident on Station Road, Waddington requesting that the County Council purchase their property as it lies in close proximity to the proposed NHRR and the resident considers that the impacts of the scheme would be detrimental to their health and wellbeing. Figure 12.10c of the ES illustrates the location of likely significant residual effects due to noise in Waddington. In relation to this local resident's dwelling, it is noted that this property is likely to experience significant adverse effects due to noise during the

construction phase of the development but no adverse effects are identified during the operational phase. The request regarding the purchase of the property is not a material planning consideration and is not taken into account in the determination of this application.

A representation has been received raising concerns regarding the potential impacts of noise at Grange Farm, in light of the proximity of the proposed road. In response to this, the applicant has amended the proposed scheme and has introduced a 2 metre high acoustic barrier adjacent to the proposed road in the vicinity of Grange Farm.

One representation queried why a property which was used in the noise assessment recordings was not identified as a “receptor” and the applicant confirmed this was because the site is located outside the study area and no significant impacts with respect to construction noise or vibration or operational phase traffic noise are expected.

167. In its initial response to the application, North Kesteven District Council requested further information and clarification regarding the potential impacts of the development on the delivery of the South West Quadrant Sustainable Urban Extension, allocated for approximately 2,000 dwellings and 5 hectares of employment land, and allocation reference NK/BBH/003, which has outline planning permission (reference 20/0057/OUT) for up to 1,087 dwellings, up to 0.44 hectares of residential institution, up to 2.6 hectares of employment use and associated works. Both of these allocations have shared boundaries with this application. The applicant responded to these queries in the Regulation 25 Part A Further Information stating that no adverse impacts would occur in relation to the South West Quadrant Sustainable Urban Extension and proposing a 2 metre high acoustic fence along the boundary of the application site with the allocated site with the benefit of outline planning permission reference 20/0057/OUT.
168. It is noted that the documents submitted in relation to planning application reference 20/0057/OUT included an indicative plan showing a noise buffer area between the proposed extent of the dwellings and the proposed NHRR. This plan was not approved as part of that planning permission and no other noise mitigation measures were required along this southern site boundary, however, North Kesteven District Council would have been mindful in the determination of that planning application of the need to enable the delivery of the NHRR (known as the Lincoln Southern Bypass in the 2017 CLLP), which was safeguarded through policy LP36 of the then adopted CLLP.
169. In response to the Regulation 25 Part A Further Information proposal to install a 2 metre high acoustic fence along the boundary of the application site and the site with planning permission reference 20/0057/OUT, North Kesteven District Council’s Environmental Health Officer responded stating that further noise mitigation measures are sought and requested that a 3 metre high fence should be installed instead of the proposed 2 metre high fence. Discussions have taken place

with the applicant and agreement has been reached that a 3 metre high fence would be installed, in order to meet the requirements of the Environmental Health Officer.

170. In relation to noise, it is clear that even with the proposed range of mitigation measures, there are likely to be significant adverse impacts on 276 dwellings and 1 non-residential sensitive receptor as a result of traffic using the proposed road itself and as a result of redirected traffic. However, there would be significant beneficial impacts on 252 dwellings and 4 non-residential sensitive receptors. Through the implementation of the proposed mitigation measures, the proposed development would not result in unacceptable adverse impacts in relation to vibration.
171. A balanced judgement is required to be made taking into account the positive and negative impacts of the proposed development with respect to noise. The beneficial impacts in relation to noise on sensitive receptors are very similar in the number of receptors affected to the number of receptors negatively impacted. It is also noted that the ES states that no properties are expected to be eligible for statutory noise insulation measures and the Environmental Health Officer has not raised any concerns regarding impacts on existing sensitive receptors. Whilst the adverse impacts as a result of noise are noted, the overall benefits of the proposal with respect to benefits regarding road traffic noise and the wider benefits of facilitating the delivery of housing and employment development, alleviating existing problems of travelling east-west to the south of Lincoln and reducing severance due to existing congestion are considerable and outweigh the harm caused.
172. The ES refers to the provision of lighting associated with the NHRR, however, no information in relation to this matter was originally provided. Following the Regulation 25 request for further information, the applicant has provided information in relation to lighting, which is focussed on the proposed junctions. The applicant has stated that the lighting has been designed with the intention of striking a balance between meeting the need of providing lighting at junctions, meeting legal requirements, energy consumption and reducing impacts on flora, fauna and the night sky. Consideration is given to the impacts of lighting on amenity and no adverse impacts are identified.
173. Whilst the Environmental Health Officer has not raised any concerns with respect to lighting, and no adverse impacts have been identified, in their response to the Regulation 25 Part A Further Information, National Highways has requested that a condition be imposed prior to the installation of lighting, requiring a lighting risk assessment and detailed scheme of lighting to be submitted and approved, including any mitigation measures as necessary. In order to meet the requirements of National Highways, and notwithstanding the submitted information, it is therefore recommended that if planning permission is granted, it is subject to a condition requiring a lighting risk assessment and detailed scheme of lighting to be submitted and approved, prior to the installation of any lighting.

174. As stated above, a total of six properties are proposed to be demolished to facilitate the proposed development, they are 46, 48, 50, 52, 58A and 58B Station Road, Waddington. A seventh property, 58 Station Road, Waddington, has already been demolished as permitted development, following prior notification having been given to the County Planning Authority in an application received on 6 July 2021. It is understood that all of these properties are in Lincolnshire County Council's ownership and have been let on short term rental agreement arrangements. The demolition of these dwellings clearly has significant impacts on the occupants of the properties, however, given that the dwellings are all in County Council ownership and let on short term rental agreements, and in light of the lengthy public engagement which has taken place prior to the this application being submitted, it is not considered that the overall impacts as a result of demolition are significant or grounds for refusing planning permission in this case.
175. Overall, in relation to amenity and health impacts of the proposed development, a wide range of mitigation measures are proposed to be implemented which would minimise adverse impacts and where significant adverse impacts remain, as is the case in relation to noise, the benefits of the proposed development outweigh the residual harm caused. If planning permission is granted it is recommended that planning conditions be imposed to secure the necessary mitigation measures and the implementation of a CEMP and a lighting strategy, which should first be submitted and approved.

Agricultural Land

176. Policy S67 of the CLLP seeks to protect the best and most versatile agricultural land (BMVAL). The policy requires the submission of an agricultural land classification report for sites of 1 hectare or larger, which would result in the loss of BMVAL.
177. The application as originally submitted did not include a full agricultural land classification survey and this led to an objection being raised by Natural England. Representations were also received from local landowners in relation to this lack of information. In response to these objections, and the Regulation 25 request for further information, an agricultural land classification report was submitted.
178. The agricultural land classification survey found that 11.9 hectares of the overall site constitutes Grade 2 agricultural land, 45.9 hectares is Grade 3a, 110.1 hectares is Grade 3b, 10.1 hectares is Grade 4 and 22.1 hectares is non-agricultural land. Of this, 8.4 hectares of Grade 2 and 35.2 hectares of Grade 3a agricultural land would be permanently lost as a result of the proposed development. Given that Grades 1, 2 and 3a are classified as BMVAL, the proposed development would therefore result in the loss of 43.6 hectares of BMVAL. The Regulation 25 further information concluded that this would constitute an effect of moderate adverse significance.

179. For unallocated sites, policy S67 requires that four criteria are met in order for proposals resulting in the loss of BMVAL to be supported. Whilst the route of the NHRR is safeguarded in the CLLP, this is not in itself an allocation and therefore these criteria must be considered.

Criterion a) requires there to be an established need for the development and that there is insufficient lower grade land available. As has been set out above, the proposed road is required to facilitate the delivery of housing and employment development within North Kesteven and to the south of the city of Lincoln, as well as to alleviate existing problems with travelling east-west and to reduce severance due to existing congestion. The proposed road is identified in the Lincoln Transport Strategy as a top priority in order to achieve this.

Consultation on the preferred route of the proposed road has been undertaken for almost twenty years (dating back to 2006) and all of the preferred routes would involve the loss of agricultural land, indeed, an east-west route to the south of Lincoln can only be located in the broad area of the proposed development. In more recent years, the routes considered have been in close proximity to the currently proposed route and there is no indication that they would have significantly less impact on BMVAL than the current proposal.

It is therefore concluded that criterion a) of policy S67 is satisfied.

Criterion b) of the policy requires development proposals to have benefits and / or sustainability considerations which outweigh the need to protect such land, taking into account the economic and other benefits of BMVAL. The benefits of the proposed development have been set out above in relation to criterion a) and are significant. Whilst the benefits of BMVAL are clearly important considerations, it is concluded that the significant benefits that the proposed development would deliver in terms of accessibility, facilitating development to meet local needs and reducing severance outweigh the loss of the BMVAL.

It is therefore concluded that criterion b) of policy S67 is satisfied.

Criterion c) requires that the impacts of the proposal upon ongoing agricultural operations have been minimised through the use of appropriate design solutions. This criterion is addressed in numerous ways. The application site area is larger than the land-take actually required for the proposed development and the land which is currently in agricultural use and is not needed once the proposed development becomes operational, is proposed to be reinstated to agricultural use, thereby minimising the loss of BMVAL. An Outline Soil Management and Land Reinstatement Plan has been submitted which specifies how soils will be handled and stored with a view to reinstatement of BMVAL.

The development has been carefully designed to minimise impacts on as many existing agricultural businesses as possible. It is acknowledged that there would be adverse impacts on some agricultural businesses and that impacts on some

businesses would be greater than on others. However, mitigation has been designed into the scheme to reduce impacts, for example, an accommodation bridge is proposed at Wath Lane to provide continued access to agricultural land for the existing business and elsewhere private means of access tracks are proposed to be provided to retain access to existing businesses.

It is concluded that the impacts on ongoing agricultural operations have been minimised, in accordance with criterion c).

Criterion d) of the policy requires that, where feasible, once the development has ceased its useful life, the land be restored to its former use. Given the permanent nature of the proposed development, this criterion is not applicable, however, as set out in relation to the consideration of criterion c), the application itself proposes the reinstatement of all existing agricultural land which is not required during the operational phase of the development.

180. Natural England has reviewed the Regulation 25 Further Information, including the Agricultural Land Classification Survey and outline Soil Management and Land Reinstatement Plan and has responded to state that, subject to the imposition of a condition to secure appropriate mitigation measures through a Soil Management Plan, the development would be acceptable and no objection is raised.
181. It is recommended that if planning permission is granted it is subject to conditions requiring the reinstatement of BMVAL as specified within the application, that a final Soil Management and Land Reinstatement Plan is submitted, approved and implemented and that all of the proposed measures to facilitate the ongoing operation of the existing agricultural businesses are implemented.
182. Subject to the imposition of the recommended conditions, it is concluded that whilst the proposed development would result in the loss of a significant amount of BMVAL, the proposal meets the provisions of policy S67 and the harm caused by the loss of the BMVAL is outweighed by the overall benefits of the proposed development.

Contaminated Land

183. Policy S56 of the CLLP seeks to ensure that there are no significant impacts as a result of development taking place on contaminated land.
184. The ES identifies a number of potentially contaminative existing land uses across the application site, including (but not limited to) farms and farmyards, fuel pipeline, RAF Waddington, biodigester plant and waste management facilities. It also identifies historic land uses resulting in potentially contaminative land within 250 metres of the site, such as tramway sidings, brickworks and petrol filling station. It states that the site is within a low bomb risk area from unexploded ordnance.

185. As highlighted by a local resident in their representation to the application, within the area to the east of Station Road, a number of homes require radon protection measures. Overall, the site is stated to have a mixed maximum radon potential.
186. Ground investigation work has been undertaken and overall the ES concludes that the contamination issues are limited to discrete area. For example, during this investigation, one sample at a very shallow depth was found to contain asbestos, in the form of chrysotile board. Given that this was a single fragment, it was considered possible that it was a fragment of disposed waste rather than being representative of the topsoil within the area overall. The ES concludes that, whilst there are risks to key receptors, the risks can be managed and mitigated such that the effects are considered to not be significant during the construction phase of the development and no additional risks are considered likely to occur during the operational phase.
187. The ES includes details of mitigation measures including the implementation of a CEMP, use of personal protective equipment, completion of risk assessments and method statements, implementation of a watching brief during ground works between Station Road and the escarpment to ensure any Asbestos Containing Materials are removed from the soils in this area and utilising best practice design and construction methods.
188. The Environment Agency state that the potential contaminants associated with previous land uses could be mobilised during the construction period resulting in the pollution of controlled waters which are particularly sensitive in this location because part of the proposed development site is within a Source Protection Zone 2 and over a principal aquifer. However, the Environment Agency consider that through the submission, approval and implementation of a remediation strategy, the proposed development would be acceptable.
189. North Kesteven District Council's Environmental Health Officer also acknowledges the potential for contamination and recommends that a remediation strategy and / or verification plan should be prepared before development commences and that this should be reviewed should any areas of contamination be found.
190. Subject to the implementation of the measures set out in the ES, including the implementation of a CEMP, which should first be submitted and approved, and the submission, approval and implementation of a Remediation Strategy for contamination, it is concluded that the proposed development would not result in adverse impacts with respect to contaminated land and is therefore in accordance with policy S56 in this regard.

Minerals

191. The application site falls within Minerals Safeguarding Areas for Sand and Gravel (towards the western side of the proposals) and Limestone (towards the eastern

side of the proposals). As such, policy M11 of the CSDMP is of relevance which seeks to safeguard mineral resources.

192. Chapter 11 of the ES states that approximately 17% of the proposed route intersects with a Minerals Safeguarding Area for Sand and Gravel and approximately 37.5% of the proposed route intersections with a Minerals Safeguarding Area for Limestone. This chapter of the ES considers the implications of the proposed development in relation to mineral resources and concludes that the impacts on the Minerals Safeguarding Areas are not significant.

193. Chapter 5 of the ES states that limestone obtained from the Lincoln Cliff in the excavation of the route of the proposed road is proposed to be processed at a material processing area on the site, involving the crushing, screening and grading of the material, to subsequently be re-used within the proposed development.

The prior extraction of limestone and re-use within the proposed development presents no conflict with policy M11 as the mineral resource would be utilised as part of the proposal.

194. It is not, however, proposed to extract any reserves of sand and gravel. As set out above, there is a need for the proposed development in order to address transport challenges and facilitate required new growth in and around Lincoln, together with a wider aim of improving connections to Lincolnshire's coast. This therefore satisfies the criterion within policy M11 requiring demonstration of an overriding need for the development. Also as stated above, the development could not be reasonably sited elsewhere. As such, in relation to sand and gravel, the provisions of policy M11 are met.

195. Overall, the location of the application site within Minerals Safeguarding Areas is not a constraint on the proposed development in this case.

Waste

196. One of the objectives of the CLLP is to *"minimise the amount of waste generated across all sectors and increase the re-use, recycling and recovery rates of waste materials"*. This is reflected in policy S10 which supports proposals that demonstrate their compatibility with a strong circular economy.

197. Chapter 11 of the ES addresses the issue of waste and states that the construction phase of the development could potentially result in significant volumes of surplus materials and waste, predominantly from excavations and demolition of existing structures and from materials brought to the site that may be damaged, off-cuts or surplus to requirements. The proposed construction works would generate earthworks material, including cut (excavation of material removed from an area) and fill (placement of material into an area, for example to make embankments).

198. Whilst acknowledging the potential for large volumes of construction, demolition and excavation waste to be generated by the proposed development, the ES states the development has a target of 70% recycling and re-use on site and that the proposal produces a near neutral balance of cut and fill. A Materials Management Plan is proposed to be implemented to secure this. This approach does not conflict with policy S10.
199. If planning permission is granted, it is recommended that the submission, approval and subsequent implementation of a Materials Management Plan is secured through an appropriately worded planning condition.

Public Rights of Way

200. Policy S47 of the CLLP requires strategic transport infrastructure development proposals to improve the PRow network and policy S48 seeks to ensure development proposals facilitate active travel, including through the protection, maintenance and improvement of existing infrastructure through connections into the existing PRow network. Policy 4 of the Thorpe on the Hill Neighbourhood Plan seeks to protect and enhance PRow and policy HNP6 of the Hykeham Neighbourhood Plan aims to enhance walking networks. The application has been advertised as affecting PRow.
201. The ES states that there are 18 footpaths and 5 bridleways located within 500 metres of the proposed development, a number of which would be directly impacted by the proposal, including three which would be permanently closed. A Walking, Cycling and Horse Riding Assessment has been submitted with the application as part of the Transport Assessment.

In order to facilitate the development, it is proposed to close SHYK/20/1, however, access is proposed to be retained via the proposed NMU and SHYK/9/2.

TOTH/17/2 is proposed to be extinguished and replaced with an alternative route via a combination of footpath and NMU around the southwestern portion of the A46 North Hykeham roundabout. Signal controlled crossings of the carriageway are proposed to be provided to facilitate safe access.

SHYK/1/1 is proposed to be diverted to retain connectivity with bridleway SHYK/2/2 and is proposed to connect to the proposed new NMU. SHYK/2/2 is proposed to cross the development on an accommodation bridge crossing at Wath Lane.

SHYK/906/1 is proposed to be diverted to allow connection to its current end point prior to the River Witham and a connection is proposed to be provided to the new NMU. A circular route is proposed to be created.

It is proposed to extinguish WDCN/9/1 from Somerton Gate Lane heading north. This footpath is not currently a through route and has no onward connections.

A short section of WDG/3/2, part of the Viking Way Long Distance Footpath, is proposed to be stopped up because the proposed development intersects with it. The Design and Access Statement states that the scale of earthworks cutting at the Lincoln Cliff and the alignment of the existing footpath mean that providing a bridge to cross the proposed road and maintain the Viking Way on its current alignment in this area is not feasible. Instead, a new footbridge crossing at Grantham Road roundabout is proposed which would realign the Viking Way, securing a continuous route. In addition, a route along the top of the proposed cutting slope, to the north west of the proposed road, is proposed to be provided to retain part of the Viking Way along the top of the Lincoln Cliff, with additional sections created to provide onward connectivity from the southern end of the retained Viking Way to Station Road. Overall, the proposed new footpaths ensure that a continuous route would be maintained.

202. Three new PRow are proposed as part of the new development:

- a new bridleway between South Hykeham Road and Wath Lane, to the south of the proposed road;
- a new bridleway from Wath Lane to the River Witham and Meadow Lane, travelling under the proposed River Witham Bridge; and
- a new footpath from Station Road to the Lincoln Cliff, utilising part of the retained Viking Way.

203. It is noted that the Lincolnshire Joint Local Access Forum has raised concerns about the disruption caused to the Viking Way and stated that the development would result in people having to cross a very busy and fast dual carriageway by foot due to the lack of provision of a multi user bridge. It appears that there has been a misunderstanding of the proposed development as the proposals do indeed include a bridge for non-motorised users, providing links between the Viking Way to either side of the proposed dual carriageway. This would provide a safe route for non-motorised users.

204. Whilst the proposed development would involve the closure of three PRow and the diversion of a number of other PRow, the network as a whole would not be harmed as a result of the proposed development and it is concluded that it would be enhanced through the connections and new PRow proposed. The proposed development is therefore in accordance with policies S47 and S48 of the CLLP, policy 4 of the Thorpe on the Hill Neighbourhood Plan and policy HNP6 of the Hykeham Neighbourhood Plan.

Impact on Existing Businesses

205. Representations have been received from 7 business in relation to direct impacts of the proposed development on the operation of those businesses. One was from the owners and operators of the fuel station at Thorpe on the Hill (as addressed earlier in this report), five are from farm businesses whose land is directly

impacted by the proposed development and one is from a local resident whose family run a holiday let business.

206. A request was made to amend the proposed bat culvert to enable light farm vehicles to use it. The applicant has stated that this is not possible as vehicular traffic could result in damage to the culvert. It is stated that access to the fields to the south of the proposed NHRR would be via Somerton Gate Lane.
207. A request was made that a minimum access height of 3.5 metres be provided beneath the bridge over the River Witham to provide for good husbandry to cattle. The applicant has confirmed that the minimum headroom clearance would be 4 metres and the access would be maintained on Environment Agency land outside of the proposed road scheme.
208. The applicant has acknowledged that the proposed development would create severance across certain farm holdings and measures including private means of access have been proposed to address this matter.
209. One respondent raised concerns that a stock proof fence was required in relation to their land. The applicant has confirmed that this is proposed and had previously been agreed with the land agent working for the respondent.
210. Whilst the proposed development would have some adverse impacts on certain existing businesses, the proposals have been developed and amended over an extensive period of time, during which numerous consultations have been undertaken, and the adverse impacts have been minimised and mitigated where possible. It is necessary to make a balanced judgement on the proposed development and there would be significant positive public benefits as a result of the proposals which outweigh the harm caused to a relatively small number of existing businesses. It is not considered that this harm justifies the refusal of planning permission in this case.

Cumulative Impacts

211. As is a requirement of the Environmental Impact Assessment process, the ES considers cumulative effects as a result of the proposed development. The combined effects of dust, noise, vibration, traffic and visual effects during the demolition and construction phase are identified as having potential adverse effects, however, the ES concludes that these would at worst be temporary minor adverse combined effects and that through the implementation of a CEMP, effects would be reduced as far as possible.
212. The ES also considers cumulative effects as a result of the proposed scheme together with other development. The proposed development of the South West Quadrant SUE, as allocated in the CLLP, is identified as having the potential to have a cumulative effects on the Grade II* Listed Church of St Michael's in South Hykeham due to the impact on the historic rural character of the church. The

proposed new houses are stated to have the potential to block existing views of the church, resulting in a moderate adverse cumulative effect. No further mitigation with respect to the NHRR proposals are considered possible in light of the mitigation already proposed. Mitigation will however need to be considered as part of the proposals for the South West Quadrant SUE, once that development comes forward to planning application stage. It is nevertheless concluded that the potential cumulative effects, in relation to this current proposal, are outweighed by the significant positive public benefits of the NHRR.

213. The ES also states that there could be cumulative effects on labour markets if the construction phases of proposed development overlaps with SUE adjacent to and in close proximity to the proposed NHRR. The potential for this cumulative effect is not considered to justify the refusal of planning permission in this case.

Other

214. In order to facilitate the proposed development, it is proposed to divert an existing Exolum fuel pipeline located at the western end of the application site. It is proposed to divert the pipeline so that it runs south of the proposed carriageway over a 2km length between the A46 and the flood storage bund associated with the River Witham. It is proposed to undertake these works prior to the commencement of the main works. Exolum Pipeline System Ltd was consulted on the application and their agent responded stating that the apparatus would be affected and setting out guidance in this respect. No objections were raised to the development in the response. The diversion of the pipeline itself is a matter to be agreed between the applicant and Exolum Pipeline System Ltd, however, it is not considered to be an impediment to the grant of planning permission in this case. It is recommended that if planning permission is granted, the guidance provided is included as an informative.
215. Two respondents stated that the proposed development would have an impact on the value of their property. The planning system does not protect the value of individuals' properties and so this is not a material consideration in the determination of this application.

Overall Conclusions

216. The proposed NHRR would deliver a new dual carriageway which would reduce congestion, facilitate new housing and employment development, including the allocated SUEs to the south of Lincoln identified in the CLLP, and would provide better east-west connections to the south of Lincoln. In addition to this, the proposed development would enhance the PRoW network and deliver significant biodiversity net gains. The overall social, economic and environmental benefits of the development would therefore be substantial.
217. The route of the proposed development has been the subject of extensive consideration and consultation over a prolonged period of time. The applicant has

sought to achieve a route which minimises impacts on local residents, businesses and the natural and historic environment. As a result, refinements have been made to the proposals throughout the process, including minor amendments during the processing of this application in response to representations received.

218. Whilst there would be some residual adverse impacts which would result from the proposed development, as discussed under the various topic headings above, given the scale, nature and complexity of this development and the substantial benefits it would deliver, it is concluded that those benefits significantly outweigh the harm caused. Overall, subject to the recommended conditions, the proposed development is in accordance with the development plan and the NPPF.

Human Rights Implications

219. The Committee's role is to consider and assess the effects that the proposal 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 a balancing exercise and matter of planning judgement. In this case, having considered the information and facts as set out within this report, should planning permission be granted the decision would be proportionate and not in breach of the Human Rights Act (Articles 1 & 8) 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.

RECOMMENDATIONS

It is recommended that:

- (A) this report (including appendices) forms part of the Council's Statement pursuant to Regulation 30 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) 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) of the 2017 Regulations the Council must make available for public inspection a statement which contains:
- the content of the decision and any conditions attached to it;
 - the main reasons and consideration on which the decision is based including, if relevant, information about the participation of the public;
 - a summary of the consultations undertaken, and information gathered and how those results have been incorporated or otherwise addressed;
 - a description of the main measures to avoid, reduce and if possible, offset the major adverse effects of the development;
 - any monitoring measures considered appropriate; and
 - information regarding the right to challenge the validity of the decision and the procedures for doing so;

and

(B) planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be commenced within three years of the date of this permission. Written notification of the date of commencement shall be sent to the County Planning Authority 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 only be carried out in accordance with the following documents and plans unless otherwise modified by the Regulation 25 Response Part A - Further Information, Response Report Part B - General Matters, Increase In Noise Barrier Height Note, e-mail from the agent dated 24 April 2024 confirming the height of a noise barrier, conditions attached to this planning permission or details subsequently approved pursuant to those conditions as follows:

Documents

- Application form (received 31 October 2023);
- Design and Access Statement (received 31 October 2023);
- Health Impact Assessment (received 31 October 2023);
- Planning Statement (received 1 November 2023);
- Public Engagement Report (received 31 October 2023);
- Transport Assessment (received 31 October 2023);
- Water Quality Assessment (received 31 October 2023);
- Written Scheme of Investigation Archaeological Works (received 31 October 2023);
- Environmental Statement Volume 1 Non-Technical Summary (received 1 November 2023), Environmental Statement Volume 2 Chapters 1 to 18, Environmental Statement Volume 3 Appendices and Environmental Statement Volume 4 Figures (received 31 October 2023), except as amended by Regulation 25 Response Report Part A - Further Information (received 21 March 2024), Response Report B – General Matters (received 21 March 2024) and Increase In Noise Barrier Height Note (received 24 April 2024);
- Regulation 25 Response Report Part A - Further Information (received 21 March 2024), except as amended by Increase In Noise Barrier Height Note (received 24 April 2024);
- Response Report B – General Matters (received 21 March 2024);
- Increase In Noise Barrier Height Note (received 24 April 2024); and
- E-mail from the agent confirming the height of a noise barrier (received 24 April 2024).

Drawings

- NHRR-RAM-GEN-HYKE-DR-CH-00050 P01 Red Line Boundary Location Plan (received 13 November 2023);
- NHRR-RAM-HGN-HYKE-DR-CH-00010 P03 Planning Application General Arrangement Sheet Overview (received 13 November 2023);
- NHRR-RAM-HGN-HYKE-DR-CH-00011 P04 Planning Application General Arrangement Sheet 1 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00012 P05 Planning Application General Arrangement Sheet 2 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00013 P05 Planning Application General Arrangement Sheet 3 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00014 P05 Planning Application General Arrangement Sheet 4 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00015 P05 Planning Application General Arrangement Sheet 5 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00016 P02 Planning Application General Arrangement Sheet 6 of 18 (received 31 October 2023);
- NHRR-RAM-HGN-HYKE-DR-CH-00017 P02 Planning Application General Arrangement Sheet 7 of 18 (received 31 October 2023);
- NHRR-RAM-HGN-HYKE-DR-CH-00018 P05 Planning Application General Arrangement Sheet 8 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00019 P05 Planning Application General Arrangement Sheet 9 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00020 P05 Planning Application General Arrangement Sheet 10 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00021 P05 Planning Application General Arrangement Sheet 11 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00022 P05 Planning Application General Arrangement Sheet 12 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00023 P06 Planning Application General Arrangement Sheet 13 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00024 P05 Planning Application General Arrangement Sheet 14 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00025 P05 Planning Application General Arrangement Sheet 15 of 18 (received 21 March 2024);
- NHRR-RAM-HGN-HYKE-DR-CH-00026 P02 Planning Application General Arrangement Sheet 16 of 18 (received 31 October 2023);
- NHRR-RAM-HGN-HYKE-DR-CH-00027 P05 Planning Application General Arrangement Sheet 17 of 18 (received 21 March 2024)
- NHRR-RAM-HGN-HYKE-DR-CH-00028 P03 Planning Application General Arrangement Sheet 18 of 18 (received 13 November 2023);
- NHRR-TEP-ELS-HYKE-DR-LS-30001 P06 Landscape Masterplan Sheet 1 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30002 P06 Landscape Masterplan Sheet 2 (received 21 March 2024);

- NHRR-TEP-ELS-HYKE-DR-LS-30003 P06 Landscape Masterplan Sheet 3 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30004 P07 Landscape Masterplan Sheet 4 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30005 P07 Landscape Masterplan Sheet 5 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30006 P04 Landscape Masterplan Sheet 6 (received 31 October 2023);
- NHRR-TEP-ELS-HYKE-DR-LS-30007 P04 Landscape Masterplan Sheet 7 (received 31 October 2023);
- NHRR-TEP-ELS-HYKE-DR-LS-30008 P07 Landscape Masterplan Sheet 8 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30009 P06 Landscape Masterplan Sheet 9 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30010 P07 Landscape Masterplan Sheet 10 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30011 P08 Landscape Masterplan Sheet 11 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30012 P07 Landscape Masterplan Sheet 12 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30013 P07 Landscape Masterplan Sheet 13 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30014 P07 Landscape Masterplan Sheet 14 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30015 P06 Landscape Masterplan Sheet 15 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30016 P07 Landscape Masterplan Sheet 16a (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30017 P04 Landscape Masterplan Sheet 16b (received 31 October 2023);
- NHRR-TEP-ELS-HYKE-DR-LS-30018 P07 Landscape Masterplan Sheet 17 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30020 P07 Detailed Planting Plan Sheet 1 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30021 P07 Detailed Planting Plan Sheet 2 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30022 P06 Detailed Planting Plan Sheet 3 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30023 P07 Detailed Planting Plan Sheet 4 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30024 P07 Detailed Planting Plan Sheet 5 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30025 P04 Detailed Planting Plan Sheet 6 (received 1 November 2023);
- NHRR-TEP-ELS-HYKE-DR-LS-30026 P04 Detailed Planting Plan Sheet 7 (received 1 November 2023);

- NHRR-TEP-ELS-HYKE-DR-LS-30027 P07 Detailed Planting Plan Sheet 8 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30028 P06 Detailed Planting Plan Sheet 9 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30029 P06 Detailed Planting Plan Sheet 10 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30030 P08 Detailed Planting Plan Sheet 11 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30031 P07 Detailed Planting Plan Sheet 12 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30032 P07 Detailed Planting Plan Sheet 13 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30033 P07 Detailed Planting Plan Sheet 14 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30034 P07 Detailed Planting Plan Sheet 15 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30035 P07 Detailed Planting Plan Sheet 16a (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30036 P06 Detailed Planting Plan Sheet 16b (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30037 P07 Detailed Planting Plan Sheet 17 (received 21 March 2024);
- NHRR-TEP-ELS-HYKE-DR-LS-30038 P06 Ecological Mitigation Details (received 21 March 2024);
- NHRR-RAM-HML-HYKE-DE-CH-00001 P02 Planning Application Link 1 Cross Sections (received 13 November 2023);
- NHRR-RAM-HML-HYKE-DE-CH-00002 P01 Planning Application Link 2 Cross Sections (received 31 October 2023);
- NHRR-RAM-HML-HYKE-DE-CH-00003 P05 Planning Application Link 3 Cross Sections (received 21 March 2024);
- NHRR-RAM-HML-HYKE-DE-CH-00004 P03 Planning Application Link 4 Cross Sections (received 21 March 2024);
- NHRR-RAM-HML-HYKE-DE-CH-01009 P06 Plan and Profile for Main Carriageway Chainage 5400m to 6100m (received 21 March 2024);
- NHRR-RAM-HML-HYKE-DE-CH-01010 P06 Plan and Profile for Main Carriageway Chainage 6100m to 6800m (received 21 March 2024);
- NHRR-RAM-SBR-BR03-DR-CB-00001 P04 North Hykeham Relief Road River Witham Bridge General Arrangement Sheet 1 of 2 (received 31 October 2023);
- NHRR-RAM-SBR-BR03-DR-CB-00002 P04 North Hykeham Relief Road River Witham Bridge General Arrangement Sheet 2 of 2 (received 31 October 2023);
- NHRR-RAM-HML-HYKE-DR-CH-00001 P01 Planning Application NHRR Scheme Plan and Long Section (received 21 March 2024);
- NHRR-RAM-SBR-HYKE-DE-CB-00001 P02 North Hykeham Relief Road Somerton Gate Lane Bat Culvert General Arrangement (received 13 November 2023);
- NHRR-RAM-SBR-HYKE-DE-CB-00002 P02 North Hykeham Relief Road BR06 South Hykeham Bat Bridge (received 31 October 2023);

- NHRR-RAM-SBR-BR02-DR-CB-00001 P02 North Hykeham Relief Road Wath Lane Footbridge General Arrangement Approval in Principal (received 13 November 2023);
- NHRR-RAM-SBR-BR04-DE-CB-00001 P03 North Hykeham Relief Road Station Road Overbridge General Arrangement (received 13 November 2023); and
- NHRR-RAM-SBR-BR05-DE-CB-00001 C01 North Hykeham Relief Road Viking Way Footbridge General Arrangement Approval in Principal (received 31 October 2023).

Reason: To define the permission and to ensure the development is implemented in all respects in accordance with the approved details.

3. Prior to the commencement of development, a Construction Environmental Management Plan, incorporating a Construction Traffic Management Plan, shall be submitted to and approved in writing by the County Planning Authority. The Construction Environmental Management Plan shall be based on the Draft Construction Environmental Management Plan submitted on 21 March 2024 including, but not necessarily limited to, the following:
 - a. limiting the standard days and hours of works undertaken during the construction and demolition phase of the development, including in relation to minerals processing, to 07:00 to 19:00 Monday to Friday; 09:00 to 13:00 Saturdays; and no working on Sundays or Public Holidays;
 - b. details of the approach to obtain prior approval from the County Planning Authority for any works required to be undertaken outside the standard days and hours of construction, including the justification for working outside these days and hours and any mitigation measures to be put in place;
 - c. measures to mitigate the adverse impacts of vehicle activity, including:
 - the phasing of the development to include access construction;
 - the on-site parking of all vehicles of site operatives and visitors;
 - the on-site loading and unloading of all plant and materials;
 - the on-site storage of all plant and materials used in constructing the development;
 - wheel washing facilities; and
 - the routes of construction traffic to and from the site including any off-site routes for the disposal of excavated material;
 - d. strategy stating how surface water run off on and from the development will be managed during construction and protection measures for any sustainable drainage features. This should include drawing(s) showing how the drainage systems (temporary or permanent) connect to an outfall (temporary or permanent) during construction;
 - e. details of the location of site offices / welfare / site access (in accordance with the drawings approved in condition 2 and paragraph 5.3.6 of the Environmental Statement);
 - f. Materials Management Plan, including the re-use of site won materials wherever possible;

- g. Construction Air Quality / Dust Management Plan, including implementation of best practice measures and regular road sweeping;
- h. Construction Noise and Vibration Management Plan, including:
 - implementation of best practice measures;
 - commitment to using noise attenuated and well maintained plant and equipment;
 - schedule of agreed maximum acceptable noise levels at sensitive receptors;
 - arrangements for advanced notice to the County Planning Authority and local community of operations that may cause noise and disturbance; and
 - schedule of noise and vibration monitoring;
- i. Groundwater Management Plan for excavations and cuttings;
- j. details of construction lighting, including assessment of impacts and any necessary mitigation measures;
- k. details of the storage of all liquids and solids of a potentially hazardous nature to control spillage and prevent contamination;
- l. details of the location, size and height of all environmental mitigation bunds to be constructed for use during the construction phase of the development, including cross sections and a timetable for implementation;
- m. Community Liaison Strategy, including the appointment of a Public Liaison Officer;
- n. protocol for emergencies and environmental incidents, including details of the contact point during working hours and in emergencies;
- o. details of the stand-off distances to National Grid assets, including no reduction in the current stand-off, or changes to the area around, the tower at the A46 North Hykeham roundabout (4ZM560 tower);
- p. details of waste disposal methods;
- q. details of any cranes, plant and/or other tall construction equipment to be used to or in support of implementing the development hereby approved, including:
 - a schedule, to include dates and times, for their presence and operation on site;
 - details of a liaison protocol through which RAF Waddington can be notified of any amendments to that schedule; and
 - details of obstacle lighting that will be used on any crane, plant or tall construction equipment that will be used on site;
- r. Complaints Procedure, including:
 - details of who the complaint should be made to;
 - how complaints will be logged; and
 - provision for responding to complaints;
- s. mechanism for the monitoring and review of the Construction Environmental Management Plan.

The approved Construction Environmental Management Plan shall thereafter be implemented in full for the duration of the construction phase of the development hereby approved.

Reason: To ensure that the development is carried out in acceptable manner; to protect the amenities of nearby land users; in the interests of the safety and free passage of those using the adjacent public highway; to ensure that the development is adequately drained without creating or increasing flood risk to land or property adjacent to, or downstream of, the development during construction; to ensure the development does not obstruct air traffic movements or otherwise impede the effective operation of technical assets that contribute to aviation safety through air traffic management; and to address the requirements of the Lincolnshire County Council Highways, National Highways, North Kesteven District Council's Environmental Health Officer and the Ministry of Defence.

4. Prior to the commencement of development, full details of all bridges, structures, underpasses, bridge wing walls, abutments, crossings and associated earthworks (including proposed grading and mounding of land areas, levels and contours to be formed) shall be submitted to and approved in writing by the County Planning Authority. Such details shall include information regarding the colour and treatment of all surfaces, finishes and textures associated with these elements. The bridges, structures, underpasses, bridge wing walls, abutments, crossings and associated earthworks shall thereafter be constructed in strict accordance with the approved details.

Reason: In the interests of the visual amenities of the area.

5. With respect to archaeology, the following measures shall be undertaken:

Part 1

The Written Scheme of Investigation Archaeological Works, approved under condition 2 of this planning permission, shall be implemented in full. The applicant shall notify the County Planning Authority 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 County Planning Authority.

Part 2

A report of the archaeologist's findings shall be submitted to the County Planning Authority and the Historic Environment Record Officer at Lincolnshire County Council within three months of the works hereby given consent being commenced unless otherwise approved in writing by the County Planning Authority; and the condition shall not be discharged until the archive of all archaeological work undertaken hitherto has been deposited with the County Museum Service, or another public depository willing to receive it.

Reason: In order to ensure that satisfactory arrangements are made for the investigation, retrieval and recording of any possible archaeological remains on the site.

6. Prior to the commencement of development, a drainage strategy based on the details contained in the approved Flood Risk Assessment and Environmental Statement, and on the basis of sustainable drainage principles, shall be submitted to and approved in writing by the County Planning Authority. The approved strategy shall be implemented in full before the development becomes operational and shall thereafter be maintained for the lifetime of the development.

Reason: To ensure the site has a suitable surface water drainage system and to address the requirements of National Highways with respect to interactions with the A46.

7. Prior to the commencement of development, a scheme and timetable for the restoration and reinstatement of the land proposed to be used during the construction phase of the development hereby approved as haul roads, site compounds, material processing areas, topsoil storage areas, material storage areas and that land proposed to be returned to agriculture, as shown on the drawings approved under condition 2 of this planning permission, shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall thereafter be implemented in full.

Reason: To ensure the land required to facilitate the construction phase of the development is restored and reinstated in an appropriate manner at the earliest opportunity; to protect the visual amenities of the area; and to restore areas of Best and Most Versatile Agricultural land to minimise the loss of this land.

8. Prior to the commencement of development, a Soil Management Plan in line with the Defra guidance Code of Practice for the Sustainable Use of Soils on Construction Sites shall be submitted to and approved in writing by the County Planning Authority. The approved scheme shall thereafter be implemented in full.

Reason: To ensure adverse impacts on soils, including Best and Most Versatile Agricultural land, are avoided or minimised.

9. Prior to the commencement of development, a hedgerow assessment shall be carried out by a suitably qualified ecologist and the results submitted to the County Planning Authority. The results of the hedgerow assessment shall be used to inform the arboricultural method statement and scheme of protection for hedgerows required in condition 10 of this planning permission and the Landscape and Ecological Management Plan required in condition 14 of this planning permission.

Reason: To inform the retention, protection and management of hedgerows which are important to the character and amenity of the surrounding area.

10. Prior to the commencement of development, an arboricultural method statement and scheme for the protection of the trees and hedgerows to be retained

throughout the site shall be submitted to and approved in writing by the County Planning Authority. This scheme shall include:

- a. a plan showing details and positions of the trees and hedgerows to be retained and the root protection areas;
- b. details and position of protection barriers; and
- c. details of construction and working methods to be employed to accommodate the protection of retained trees and hedgerows.

The development hereby approved shall only be carried out in full accordance with the approved arboricultural method statement and tree and hedgerow protection scheme.

Reason: To ensure the retention and protection of trees and hedgerows which are important to the character and amenity of the surrounding area.

11. Prior to the commencement of development, a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, shall be submitted to and approved in writing by the County Planning Authority. This strategy shall include the following components:
 - a. A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - potentially unacceptable risks arising from contamination at the site.
 - b. A site investigation scheme, based on (a) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite.
 - c. The results of the site investigation and the detailed risk assessment referred to in (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - d. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The approved strategy shall be implemented in full.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution.

12. Prior to the development hereby permitted first being brought into use, a verification report demonstrating the completion of works set out in the approved

remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the County Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete.

13. If, during the construction phase of the development hereby permitted, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the County Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.

14. Notwithstanding the details in the documents and drawings hereby approved, prior to the commencement of development a Biodiversity Gain Plan and a Landscape and Ecological Management Plan shall be submitted to and approved in writing by the County Planning Authority. The required plans shall accord with the national Biodiversity Metric (3.1) and the Delivering Biodiversity Net Gain In Central Lincolnshire (April 2023) good practice requirements for biodiversity net gain assessment, and shall set out (with appropriate supporting evidence):
- a. details, including planting specifications, aftercare and long-term management, of the steps to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;
 - b. the pre-development biodiversity value of the onsite habitat;
 - c. details, including planting specifications, species, numbers, spacing and positions, aftercare and long-term management, of all landscape and biodiversity net gain measures;
 - d. the post-development biodiversity value of the onsite habitat;
 - e. any registered off-site biodiversity gain allocated to the development and the biodiversity value of that gain in relation to the development; and
 - f. any biodiversity credits purchased for the development.

The approved Biodiversity Gain Plan and Landscape and Ecological Management Plan shall be implemented in full in the first available planting season following the confirmation of the written approval from the County Planning Authority and the required habitats maintained for a period of not less than 30 years.

Reason: To secure landscaping and biodiversity net gain; in the interest of the visual amenity of the area; to ensure that the planting/landscaping implemented at the site does not attract or provide a habitat for those large and/or flocking bird species hazardous to aviation safety; and to address the requirements of Lincolnshire County Council Highways, National Highways, North Kesteven District Council and the Ministry of Defence.

15. Prior to the commencement of development, the site shall be surveyed by a suitably qualified ecologist to ascertain the nature of the use by badger, in accordance with a survey approach which shall first be submitted to and approved in writing by the County Planning Authority. The results of the survey shall be submitted to the County Planning Authority and no works shall take place until a detailed site-wide mitigation strategy has been submitted to and approved in writing by the County Planning Authority. All works shall thereafter be carried out in full accordance with the approved mitigation strategy and written confirmation of the implementation of the approved mitigation strategy shall be submitted to the County Planning Authority prior to the development hereby permitted first coming into use.

Reason: To ensure the appropriate protection of, and mitigation for, badgers as a protected species.

16. Prior to the commencement of development, a quail survey shall be carried out by a suitably qualified ecologist and the results submitted to the County Planning Authority. In the event that quail is found to be present, then no works shall take place until a detailed method statement including details of the measures to be adopted to protect quail from the works has first been submitted to and approved in writing by the County Planning Authority. All works shall thereafter be carried out in full accordance with the approved details and written confirmation of the implementation of the method statement shall be submitted to the County Planning Authority prior to the development hereby permitted first coming into use.

Reason: To ensure the appropriate protection of, and mitigation for, quail as a protected species.

17. Prior to the commencement of development, a Bird Hazard Management Plan (BHMP) shall be submitted to and approved in writing by County Planning Authority. The BHMP shall include, but not be limited to:
- a. identification of species that may cause detriment to aviation safety;
 - b. details of an inspection and monitoring schedule through which appropriately qualified individuals will identify bird numbers and potential attractants;
 - c. details of design or management measures that will be employed to discourage birds from being attracted to the development/site (to address soil storage, and any permanent and/or temporary waterbodies);

- d. identification of the number of those species that should trigger dispersal or control actions;
- e. details of dispersal and bird control actions that may be applied;
- f. a protocol for recording bird numbers, actions taken and their outcomes; and
- g. a liaison protocol to provide RAF Waddington with notice that actions are to be taken.

The development shall thereafter be carried out and managed strictly in accordance with the approved BHMP.

Reason: To limit the potential of the development to attract and support populations of those large and/or flocking bird species that may cause detriment to aviation safety, to address the requirements of the Ministry of Defence.

18. Prior to the commencement of development, a Sustainable Drainage System (SuDS) Management Plan shall be submitted to and approved in writing by the County Planning Authority. The SuDS Management Plan shall include, but not be limited to:

- a. details of a long-term maintenance programme for the basins to ensure that outlets are maintained to ensure they are not blocked or restricted by silt or vegetation preventing them from draining in line with SuDS guidance;
- b. details of any physical measures designed to limit the attractiveness of the attenuation basins to hazardous birds and details of/programmes for the long term maintenance of those physical measures; and
- c. details of species and the distribution of planting designed to limit the attractiveness of the SuDS basins and swales to hazardous birds and details of/programmes for the long term maintenance of that planting.

The development shall thereafter be implemented and managed strictly in accordance with the details agreed for the lifetime of the development.

Reason. To limit the potential of the site to attract and support populations of those large and/or flocking bird species that may cause detriment to aviation safety, to address the requirements of the Ministry of Defence.

19. Prior to any vegetation clearance, groundworks or site preparation works taking place on the site, an amphibian survey shall be carried out by a suitably qualified ecologist and the results submitted to the County Planning Authority. In the event that amphibians 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 amphibians from the works has first been submitted to and been approved in writing by the County Planning Authority. All works shall thereafter be carried out in full accordance with the approved details and written confirmation of the implementation of the method statement shall be submitted to the County Planning Authority prior to the development hereby permitted first coming into use.

Reason: To ensure the appropriate protection of, and mitigation for, amphibians.

20. Prior to any vegetation clearance, groundworks or site preparation works taking place on the site, a reptile survey shall be carried out by a suitably qualified ecologist and the results submitted to the County Planning Authority. In the event that reptiles 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 reptiles from the works has first been submitted to and been approved in writing by the County Planning Authority. All works shall thereafter be carried out in full accordance with the approved details and written confirmation of the implementation of the method statement shall be submitted to the County Planning Authority prior to the development hereby permitted first coming into use.

Reason: To ensure the appropriate protection of, and mitigation for, reptiles.

21. Prior to any vegetation clearance, groundworks or site preparation works taking place on the site, a water vole and otter survey shall be carried out by a suitably qualified ecologist and the results submitted to the County Planning Authority. In the event that water voles and / or otters 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 and / or otters from the works has first been submitted to and been approved in writing by the County Planning Authority. All works shall thereafter be carried out in full accordance with the approved details and written confirmation of the implementation of the method statement shall be submitted to the County Planning Authority prior to the development hereby permitted first coming into use.

Reason: To ensure the appropriate protection of, and mitigation for, water voles and otters.

22. Prior to any vegetation clearance, groundworks or site preparation works taking place on the site, precautionary method statement(s) with respect to hedgehogs, brown hare and harvest mouse shall be submitted to and approved in writing by the County Planning Authority. The approved precautionary method statement(s) shall thereafter be implemented in full and written confirmation of the implementation of the method statement(s) shall be submitted to the County Planning Authority prior to the development hereby permitted first coming into use.

Reason: To ensure the appropriate protection of, and mitigation for, hedgehogs, brown hare and harvest mouse.

23. No vegetation clearance or soil stripping shall be undertaken between March and September inclusive unless otherwise approved in writing with the County Planning Authority. If these works cannot be undertaken outside this time, the

land affected should be evaluated and checked for breeding birds by a suitably qualified ecologist and if appropriate, an exclusion zone set up. No work shall be undertaken within the exclusion zone until the birds and any dependent young have vacated the area.

Reason: To avoid disturbance to birds during the breeding season.

24. Prior to any vegetation clearance, groundworks or site preparation works taking place on the site, full details of the specification, materials and sections of the development where low noise surfacing is proposed to be used shall be submitted to and approved in writing by the County Planning Authority. As a minimum, these sections shall include those shown on Figure 12.2 “Noise Barrier Plans” of the Environmental Statement Volume 4 as “low noise surfacing”. The specification of the low noise surfacing shall provide a reduction in road traffic noise of at least 3.5dB when compared to a standard hot-rolled asphalt road. All works shall thereafter be carried out in full accordance with the approved details, including any future replacement or resurfacing works which affect those areas of the development which are the subject of the approved low noise surfacing. The road shall be maintained to ensure the effectiveness of the noise attenuation properties of the surfacing for the lifetime of the development.

Reason: To minimise the impacts of noise arising from the development, in the interests of amenity and to ensure compliance with the conclusions of the Environmental Statement.

25. No works within 50 metres of the A46 Hykeham roundabout shall commence until the detailed design of the scheme, including its interaction with the A46, in accordance with that shown in drawing NHRR-RAM-HGN-HYKE-DR-CH00011 Rev P04 Planning Application General Arrangement Sheet 1 of 18 (received 21 March 2024) has been submitted to and approved in writing by the County Planning Authority in consultation with National Highways. The scheme shall comply with the design requirements and procedures of the Design Manual for Roads and Bridges as required by National Highways, including those relating to Road Safety Audits (RSA) and Walking, Cycling & Horse-Riding Assessment and Review (WCHAR). The approved scheme shall thereafter be implemented and completed in full, in accordance with the approved details.

Reason: To ensure that the A46 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980, in the interests of road safety and to maintain the integrity of the strategic road network.

26. No development within 50 metres of the highway boundary of the A46 shall commence until a scheme providing details of the boundary treatment adjacent to the A46 trunk road boundary has been submitted to and approved in writing by the County Planning Authority, in consultation with National Highways. The scheme, which shall also include details of appropriate management/maintenance

and a programme of implementation, shall thereafter be implemented as approved and maintained thereafter.

Reason: To ensure that the A46 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980, in the interests of road safety and to maintain the integrity of the strategic road network.

27. With respect to the non-designated heritage asset at 46 Station Road, Waddington, the following measures shall be undertaken:

Part 1

Prior to the commencement of any demolition works associated with 46 Station Road, Waddington, details of a scheme of historic building recording, as referred to in the Regulation 25 Response Report Part A – Further Information, shall be submitted to and approved in writing by the County Planning Authority. The scheme shall provide a written and photographic record of the building and provide a permanent record of it in its current condition. The historic building recording works shall thereafter be implemented and carried out prior to the demolition of the building, in full accordance with the approved scheme.

Part 2

A report of the historic building record shall be submitted to the County Planning Authority and the Historic Environment Record Officer at Lincolnshire County Council within three months of the historic building recording works having been commenced; and the condition shall not be discharged until historic building record report has been deposited with the Historic Environment Record Officer at Lincolnshire County Council.

Reason: In order to ensure that satisfactory arrangements are made for the recording of this non-designated heritage asset.

28. The removal of the trees identified as having bat roost potential in paragraph 9.4.152 of the Environment Statement and the demolition of 46 Station Road and the associated garage shall only be undertaken under the supervision of a suitably qualified ecologist.

Reason: In the interests of safeguarding bats as a protected species.

29. Prior to the development hereby permitted first coming into use, the bat bridge and bat culvert, as shown on drawings NHRR-RAM-HGN-HYKE-DR-CH-00014 P05 Planning Application General Arrangement Sheet 4 of 18 (received 21 March 2024), NHRR-RAM-SBR-HYKE-DE-CB-00002 P02 North Hykeham Relief Road BR06 South Hykeham Bat Bridge (received 31 October 2023), NHRR-RAM-HGN-HYKE-DR-CH-00019 P05 Planning Application General Arrangement Sheet 9 of 18 (received 21 March 2024) and NHRR-RAM-SBR-HYKE-DE-CB-00001 P02 North Hykeham Relief Road Somerton Gate Lane Bat Culvert General Arrangement (received 13

November 2023) shall be implemented in full and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To provide appropriate mitigation for bats as a protected species.

30. Prior to the development hereby permitted first coming into use, a scheme for the installation of bat and bird boxes at the site, as referred to in the Regulation 25 Response Report Part A – Further Information, including details of the design and proposed locations of the bat and bird boxes, shall be submitted to and approved in writing by the County Planning Authority and the approved scheme shall be installed in full and thereafter maintained for the lifetime of the development.

Reason: In the interests of safeguarding bats and nesting birds, as protected species.

31. Prior to the road hereby permitted becoming operational, all noise mitigation measures in the form of bunds and 2 and 3 metre high acoustic fencing, as specified in Chapter 12 of the Environmental Statement (received 31 October 2023), as amended by the Regulation 25 Response Part A - Further Information (received 21 March 2024), Response Report B – General Matters (received 21 March 2024), Increase in Noise Barrier Height Note (received 24 April 2024) and , e-mail from the agent dated 24 April 2024 confirming the height of a noise barrier, shall be implemented in full and shall thereafter be retained and maintained to ensure their noise attenuation properties for the lifetime of the development.

Reason: To minimise the impacts of noise arising from the development, in the interests of amenity and to ensure compliance with the conclusions of the Environmental Statement.

32. Prior to the road hereby approved becoming operational, the non-motorised user route, the footpaths and footways, the access tracks, public rights of way, bridleways, maintenance tracks and private means of access routes, as shown on the drawings and described in the documents approved under condition 2 of this planning permission, shall be installed and be operational and shall thereafter be retained and maintained for the lifetime of the development.

Reason: To ensure appropriate active travel measures are in place; to ensure the network of public rights of way, bridleways and footpaths are not adversely affected by the development; to ensure appropriate maintenance routes are in place; and to ensure appropriate access to existing businesses is delivered.

33. Notwithstanding the submitted information, prior to the installation of any lighting to be implemented as part of the development, a lighting risk assessment and detailed scheme of lighting shall be submitted to and approved in writing by the County Planning Authority. The lighting scheme, which shall give consideration to the effects of temporary/task lighting and glare/glint from headlamps of vehicles using the development, as well as any necessary mitigation measures required to minimise the identified effects, shall be thereafter implemented as approved.

Reason: In the interests of visual amenity, to safeguard protected species and to ensure that the A46 trunk road continues to serve its purpose as part of a national system of routes for through traffic in accordance with Section 10(2) of the Highways Act 1980, in the interests of road safety and to maintain the integrity of the strategic road network, to address the requirements of National Highways.

34. Prior to the installation of the landscape fencing and gates, as shown on the drawings approved under condition 2 of this planning permission, details of the size, specification and materials shall be submitted to and approved in writing by the County Planning Authority. The fencing and gates shall thereafter only be installed in accordance with the approved details.

Reasons: In the interest of visual amenity.

Informatives

Attention is drawn to:

- (i) Prior to the demolition of 46 Station Road, Waddington and the associated garage a protected species license will be required from Natural England in light of the bat roosts present in these buildings;
- (ii) Environment Agency letter dated 21 December 2023;
- (iii) Fisher German letter on behalf of Exolum dated 9 January 2024;
- (iv) National Grid e-mails dated 18 March and 4 April 2024;
- (v) Natural England letter 8 April 2024;
- (vi) National Highways Letter dated 18 April 2024;
- (vii) Defence Infrastructure Organisation letter dated 26 April 2024;
- (viii) 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 application, seeking further information to address issues identified and has processed the application 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.
- (ix) 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 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 Directive of these Rules.

Appendix

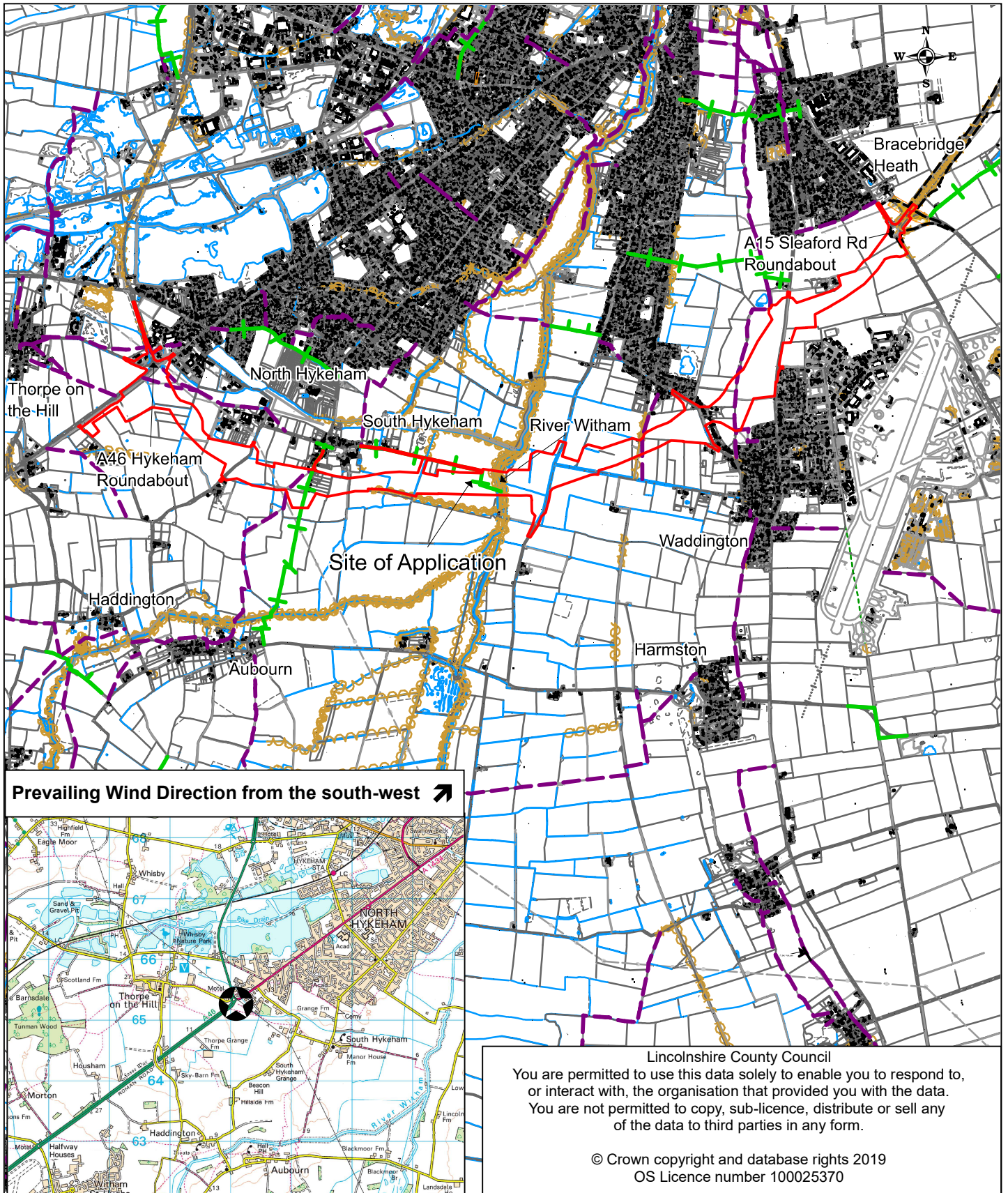
These are listed below and attached at the back of the report	
Appendix A	Committee Plan

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 File 23/1447/CCC	Lincolnshire County Council's website https://lincolnshire.planning-register.co.uk/
National Planning Policy Framework (2021)	The Government's website www.gov.uk
Central Lincolnshire Local Plan (2017)	North Kesteven District Council's website www.n-kesteven.gov.uk

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



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Location:
 Land between the A46 Hykeham Roundabout and A15 Sleaford Road Roundabout

Description:
 For construction of the North Hykeham Relief Road (NHRR) between the A46 Hykeham Roundabout and the A15 Sleaford Road Roundabout

Application No: 23/1447/CCC
Scale: 1:48,000