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Wednesday 22nd January 2025

Ref: **A1461 North Hykeham Relief Road Compulsory Purchase Order 2024**

Dear Geoffrey,

The Lincolnshire County Council (A1461 North Hykeham Relief Road) Compulsory Purchase Order 2024 ("CPO")

The Lincolnshire County Council (A1461 North Hykeham Relief Road) (Classified Road) (Side Roads) Order 2024 ("SRO")

These are referred to either separately as the CPO and the SRO or collectively as the Orders

Your client: Mrs S Burgess

I write to thank you for your written comments dated 20 November 2024, which have been forwarded to me, as the Promotor's representative, by the Department for Transport following your objection to the above Orders. Following the closure of the Objection period into the Scheme proposals, the Council has considered with care the various objections and representations made including those made by yourselves. The Council has decided, however, that the basis for proceeding with the Scheme is sound, especially given the advantages that flow from it, and will therefore be progressing the Scheme including the pursuit of any public inquiry into the proposals should that be necessary.

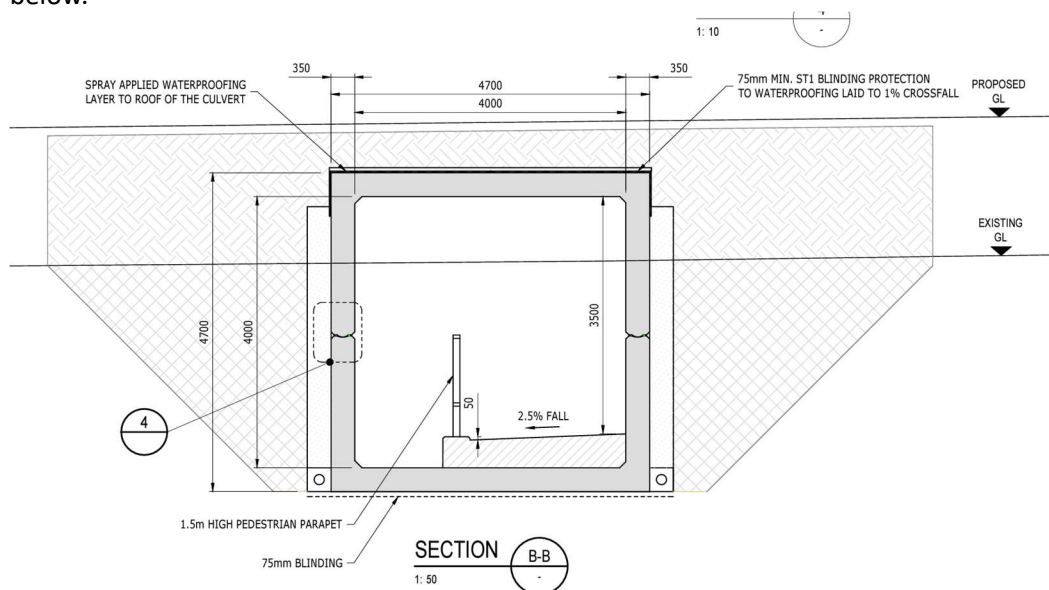
In respect of the comments you have submitted, I have identified three matters of concern in respect of Lincolnshire County Council's ("LCC" or "the Council") proposal to bring forward the North Hykeham Relief Road ("NHRR" or "the Scheme"). These matters have been all been discussed with the Council's representatives and that dialogue is ongoing.

In looking at your concerns it is important to recall the purposes underlying the promotion of the Scheme itself. The NHRR is intended to assist the sustainable economic growth of Lincoln

and Lincolnshire and reduce congestion in and around North Hykeham and the surrounding villages. The scheme will improve journey time reliability by providing additional network capacity and route choice, in particular for east-west movements, as well as journey time savings on longer trips around or bypassing the Lincoln urban area. The NHRR is a vital part of Lincolnshire's plans to support the growth of its priority economic sectors and unlocks the South West Quadrant Sustainable Urban Extension. This development, which is dependent on the delivery of the NHRR, is an essential part of the housing supply within Central Lincolnshire, providing approximately 2,000 dwellings and up to 5ha of additional general employment land, along with retail and community uses including a new primary school, open space and formal sports pitches.

I wish to take this opportunity to address the three matters of concern which you have raised in your letter to help you to understand the Council's position in respect of them. We would hope that you would then be able to reconsider the matters you have raised to see if you would wish to present them as objections to any public inquiry which may be necessary.

1. Your first concern is that the 'bat tunnel' adjoining plot 216 is a missed opportunity in respect of safety and access and that if the tunnel were enlarged to accommodate tractors and trailers it would remove the majority of farm traffic from the public highway.
 - 1.1. The 'bat tunnel' is 4m x 4m box culvert with a headroom of 3.5m as shown in the section below.



The arrangement of the culvert is such because the culvert serves a dual function, being essential mitigation for the impact of the Scheme in the population of barbastelle bats and forming part of the drainage strategy for the Scheme.

- 1.2. Barbastelle bats are a rare species of bat which are typically only found in southern England and Wales. They are protected in the UK under the Wildlife and Countryside Act 1981 and are a Priority Species under the UK Post-2010 Biodiversity Framework. They are a European Protected Species under Annex IV of the European Habitats Directive and listed as Near Threatened on the global IUCN Red List of Threatened Species.
- 1.3. The culvert is also necessary to divert existing ditches at Somerton Gate Lane, which is severed by the Scheme, to allow water to pass under the new road and follow a new route along the NHRR before discharging into the River Witham in the same way as they currently do.

- 1.4. The 'bat tunnel' has been designed to fulfil this dual function and has been granted planning permission in the form that it is.
 - 1.5. Amendments to the approved design would require additional approvals and would be more expensive.
 - 1.6. A new, reasonably convenient, Private Means of Access is provided to your client's land via PMA 8 and the realigned Somerton Gate Lane as shown on Side Roads Order Plans 6 and 7.
2. Your second concern is that the area around Brant Road and plot 196 is liable to flooding in periods of heavy rain and that this existing problem will be exacerbated by run off from the Scheme. You suggest the flow will be too fast to be collected by the drainage for the new road resulting in an increased risk of flooding.
- 2.1. The Flood Risk Assessment does not identify this area as being at high risk of flooding, although it is noted that these areas, amongst others, have experienced flooding in the past.
 - 2.2. The principles of the drainage strategy are as follows:
 - Carriageway Surface Water is collected and treated by the Sustainable Urban Drainage system with the last measure of treatment being attenuation. The attenuated water outfalls at flow rates agreed with the Internal Drainage Board and the Environment Agency. The full plan has been submitted, reviewed and approved through the formal planning process.
 - Water within the scheme, (e.g. verges, embankments, etc.) is collected by cut off ditches, which stop any surface water runoff into private land. This water is directed to new or existing outfalls.
 - Areas outside of the Scheme such as fields and other areas, that will remain in private ownership, will continue to have surface water runoff, however these will be collected by existing and/or realigned ditches, including new cut off ditches at the scheme boundary (where fields fall towards the Scheme). These are directed to existing outfalls at agreed discharge rates, being greenfield runoff rates.
 - 2.3. The design, in line with the drainage strategy, represents no worsening effects with regards to surface water management when compared against the existing situation.
3. Your third concern is that the detail for the accommodation works have not been agreed as indicated by the following matters listed (a) to (d):
- a. Provision of access to the south of the farm during the course of construction. The provision of an access road has been discussed but we have no undertaking that this will be provided.
 - b. Fencing details have been discussed but no undertaking has been supplied with regard to the fencing or who will be responsible for its maintenance post construction.
 - c. There will be a need to remove hedges and tracks in order to make the remaining fields viable. This has been discussed but no undertakings provided.
 - d. The Council has not considered the effect of the Scheme on the field drainage.
- 3.1. Accommodation works are not matters for the Public Inquiry to consider as they will subject of private arrangements with the landowner as appropriate at a subsequent stage.
 - 3.2. However, the Council has met with you and your client to discuss the accommodation works:
 - a. Access to the south of the farm will be available during construction.
 - b. Stockproof fencing will be provided in the locations discussed in accordance with the fencing drawing at Appendix A.
 - c. There are ongoing discussions about the hedgerows and tracks within the farm holding.
 - d. Field drainage has been considered and will form part of the accommodation works. In addition, and following discussions with you, the Council has appointed a land drainage specialist to identify and design those accommodation works being the reinstatement of field drainage.

I would hope that this letter addresses the concerns that you have raised and provides you with the information necessary to enable you to formally withdraw your objection. If you would wish to do so, please write to the Department for Transport at the following address:

Secretary of State for Transport
National Transport Casework Team
Tyneside House
Skinnerburn Road
Newcastle Business Park
Newcastle upon Tyne
NE4 7AR

Alternatively you could send an email to them at nationalcasework@dft.gov.uk and I would ask you to copy Adam Lakin in at adam.lakin@bentleyprojectmanagement.co.uk

In the meantime, if you have any questions with regard to the above, please do not hesitate to contact the project team who are managing this element of the Scheme on behalf of the Council.

- Adam Lakin, Project Manager for NHRR
adam.lakin@bentleyprojectmanagement.co.uk
- Tom Aylmer, Land Agent for NHRR
tom.aylmer@darleyassociates.co.uk

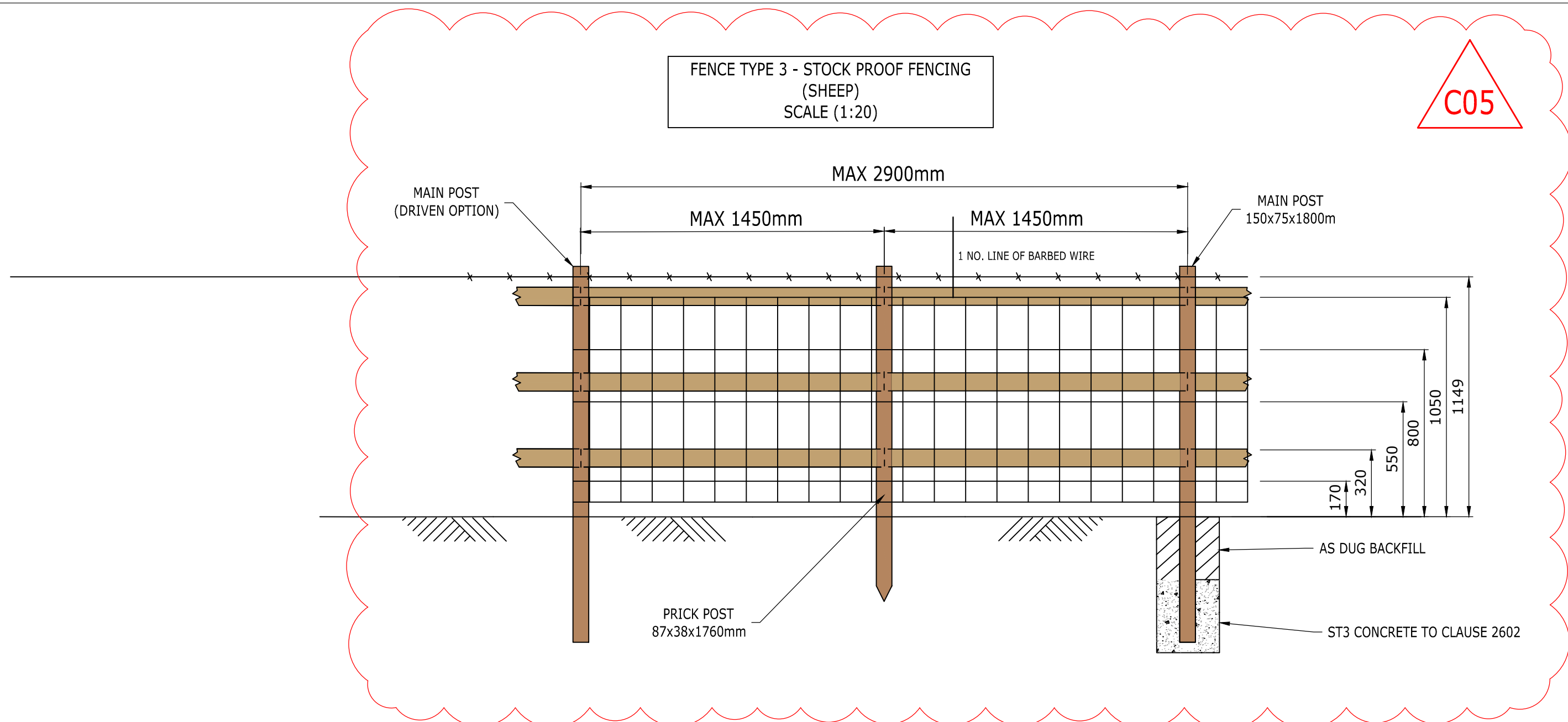
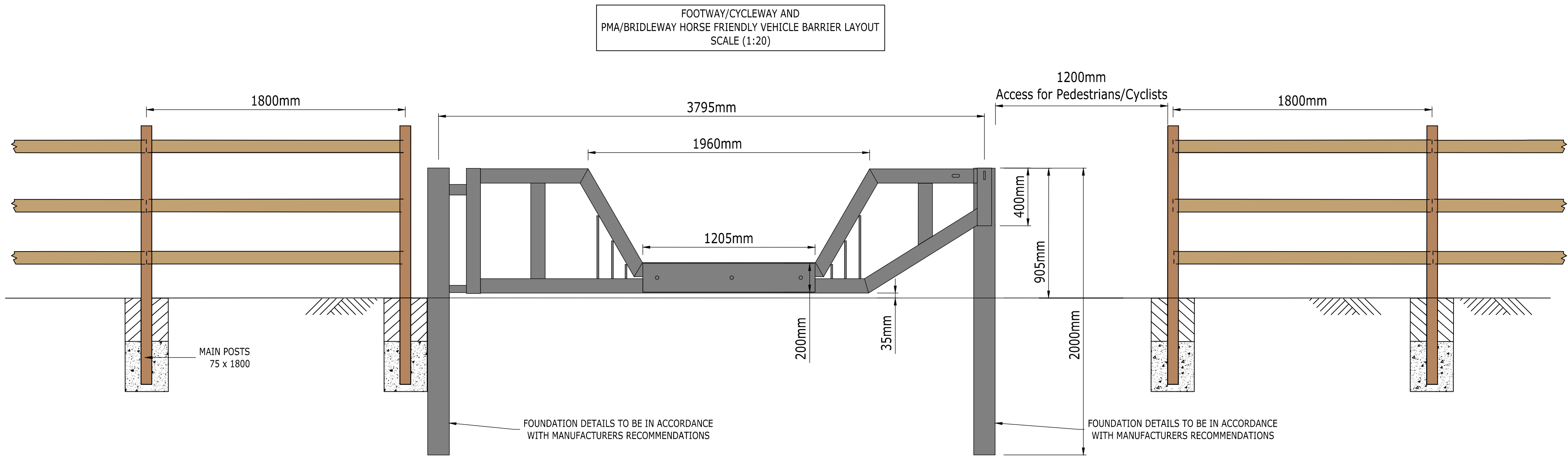
Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sam Edwards', with a long horizontal stroke extending to the right.

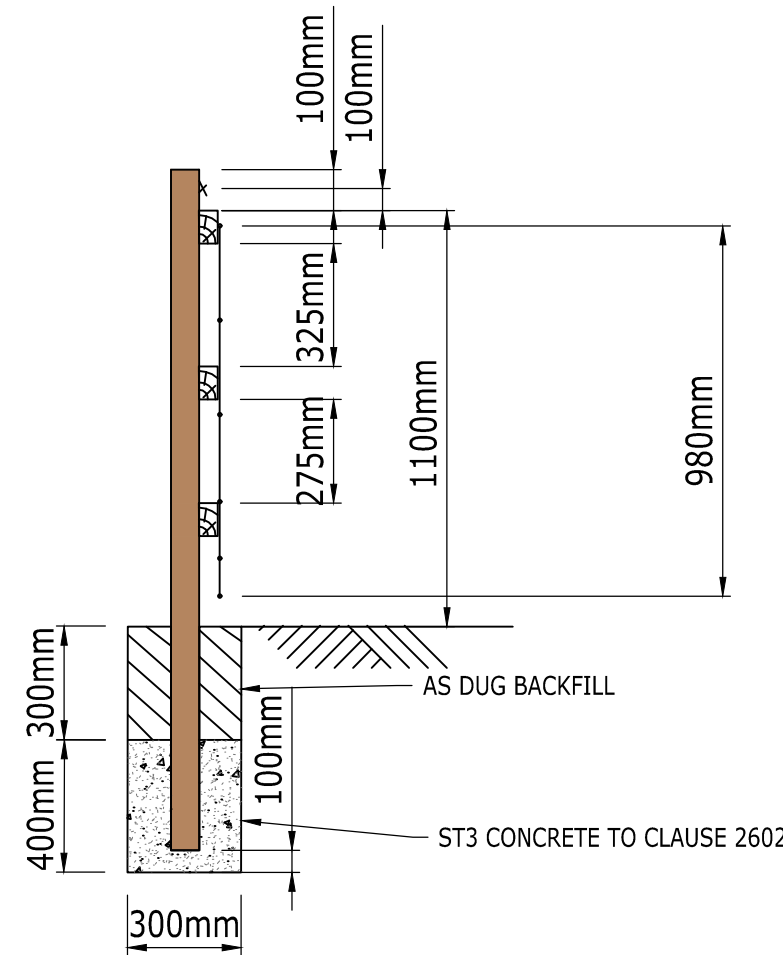
Sam Edwards
Head of Highway Infrastructure
sam.edwards@lincolnshire.gov.uk

APPENDIX A

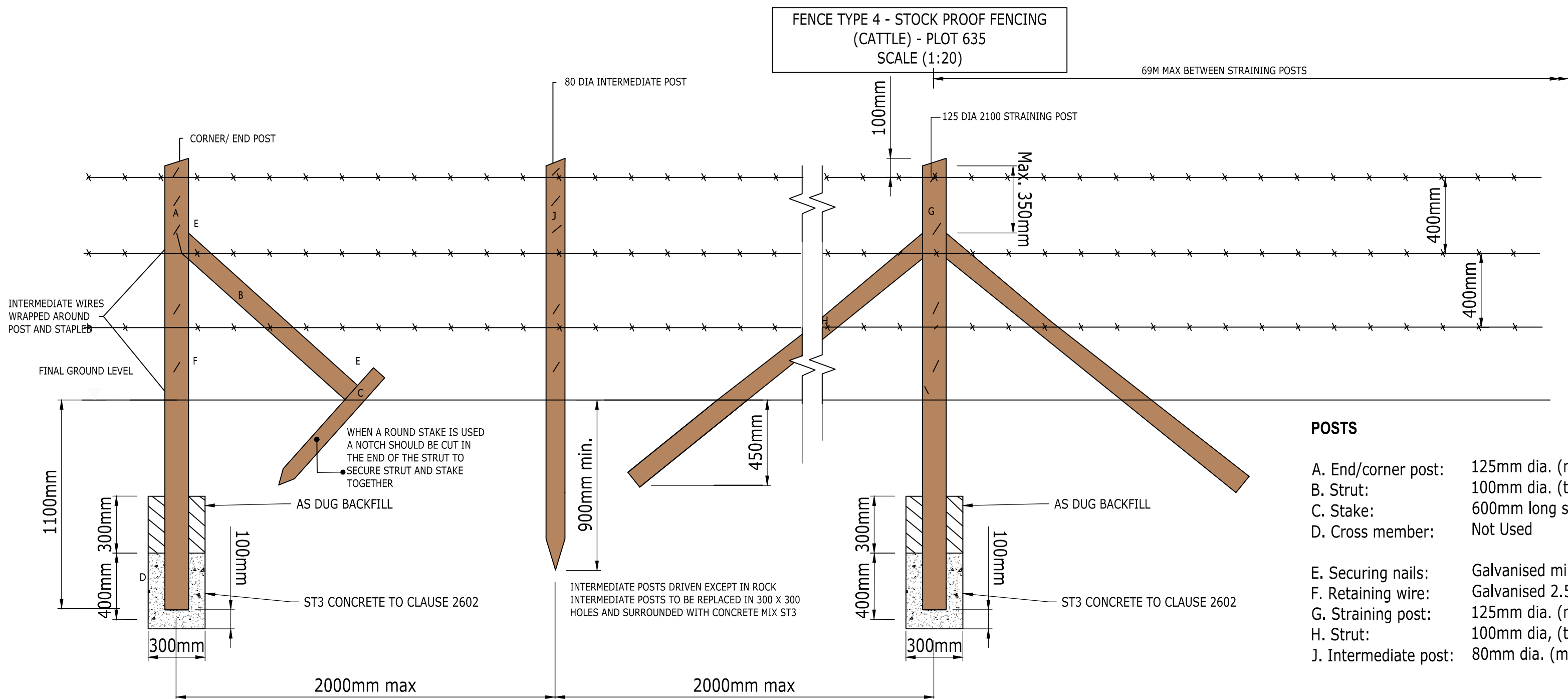
NHRR-RAM-HGN-HYKE-DE-CH-0 Rev C05 Series 300 Standard Details Fencing Sheet 2 – Fence Type 4 for Stock Proof Fencing (Cattle)



WOODEN POST AND 3 RAIL FENCE DETAIL STOCK PROOF FENCING (SHEEP) SCALE 1:20



- NOTES
- WIRE AND MESH FIXED TO POSTS WITH 40X4 GALVANISED WIRE STAPLES.
 - B.S. 1722 PART 2 APPLIES UNLESS STATED OTHERWISE.
 - TIMBER POST AND RAIL FENCE TO LCC STANDARD DETAIL DRAWING SD/3/2, IN ACCORDANCE WITH BS1722-7, TYPE MPR 11/3 (MORTICED JOINTS).
 - ALL TIMBER SHALL COMPLY WITH SPECIFICATION CLAUSE 304 UNLESS STATED OTHERWISE IN APPENDIX 1/15.
 - WHERE A FENCE FORMS THE BOUNDARY BETWEEN THE HIGHWAY AND A PRIVATE PROPERTY, THE WIRE/MESH SHALL BE FIXED TO THE NON-HIGHWAY SIDE OF THE FENCE.
 - STOCKPROOF WOVEN WIRE MESH SHALL BE GALVANISED WIRE TO B.S. 4102 AND FORMED TO B.S. 1722-2, TABLE 1 WITH 6No. HORIZONTAL WIRES AND HEIGHT OF TOP WIRE OF 1.05M. MESH SHALL BE 3.0MM DIAMETER WIRE.
 - BARBED WIRE SHALL BE 2.5MM DIAMETER HIGH TENSILE COATED BARBED WIRE WITH 4 POINT BARBS AT 85MM c/c.



POSTS

- A. End/corner post: 125mm dia. (min top) x 2300mm long
B. Strut: 100mm dia. (top) x 1200mm long
C. Stake: 600mm long split rail
D. Cross member: Not Used
E. Securing nails: Galvanised min. 125 x 5mm
F. Retaining wire: Galvanised 2.5mm dia.
G. Straining post: 125mm dia. (min top) x 2300mm long
H. Strut: 100mm dia. (top) x 2000mm long
J. Intermediate post: 80mm dia. (min smaller end) x 1870mm long

- NOTES
- BARBED WIRE FIXED TO POSTS WITH 40X4 GALVANISED WIRE STAPLES.
 - B.S. 1722 PART 2 APPLIES UNLESS STATED OTHERWISE.
 - ALL TIMBER SHALL COMPLY WITH SPECIFICATION CLAUSE 304 UNLESS STATED OTHERWISE IN APPENDIX 1/15.
 - BARBED WIRE SHALL BE FIXED TO THE NON-HIGHWAY SIDE OF THE FENCE POSTS.
 - BARBED WIRE SHALL BE 2.5MM DIAMETER HIGH TENSILE COATED BARBED WIRE WITH 4 POINT BARBS AT 85MM c/c.

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Notes

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES UNLESS SHOWN OTHERWISE.
- ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM UNLESS SHOWN OTHERWISE.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- HORSE FRIENDLY VEHICLE BARRIER TO BS 5709:2018.

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P03	15/10/24	GB	BW	AV	15/10/24
C03	15/10/24	GB	2024/10/15	AV	15/10/24
P04	16/10/24	GB	AB	AV	16/10/24
C04	Details Updated	GB	AB	AV	16/10/24
P05	Updated for Issue	MJ	AB	BW	13/11/24
C05	Updated for Issue	MJ	AB	BW	13/11/24

Rev	Description	Drawn	Checked	Approved	Date
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Suitability: A4 Drawing Status: Approved & Accepted at Stage 4

Project Name: North Hykeham Relief Road

Project Client: Lincolnshire COUNTY COUNCIL
Working for a better future

Project Contractor: Balfour Beatty

Project Designer: RAMBOLL
tel 01244 311855 chester@ramboll.co.uk
www.ramboll.co.uk

Drawing Title: SERIES 300
STANDARD DETAILS
FENCING
SHEET 2

Project No: 1620013942 Scale (BA1): 1:20 Drawn: MJ Date: 13/11/24

Drawing No: NHRR-RAM-HGN-HYKE-DE-CH-00011 Rev: C05