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NORTH HYKEHAM RELIEF ROAD CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

NORTH HYKEHAM RELIEF ROAD CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

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GLOSSARY OF TERMS

Abbreviation	Term
AMS	Arboricultural Method Statement
APAS	Archaeology Planning Advisory Service
AQDMP	Air Quality and Dust Management Plan
AQMA	Air Quality Management Area
BHMP	Bird Hazard Management Plan
BNG	Biodiversity Net Gain
BRE	Building Research Establishment
CA	Conservation Area
CCS	Considerate Contractors Scheme
CDM	Construction Design and Management
CEMP	Construction Environmental Management Plan
CLC	City of Lincoln Council
COSHH	Control of Substances Hazardous to Health
CPP	Construction Phase Plan
DMRB	Design Manual for Roads and Bridges
EA	Environment Agency
ECO	Environmental Co-ordinator
ECoW	Environmental Clerk of Works
EIA	Environmental Impact Assessment
EMS	Environmental Management System
EPP	Emergency Preparedness Plan
ES	Environmental Statement
GHG	Greenhouse Gas
GI	Ground Investigation
HGV	Heavy Goods Vehicle
HIA	Health Impact Assessment
HV	High Voltage
IDB	Internal Drainage Board
ILP	Institute of Lighting Professionals
INNS	Invasive Non-Native Species
IRZ	Impact Risk Zone
LCC	Lincolnshire County Council
LCoW	Landscape Clerk of Works
LEMP	Landscape and Ecological Management Plan
LHMP	Landscape and Hedgerow Management Plan
LNR	Local Nature Reserve
LPA	Local Planning Authority
LV	Low Voltage
LWS	Local Wildlife Site
MCHW	Manual of Contract Documents for Highway Works
MMP	Materials Management Plan
NHRR	North Hykeham Relief Road
NKDC	North Kesteven District Council
NO ₂	Nitrogen Dioxide
PCA	Public Communications Advisor

PM ₁₀	Particulate Matter with a diameter of 10 microns or less
PM _{2.5}	Particulate Matter with a diameter of 2.5 microns or less
PMP	Project Management Plan
PRoW	Public Right of Way
PVPCTMP	People, Vehicle and Plant Construction Traffic Management Plan
RLB	Redline Boundary
SAC	Special Area of Conservation
SMP	Soil Management Plan
SNCI	Site of Nature Conversation Interest
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage System
SUE	Sustainable Urban Extension
UV	Ultra-Violet
WRAP	Waste and Recycling Action Programme
WSI	Written Scheme of Investigation
ZTV	Zone of Theoretical Visibility

1. INTRODUCTION

This Construction Environmental Management Plan (CEMP) forms the basis for environmental management for the North Hykeham Relief Road (NHRR) (hereinafter referred to as “the Scheme”). The overarching aim of the CEMP is to avoid, minimise, or mitigate any site-specific construction impacts on the environment and the surrounding community. The CEMP is the means by which environmental issues are identified and mitigation measures to minimise or eliminate the effects of the Scheme on the environment are delivered and monitored.

The production and implementation of this CEMP addresses the requirement for a CEMP to be produced for the Scheme requested under the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017¹ - Notification Under Regulation 25 for Further Information, (See Appendix A). This CEMP and the associated appendices also aim to discharge planning condition 3 of Planning Application No: 23/1447/CCC and LCC Ref. No. PL/0087/23, as detailed in Appendix B. As well as meeting the requirements of planning conditions relating to environmental effects, this document also includes any measures needed to ensure compliance with legislation and the requirements of statutory bodies.

The CEMP includes the following sections:

- Section 2 – Environmental Management Systems;
- Section 3 – Purpose of the CEMP;
- Section 4 – Development of the CEMP;
- Section 5 – CEMP Review Schedule;
- Section 6 – CEMP Implementation and Management;
- Section 7 – Considerate Constructors Scheme;
- Section 8 – Other Environmental Documents;
- Section 9 – The Scheme;
- Section 10 – The Project Team;
- Section 11 – Environmental Training, Stakeholder Engagement, Consultation and Emergencies;
- Section 12 – Inspections and Monitoring; and
- Section 13 - Environmental Receptors and Mitigation; and
- Appendices.

¹ UK Government, 2017. The Town and Country Planning (Environmental Impact Assessment) Regulations 2017. [Online] Available at: <https://www.legislation.gov.uk/uksi/2017/571/contents>

2. ENVIRONMENTAL MANAGEMENT SYSTEMS

In their role as the Principal Contractor for the Scheme, Balfour Beatty has a number of environmental management systems in place in order to manage environmental effects during construction of the Scheme including the CEMP. These are outlined in the following sections.

2.1 Balfour Beatty's Sustainability Policy – Building New Futures

In line with Balfour Beatty's Corporate Sustainability Policy – Building New Futures, measures, and controls to promote sustainability have been employed throughout the design process. This will continue through the construction works, including:

- Design and construction to optimise the whole life costs of the Scheme and its long-term maintenance;
- Measures to minimise waste and its disposal by recycling materials on site, using recycled products and improving disposal routes for waste;
- Measures to reduce carbon associated with the use of materials and construction activities;
- Protection and conservation of non-renewable resources, and avoiding damage or disturbance to biodiversity, landscape, cultural, water and other resources which are of local, national, or international importance;
- Promotion and enhancement of landscape and ecological biodiversity where appropriate;
- Avoidance of the use of materials that are produced from non-renewable or vulnerable sources;
- Optimisation of the use of recycled materials;
- Avoidance of pollution to water, air, and land; and
- Minimising the impact upon residents and road users.

For further information on Balfour Beatty's Corporate Sustainability Policy refer to Appendix C of this document.

2.2 Balfour Beatty's Environmental Policy

Balfour Beatty's Environmental Policy sets out their commitment to protecting and where appropriate enhancing the environment in which they operate. During the demolition and construction process, the CEMP will incorporate all the commitments within Balfour Beatty's Environmental Policy and the 2023 Environmental Statement (ES) submitted in support of the planning application regarding health, safety, and environment) including:

- All commitments for environmental protection, restricted operations, site access, housekeeping procedures, and good neighbour relations;
- Responsibilities under the Considerate Contractors Scheme (CCS);
- Provision for affected parties to register complaints and procedures for responding to complaints;
- Details of operations likely to result in disturbance, with an indication of the expected duration of each phase with key dates; and
- Provisions for auditing.

Balfour Beatty's Environmental Policy included in Appendix C.

2.3 Balfour Beatty's Project Management Plan

A Project Management Plan (PMP) will be developed for the Scheme. This is an overarching document which details key information including a project description, deliverables, programme, project organisation and key stakeholders. The PMP has the following appendices:

- Construction Phase Plan (CPP), which will detail how Health and Safety will be managed across the construction phase of the project. The CPP will also contain a People, Vehicle and Plant

Construction Traffic Management Plan (PVPCTMP), Fire Safety Plan, Fire Risk Assessment and Community Liaison Strategy.

- Quality Plan, which will define quality roles and responsibilities, the Quality by Design process, and the schedule of Inspection and Test Plans.
- Sustainability Plan, which will define project goals, key roles, and key risks, a schedule of consents/permits, and list sensitive receptors along with defining social value targets and arrangements.
- The CEMP (this document), which is used to avoid, minimise, or mitigate any site-specific construction effects on the environment and the surrounding community.

2.4 The Construction Environmental Management Plan (CEMP)

As outlined above, this CEMP is directly linked to Balfour Beatty's integrated health and safety, quality and environmental management systems and will be embedded in their site procedures within the PMP in line with ISO 14001: 2015 Environmental Management Systems – Requirements.

The CEMP has been developed in accordance with the following:

- 2023 ES;
- 2024 Regulation 25 Response Report Part A - Further Information;
- 2024 Regulation 25 Response Report Part B – General Matters;
- 2024 "Increase In Noise Barrier Height" Technical Note;
- Legislation; and
- The requirements of statutory bodies.

3. PURPOSE OF THE CEMP

This CEMP is a live document for use by the Project Team. As such, it will be maintained and updated regularly throughout the construction phase to ensure that environmental commitments relating to construction are upheld, and legislation and best practice guidance is adhered to.

3.1 Aims and Objectives

The purpose of this CEMP is to set out how statutory and contractual environmental requirements will be demonstrated, controlled, assured, and managed throughout the construction of the Scheme.

The purpose of the CEMP is to provide the following:

- A means of identifying environmental commitments and constraints, and environmental targets and objectives;
- A framework within which Balfour Beatty is aware of their environmental responsibilities;
- A mechanism for checking that commitments have been applied at the appropriate stages of the construction process;
- Detail on how environmentally sensitive issues will or have been dealt with;
- Assistance with ensuring the integration of the requirements of environmental legislation, policies, and guidance; and the requirements of environmental regulators and third parties, into the design/construction process;
- A description of how the proposals will ensure that the environmental functions and elements drawn from targets and objectives will be, are being, or have been achieved during the construction period, and potentially beyond; and
- A structure for the audit and evaluation of the way environmental issues have been handled within the design, construction, and maintenance stages.

The aims of the CEMP are to:

- Identify the legislative requirements requiring compliance;
- Identify other non-legislative commitments that relate to the Scheme;
- Set out procedures to manage environmental impacts;
- Document emergency and contingency plans; and
- Identify the organisation which will be in place to manage environmental issues for the project, and a management hierarchy for the delivery of the CEMP.

As mentioned above, the CEMP also aims to discharge planning condition 3. A summary of where information relating to planning condition 3 can be found is provided in Table 3-1.

Table 3-1 Location of Information to Discharge Planning Condition 3

PLANNING CONDITION REFERENCE	DESCRIPTION	LOCATION
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:	This CEMP (NHRR-RAM-EGN-HYKE-RP-LE-00010)
3a	hours of operation	Section 9.2.13 of the CEMP
3b	approach for any works required to be undertaken outside the standard hours	Section 9.2.13 of the CEMP
3c	Construction Traffic Mitigation Measures	Appendix Q of the CEMP
	Construction Traffic Management Plan (referred to hereafter as the People, Vehicle and Plant Construction Traffic Management Plan or PVPCTMP)	Submitted as a standalone document (ref. HSF-TF-0047a)
3d	Surface water run off	Appendix N of the CEMP
	Outline Surface Water and Groundwater Management Plan	Submitted as a standalone document (ref. NHRR-BB-HDG-HYKE-RP-CH-00001)
3e	Details of the location of site offices / welfare / site access	Section 9.2.3 of the CEMP
3f	Material Assets and Waste Mitigation Measures	Appendix L of the CEMP
	Materials Management Plan (MMP)	Submitted as a standalone document (ref. NHRR-RAM-EGT-HYKE-RP-LE-00005)
3g	Construction Air Quality and Dust Mitigation Measures	Appendix G of the CEMP
	Air Quality and Dust Management Plan (AQDMP)	Submitted as a standalone document (ref. NHRR-RAM-EAQ-HYKE-RP-LA-00007)
3h	Construction Noise and Vibration Mitigation Measures	Appendix M of the CEMP
	Noise and Vibration Management Plan (NVMP)	Submitted as a standalone document (ref. NHRR-RAM-ENV-HYKE-RP-LE-00006)
3i	Groundwater	Appendix N of the CEMP
	Outline Surface Water and Groundwater Management Plan	Submitted as a standalone document (ref. NHRR-BB-HDG-HYKE-RP-CH-00001)
3j	Construction lighting, including assessment of impacts and any necessary mitigation measures	Appendices I and J of the CEMP

	Sensitive Lighting Strategy	Submitted as a standalone document (ref. NHRR-RAM-HLG-HYKE-TN-EO-13101)
3k	Storage of all liquids and solids of a potentially hazardous nature	Appendix K of the CEMP
3l	Details of the location, size, and height of all environmental mitigation bunds for use during the construction phase	Appendix M of the CEMP
3m	Community Liaison Strategy	Section 11.5 and Appendix M of the CEMP
3n	Protocol for emergencies and environmental incidents	Section 11.7 of the CEMP
3o	Details of the stand-off distances to National Grid assets	Section 9.2.11 of the CEMP
3p	Details of waste disposal methods	Appendix L of the CEMP
3q	Details of any cranes, plant and/or other tall construction equipment	Section 9.2.3.2 of the CEMP
3r	Complaints Procedure	Section 11.6 and Appendix F of the CEMP
3s	Mechanism for the monitoring and review of the Construction Environmental Management Plan	Sections 5 and 6 of the CEMP

As mentioned previously, full details of planning condition 3 are provided in Appendix B.

4. DEVELOPMENT OF THE CEMP

The CEMP is a working document, allowing reviews and updates to be undertaken and data added as required and appropriate. Balfour Beatty will regularly review, develop, update, and complete the CEMP to record the actions taken and monitoring completed to demonstrate compliance. As such, it will be maintained and updated regularly throughout the construction phase, to ensure environmental commitments relating to construction are upheld, and legislation and best practice guidance is adhered to.

5. CEMP REVIEW SCHEDULE

There will be regular review and update of the CEMP, which discharge planning condition 3s (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23), at minimum intervals of 1 month undertaken by the Project Team.

The Project Lead will review the CEMP and ensure that:

- The objectives have been agreed with the relevant authorities;
- The agreed objectives have been transferred to the PMP on contract commencement;
- The information is distributed to all relevant parties;
- A review has been undertaken when there is any change in the design/construction process;
- The mitigation measures are monitored for their effectiveness; and
- Any changes to the mitigation measures or procedures on site following a complaint have been forwarded to LCC following agreement and implementation of the changes.

A record will be kept of how the CEMP objectives are being met and this will be reported to the Balfour Beatty Project Manager by the Environmental Co-ordinator.

6. CEMP IMPLEMENTATION AND MANAGEMENT

All works on-site will be undertaken in accordance with the provisions of the Construction (Design and Management) (CDM) Regulations 2015². A Principal Designer has been appointed by the Applicant and they will work with the Project Team and Principal Contractor to ensure compliance with these Regulations.

All method statements will incorporate regulatory safety matters and a Health and Safety File (see Appendices of the PMP) will be maintained on-site for inspection by the Health and Safety Executive, LCC and others as appropriate.

The Principal Contractor will take ownership of the CEMP and its implementation throughout the construction period. The CEMP is a live document and will be updated and referred to as required during the planning, design, and construction periods. The CEMP will also be updated after any significant changes that would alter environmental mitigation and management measures such as changes in design, construction methodology or further environmental information becoming available. As a minimum, the CEMP, or contractor's equivalent, will be reviewed at monthly intervals during the construction period.

During the construction period revisions of this CEMP will be agreed with the Client representative and LCC, recorded, and stored electronically on site.

The Principal Contractor and its supply chain will carry out work in accordance with best industry practices in order to minimise, as far as reasonably practicable, any adverse environmental impact of their demolition and construction activities.

The Principal Contractor will also take responsibility for the environmental performance of sub-contractors. The Principal Contractor will provide a copy of the CEMP, reporting procedures and all relevant environmental information to all sub-contractors.

All sub-contractors will have responsibility for monitoring their environmental performance, which discharge planning condition 3s (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23); acting as a point of contact for consultation and feedback, and for developing mechanisms to solve on site issues, as and when required.

² Construction (Design and Management) Regulations, 2015. Guidance on Regulations. Health and Safety Executive.

7. CONSIDERATE CONSTRUCTORS SCHEME

The Scheme will be registered with the Considerate Constructors Scheme (CCS)³. The Considerate Constructors Scheme is an independently managed organisation that works side-by-side with the construction industry and the public to raise standards and build trust in construction. By registering with the Considerate Constructors Scheme, the Principal Contractor is committing to conform to the Code of Considerate Practice, which focuses on three key aspects:

1. Respecting the community;
2. Caring for the environment; and
3. Valuing the workforce.

The following items must be addressed to comply with the requirements of the CCS:

- Care about appearance – Constructors must ensure sites appear professional and well managed;
- Respect the Community – Constructors must give utmost consideration to their impact on neighbours and the public;
- Protect the Environment – Constructors must protect and enhance the environment;
- Secure everyone’s Safety - Constructors must attain the highest levels of safety performance; and
- Value their Workforce - Constructors must provide a supportive and caring working environment.

³ The CCS is a voluntary scheme, where registered sites, companies and suppliers commit to follow the Code of Considerate Practice. For additional information about the CCS, please visit the CCS website: <https://www.ccscheme.org.uk>

8. OTHER ENVIRONMENTAL DOCUMENTS

The environmental documents for the Scheme that have been, or will be, produced during detailed design prior to the commencement of construction is listed below. These sit outside of the CEMP and provide specifications for the detailed design and the detail of how the environmental commitments will be met, whilst ensuring compliance with legislation and best practise guidance. It should be noted that further plans may be developed as the project progresses.

The other environmental documents associated with the Scheme are as follows and will be included in the Scheme PMP:

- Air Quality and Dust Management Plan (AQDMP) (NHRR-RAM-EAQ-HYKE-RP-LA-00007);
- Archaeological Written Scheme of Investigation (WSI) (NHRR-TEP-HER-HYKE-RP-LH-30006);
- Biodiversity Net Gain (BNG) Plan (NHRR-TEP-ELS-HYKE-RP-LS-30007);
- Water Vole and Otter Survey and Mitigation (NHRR-TEP-EGN-HYKE-RP-LE-30026);
- Reptile Survey and Mitigation (NHRR-TEP-EGN-HYKE-RP-LE-30027);
- Badger Survey and Mitigation (NHRR-TEP-EGN-HYKE-RP-LE-30030);
- Amphibian Survey and Mitigation (NHRR-TEP-EGN-HYKE-RP-LE-30025);
- Species PWMS (NHRR-TEP-EGN-HYKE-RP-LE-30028);
- Sensitive Lighting Strategy (NHRR-RAM-HLG-HYKE-TN-EO-13101);
- Arboricultural Method Statement (AMS) (NHRR-TEP-EGN-HYKE-RP-LE-30023);
- Bird Hazard Management Plan (BHMP) (NHRR-TEP-EGN-HYKE-RP-LE-30022);
- Landscape and Ecological Management Plan (LEMP) (NHRR-TEP-ELS-HYKE-RP-LS-30007);
- Landscape and Hedgerow Management Plan (LHMP) (NHRR-TEP-EGN-HYKE-RP-LE-30005);
- Invasive Non-Native Species (INNS) Strategy (NHRR-TEP-EGN-HYKE-RP-LE-30029);
- Remediation Strategy (NHRR-RAM-EGT-HYKE-RP-LE-00006);
- Soil Management Plan (SMP) (NHRR-RAM-EGT-HYKE-RP-CE-00001);
- Materials Management Plan (MMP) (NHRR-RAM-EGT-HYKE-RP-LE-00005);
- Site Waste Management Plan (SWMP) (NHRR-RAM-EGN-HYKE-RP-LE-00012);
- Sustainable Drainage Systems (SuDS) Management Plan (NHRR-RAM-HDG-HYKE-RP-CD-05006);
- Noise and Vibration Management Plan (NVMP) (NHRR-RAM-ENV-HYKE-RP-LE-00006);
- Outline Surface Water and Groundwater Management Plan (OSWGMP) (NHRR-BB-HDG-HYKE-RP-CH-00001);
- People, Vehicle, and Plant Construction Traffic Management Plan (PVPCTMP) (HSF-TF-0047a);
and
- Temporary Traffic Management Procedure (TTM-PR-0001).

9. THE SCHEME

LCC, as the Applicant, has obtained full planning permission for the construction of the NHRR, which comprises approximately 8 km of dual all-purpose two-lane carriageway that will link the Lincoln Eastern Bypass with the Lincoln Western Bypass to create a ring road around the City of Lincoln, Figure 9-1.

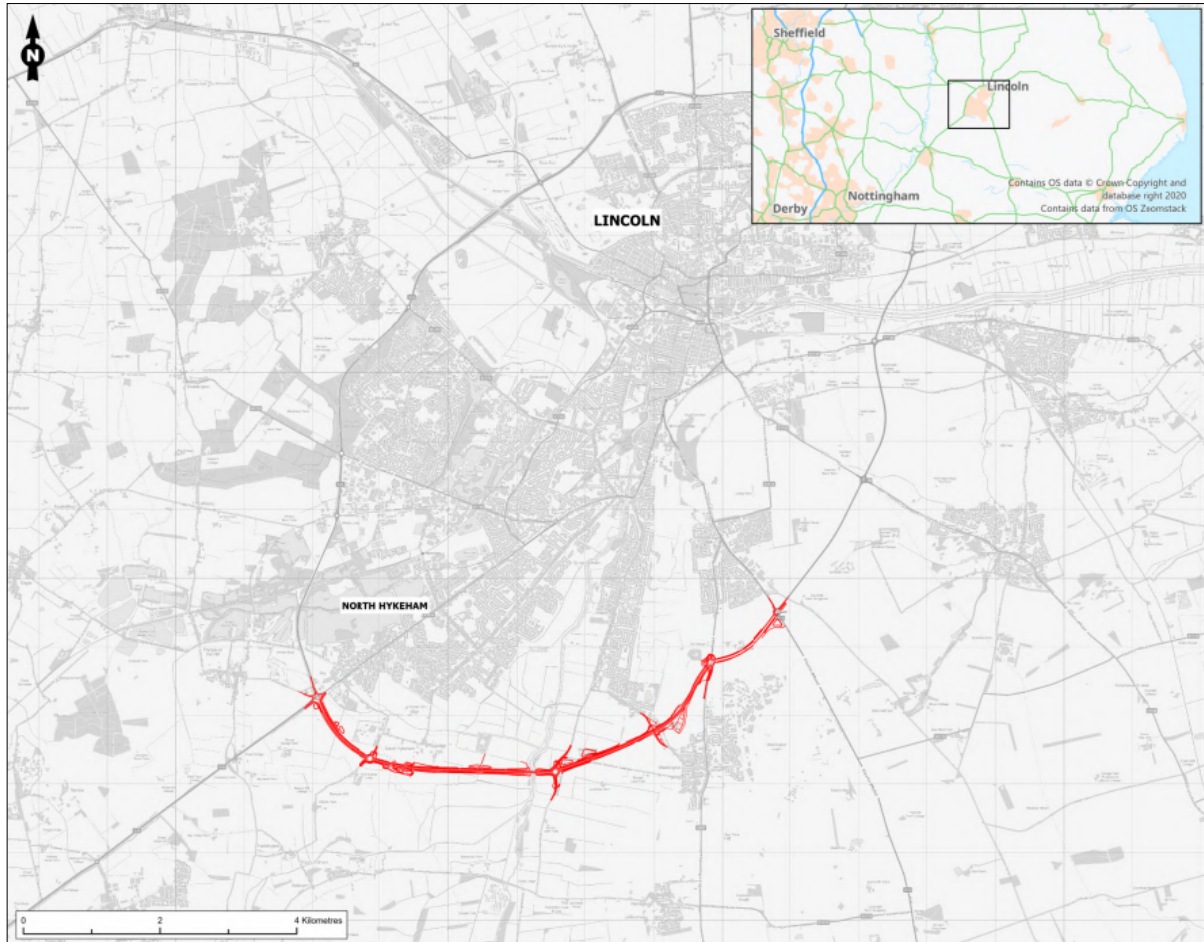


Figure 9-1 The Scheme

The approximately 200-hectare site is bounded by the following:

- North Hykeham, Bracebridge Low Fields, and Bracebridge Heath to the north;
- Arable fields and the Lincoln Eastern Bypass to the east;
- Aubourn, Harmston and Waddington to the south; and
- Thorpe on the Hill and Whisby Nature Park to the west.

The current land use comprises predominantly flat, mixed farmland on two levels with a steep slope, known as the Lincoln Cliff/Lincoln Edge, separating them. The areas adjacent to the River Witham are classified as 'Green Wedge', as are the areas to the east of the river between Somerton Gate Lane and Sleaford Road. The areas to the west of the River Witham and also immediately east of the River Witham, known as the Witham Washlands, are within the Environment Agency (EA) flood zones 2 and 3.

The Scheme does not cross any land designated as Green Belt and there are no Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs), Local Wildlife Sites (LWSs) or Sites of Nature Conservation Interest (SNCIs) within the red line boundary of the site. The Scheme intersects the following roads, which run approximately north-south: South Hykeham Road, Brant Road, Station Road, Grantham Road, and the A15 Sleaford Road. A number of Public Rights of Way (PRoWs) will also be intersected by the Scheme.

The Scheme involves the demolition of six existing residential buildings on Station Road (Nos. 46, 48, 50, 52, 58A and 58B), site clearance and the construction of approximately 8km of 70 mph (120 kph design speed) dual all-purpose two lane carriageway running to the south of the existing settlements of North and South Hykeham in an east/west direction between the A46 Hykeham Roundabout and the A15 Sleaford Road Roundabout at the west end of the Lincoln Eastern Bypass.

It has been designed in accordance with the Design Manual for Roads and Bridges⁴ (DMRB) Standards, along with relevant LCC standards, policies, and design guides. The Scheme will be designated as a heavy load route but will not be designated as a high load route. The following key features are proposed from west to east:

- A46 North Hykeham Roundabout – an increase in size and number of circulatory lanes, an additional arm for the Scheme and signalisation of the roundabout, together with an associated combined footway/cycleway;
- South Hykeham Road Roundabout and associated Toucan crossing facility to the north of the roundabout;
- South Hykeham Road to Wath Lane combined footway/cycleway to the south of the Scheme;
- South Hykeham Bat Bridge;
- Wath Lane Crossing and Accommodation Bridge;
- River Witham Bridge;
- Brant Road Roundabout with associated crossing Toucan facility to the north of the roundabout and the realignment of Somerton Gate Lane;
- Somerton Gate Lane Bat Culvert;
- Station Road Bridge;
- Realigned Viking Way PRoW;
- Grantham Road Roundabout and associated crossing Toucan 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 Toucan crossing facility to the north of the roundabout and an additional arm; and
- Dualling of a 190m section of the Lincoln Eastern Bypass.

⁴ Highways England, 2019/2020. Design Manual for Roads and Bridges. LA101 to LD119. [Online] Available at: https://www.standardsforhighways.co.uk/search?discipline=SUSTAINABILITY_AND_ENVIRONMENT&suite=DMRB

9.1.1 The Programme

The Scheme will be constructed over a period of approximately 3 years, as shown in Table 9-1. The construction works are anticipated to commence in Quarter 1 2026 with enabling works, which includes demolition and formation of site accesses, haul roads and compounds, as well as targeted site clearance activities.

Table 9-1 Indicative Construction Programme

DESCRIPTION	INDICATIVE DATES
Exolum Pipeline Diversion (Enabling Works)	February 2025
Construction Award and Start on Site (Enabling Works)	December 2025
A46 Roundabout	August 2026 – October 2027
A46 to South Hykeham Road	July 2026 – May 2028
South Hykeham Road Roundabout	August 2026 – November 2027
South Hykeham Road to River Witham	August 2026 - November 2028
River Witham Viaduct	July 2026 – May 2028
River Witham to Brant Road	July 2026 – October 2028
Brant Road Roundabout	September 2026 – August 2028
Brant Road to Station Road	August 2026 – July 2028
Station Road Over Bridge	August 2026 – June 2028
Station Road to Grantham Road	July 2026 – December 2028
Grantham Road Roundabout	March 2027 – June 2028
Material Processing (Limestone)	September 2026 – June 2027
Grantham Road to A15	July 2026 – August 2028
A15 Roundabout Tie In Works	June 2028 – August 2028
Construction Completion/Road Opening	December 2028

9.2 Demolition and Construction Works

9.2.1 Site Enabling Works

Construction will commence with the following enabling works, which will be carried out on a phased basis:

- Diversion of the Exolum fuel pipeline, which is to be undertaken by Exolum;
- Preparation of the PMP and CPP;
- Formation of site accesses;
- Site clearance activities;
- Construction of haul roads and plant crossings;
- Installation of a temporary bridge crossing for the River Witham;
- Establishment of a materials processing area to the west of Grantham Road; and
- Asbestos demolition surveys.

Ecology precautionary working methods and/or surveys will be required to facilitate site clearance activities (e.g. ecological supervision when removing trees with bat roost potential). These are detailed at Appendix J and in the PMP.

9.2.2 Exolum Fuel Pipeline

The existing fuel pipeline operated by Exolum and serving RAF Waddington, running in an east/west direction between the A46 in the west and the River Witham, will be diverted so that it runs south of the proposed carriageway over a 2km length between the A46 and the EA flood bund. These

works are part of the Scheme but will be undertaken prior to commencement of the main works with the diverted pipe generally installed 1.2m from the finished ground level to the crown of the pipe. It will be installed by traditional open trench techniques with trenchless techniques such as thrust bore or directional drilling considered for the crossings of ditches, watercourses, South Hykeham Road, and Wath Lane.

9.2.3 Site Facilities, Access, and Vehicle/Plant Movements

The site accesses, haul roads, diversions and construction compounds including welfare facilities and offices for construction staff will be constructed on site. The locations of the construction compounds are as follows, which discharge planning condition 3e (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23), and are shown in the general arrangement drawings provided in Appendix D, and the PVPCTMP (HSF-TF-0047a):

- Main Compound - A46 – area to the south-east of the existing Hykeham Roundabout;
- Satellite Compound – River Witham – area to the west of Brant Road;
- Satellite Compound – Station Road – area to the west of Station Road; and
- Satellite Compound – Waddington – area to the east of Grantham Road.

It is anticipated that all construction related traffic shall use the primary road network to access site compounds and the Scheme haul routes, with access to the site compounds and working areas being primarily from the A46, Brant Road, A607 Grantham Road, and A15 Sleaford Road. A small number of vehicle movements along Station Road and Wath Lane will be necessary during the construction phase, primarily for finishing works, although these will be kept to a minimum. The PVPCTMP (HSF-TF-0047a) provides further detail on vehicular site access and is attached to the PMP.

Whilst no long-term road closures are envisaged, weekend closures of local roads may be required in order to deliver large items of plant/construction equipment and items such as bridge beams. Where necessary, the duration of closures will be kept to the minimum duration required to facilitate the delivery or construction activity.

The construction intent is to, where practicable, reduce disruption by avoiding the requirement to close existing roads during construction. Works' phasing and the use of temporary traffic signal controls will allow through-traffic during construction except for final carriageway tie-in works, which will be undertaken under necessary closures at night and/or weekends as agreed with LCC. The Temporary Traffic Management Procedure (TTM-PR-0001) provides more details and is attached to the PMP.

The Principal Contractor will not obstruct any right of way or access during construction without providing an alternative route, which will be agreed with LCC. Temporary closures and/or diversions of PRoW, where necessary, will be minimised. Proposed road closures have been provisionally agreed as per the drawings provided in Appendix D.

9.2.3.1 Heavy Goods Vehicle (HGV) Trips

Where possible, deliveries and removals will be scheduled to take place out of peak hours (08:00 to 09:00 and 17:00 to 18:00 on weekdays) when congestion on the local road network is lower.

The HGV types will include 30 tonne articulated dump trucks, eight-wheel 20 tonne wagons, 7 to 18 tonne delivery trucks, and cars/vans.

9.2.3.2 Typical Construction Plant and Machinery

The typical construction plant and machinery includes:

- excavators;
- dozers;
- crushers;
- wheeled mobile telescopic cranes;
- dump trucks;
- vibratory rollers;
- breakers mounted on excavators;
- dumpers;
- breakers mounted on wheeled backhoes;
- large rotary bored piling rigs;
- concrete mixer trucks and concrete pumps;
- tracked mobile cranes;
- telescopic handlers; and
- asphalt pavers.

The details of tall construction equipment to be used to, or in support of, implementing the development, which discharge planning condition 3q (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23), are as detailed in Table 9-2.

Table 9-2 Indicative Schedule of Proposed Tall Construction Equipment (Over 10m)

LOCATION	CHAINAGE	CONSTRUCTION WORK INVOLVED	PROPOSED PLANT INVOLVED	HEIGHT	INDICATIVE DATES
A46 Main Contractors Compound	0	Installation of welfare facilities	Lorry Loader Crane (Hiab)	10 m	April 2026
South Hykeham Bat Bridge	1570	Installation of Piling	Piling Rig	15 m	Sep 2026 – Oct 2026
South Hykeham Bat Bridge	1570	Installation of Bridge	Mobile Crane	30 m	March 2027
Wath Lane Overbridge	1740	Installation of Piling	Piling Rig	15 m	Oct 2026 – Nov 2026
Wath Lane Overbridge	1740	Installation of Bridge	Mobile Crane	30 m	April 2027
River Witham Temporary Bridge	3600	Installation of Bridge	Mobile Crane	30 m	April 2026
River Witham Temporary Bridge	3600	Removal of Bridge	Mobile Crane	30 m	June 2026
River Witham Road Bridge	3600	Installation of Piling	Piling Rig	15 m	May 2026 – Aug 2026
River Witham Road Bridge	3600	Installation of Bridge	Mobile Crane	50 m	Oct 2027
River Witham Compound	3900	Installation of welfare facilities	Lorry Loader Crane (Hiab)	10 m	April 2026
Somerton Gate Lane Bat Culvert	4500	Installation of Culvert Units	Mobile Crane	30 m	Aug 2026
Station Road Bridge	5500	Installation of Piling	Piling Rig	15 m	June 2026 – Sep 2026
Station Road Bridge	5500	Installation of Bridge	Mobile Crane	30 m	Feb 2027
Station Road Compound	5400	Installation of welfare facilities	Lorry Loader Crane (Hiab)	10 m	April 2026
Viking Way Footbridge	6800	Installation of Bridge	Mobile Crane	30 m	Sep 2027
Grantham Road Compound	7000	Installation of welfare facilities	Lorry Loader Crane (Hiab)	10 m	April 2026

Obstacle lighting will be used for any cranes, plant and/or other tall construction equipment.

9.2.4 Demolition

Following possession of the site and commencement of site clearance activities, demolition works will proceed on a phased basis and will comprise the removal of the existing buildings to be demolished on Station Road together with any below ground structures and foundations. The following properties have been purchased by LCC and will require demolition:

- 46 Station Road;
- 48 Station Road;
- 50 Station Road;
- 52 Station Road;
- 58A Station Road; and
- 58B Station Road.

In addition, demolition/removal of small buildings, sheds and livery will be required in the land to the east of Wath Lane.

Any asbestos identified from the asbestos demolition surveys, which will be undertaken as soon as ownership is obtained, will be removed, and disposed of by a fully licensed and qualified contractor before any other works are undertaken in accordance with the Control of Asbestos Regulations 2012⁵, the Construction (Design and Management) Regulations 2015⁶, and under a license from the Health and Safety Executive. During the removal of any identified asbestos, protection will be put in place, as appropriate.

Building demolition is to be undertaken using standard and long reach excavators as appropriate, fitted with crushing attachments and where practically possible, machinery will be located as far as possible from or shielded from sensitive receptors. This will ensure the safety of the operatives carrying out the demolition work, help to keep noise and dust to a minimum, and reduce the impact of operations on sensitive receptors.

The demolition works may require careful cutting of joints and removal of individual elements, although given the residential nature of the properties, this is unlikely. Push over demolition may also be used. The most efficient method of demolition will be determined by the specialist demolition contractor and agreed with the Principal Contractor prior to execution.

Number 46 Station Road supports a day roost of soprano pipistrelle bats. A licence from Natural England will be required to permit demolition of the building with certain works requiring licensed supervision and demolition of this property must be undertaken in a manner that adheres to the licence requirements. Full details are provided in Appendix J.

Once the buildings are reduced to a safe level, the resultant materials will be sorted for safe disposal and the hardstanding broken up using a machine mounted breaker. All stored material and on-site skips will be covered to reduce fugitive dust emissions. Where this is not practically possible, the damping down of material will be undertaken. Where feasible, crushing plant will be utilised to grade concrete and brick from the demolition works, and where possible stockpiled for reuse within the Scheme. The reuse and recycling of material will be optimised.

Material loads removed from the Scheme following the demolition works will be covered and appropriate wheel washing facilities will be located at the site egresses where necessary to prevent

⁵ Control of Asbestos Regulations 2012, Health, and Safety Executive (HSE) [Online] Available at: <https://www.hse.gov.uk/asbestos/regulations.htm>

⁶ Construction (Design and Management) Regulations 2015, Health, and Safety Executive (HSE) [Online] Available at: <https://www.hse.gov.uk/construction/cdm/2015/index.htm>

material spreading onto the road network. The road network will also be cleaned, when necessary, with the use of a street sweeper to remove any build-up of material.

9.2.5 Excavation Works

Material for the construction of the Scheme embankments will be generated from the proposed cuttings along the alignment, primarily from the Lincoln Cliff/Lincoln Edge area of the Scheme, immediately to the east of Station Road. The material in these cuttings will predominantly comprise either Charmouth Mudstone or Whitby Mudstone, with Limestone from the Lincoln Limestone formation being won from the cutting at the top of the Lincoln Cliff/Lincoln Edge escarpment.

The Charmouth and Whitby Mudstone materials classify as a Class 2 general fill in accordance with the Series 600 (Specifications for Highways Works, 2016⁷) and the limestone as a Class 1 general fill material.

Material arising from the site clearance (Station Road properties), primary infrastructure, and earthworks is expected to comprise made ground/topsoil, rubble, bricks, concrete, and tarmac from former hardstanding.

Where possible, noting the contaminants identified on site following Ground Investigation (GI) works, appropriate material excavated during groundworks will be used as temporary back-fill and/or to create hardstanding, haul roads, and piling mat material, where appropriate. The intention is not to send clean/suitable material offsite, only that classified as U1A (Unsuitable) and material that is geotechnically unsuitable for constructing a road.

9.2.6 Temporary Works

A range of temporary works elements will be necessary to provide suitable access to work areas, access to structures, and to protect the public and ensure the structural integrity of the works as they progress. These will differ according to the various areas of the Scheme and the construction works required in each area. Temporary works will include, but are not limited to, haul roads, compounds, a material processing area, storage areas, hardstanding, plant crossings, piling mats/piling platforms, temporary bridges and hoardings and fencing. In all cases these works will comply with legislation and will be designed and managed by the Principal Contractor.

9.2.7 Material Processing Area

Material processing will be required in order to crush, screen, and grade the limestone material obtained from the Lincoln Cliff/Lincoln Edge into material suitably graded for use across the Scheme. The proposed material processing area will be situated at the top of the escarpment to the immediate west of Grantham Road and to the south-west of the Scheme.

This process will include the use of crushers and screening plant, along with the stockpiling of material to be processed and processed materials prior to use. It is anticipated that processing of limestone materials from the Lincoln Cliff/Lincoln Edge area will be undertaken between September 2026 and December 2027. Material processing operations will only be undertaken during normal working hours. Mitigation will include damping down of materials to reduce dust generation, screening to reduce visual effects, and temporary noise barriers.

Upon completion of the material processing works, the areas used will be cleared of all construction materials and will be reinstated to a condition suitable to be used for agriculture and offered back

⁷ Manual of Contract Documents for Highway Works, Volume 1 Specification For Highway Works Series 0600 – Earthworks, 2016; Available at: <https://www.standardsforhighways.co.uk/>

to landowners as such. Processing of the material in this way is fundamental to allowing the Scheme to be constructed whilst reducing the import and export of materials.

Further detail on the materials management for the Scheme is provided in the Materials Management Plan (MMP) (NHRR-RAM-EGT-HYKE-RP-LE-00005) which is attached to the PMP.

9.2.8 Bridge Substructure Works

The Scheme bridges will be constructed from concrete and steel. Table 9-3 below details the bridge substructure works for the Scheme.

Table 9-3 Bridge Substructures Works

BRIDGE SUBSTRUCTURE WORKS	DESCRIPTION
Piling and Foundations	The method of piling will take account of the ground conditions and environmental considerations such as noise and vibration levels.
South Hykeham Bat Bridge	The South Hykeham Bat Bridge will be supported on reinforced concrete bored piles tying into a reinforced concrete pile cap and abutment wall.
Wath Lane NMU and Accommodation Bridge	The Wath Lane NMU and Accommodation Bridge will be supported on reinforced concrete bored piles tying into a reinforced concrete pile cap and abutment wall.
River Witham Bridge	The River Witham Bridge will be supported on reinforced concrete bored piles installed through the upper alluvium layer. Piles are generally expected to be founded in the underlying weathered mudstone. The pier foundations will likely be formed from large diameter monopiles, while the abutments will be connected to a pile cap supported by a pile group to accommodate the vertical and out of balance forces.
Somerton Gate Lane Bat Culvert	The box culvert structure will be constructed from reinforced concrete and may be cast in-situ or constructed from pre-cast sections.
Station Road Bridge	The structure is to be supported by large diameter reinforced concrete bored piles installed as contiguous walls, faced with precast concrete cladding. Piles are generally expected to be founded in the underlying glacial sands and gravels, with loads taken in skin friction and end bearing.
Viking Way Footbridge	The structure is anticipated to be supported on reinforced concrete pad foundations constructed on the top of reinforced earth slopes.
Temporary River Witham Bridge	The temporary bridge will be in place for the duration of the construction works. As a temporary works element, the design of the foundations will be designed and managed by the Principal Contractor, although it is anticipated that the structure will be supported on a reinforced concrete substructure on piled foundations. The piled foundations will comprise piling, piles caps and slabs. The length of the piles will vary, depending on ground conditions and loading, but it is anticipated that the piles will largely range between 20m to 35m in length and be between 600mm and 1200mm in diameter; the monopiles for the River Witham Bridge being approximately 1800mm in diameter.

9.2.9 Landscaping Works

Landscaping works will generally be undertaken following completion of construction works in an area. Planting will be carried out in the most appropriate season relevant to the completion of the section of works in accordance with the approved landscaping proposals. Where landscape planting and landscape features are required as mitigation, and/or to provide guidance to species once the Scheme is opened to traffic, planting will be completed as early as practicable in the construction programme to allow suitable establishment and growth. Early planting will also allow species to become used to planting features and to begin to follow them. It will also allow monitoring of usage to be undertaken and the success of the mitigation to be assessed prior to the Scheme being opened to traffic. Further information on landscaping works is detailed within Appendix I.

9.2.10 Road Works

Road works will be completed in accordance with the approved Scheme details and in accordance with the Specification for Highway Works⁸ and agreed LCC details, with the Specification for Highway Works taking precedence for alterations to the Strategic Road Network and LCC's specification taking precedence for all other areas. Where temporary alterations to the highway are required, the highway will be restored to the reasonable satisfaction of LCC as the Local Highway Authority and/or National Highways, as appropriate.

9.2.11 Utilities

9.2.11.1 National Grid Assets

National Grid assets in proximity to the Scheme comprise the tower at the A46 North Hykeham roundabout (4ZM560).

The minimum extent of exclusion zones would usually vary according to the voltage of the line and the asset owner, in this instance National Grid. The minimum distances around overhead lines which must not be encroached by any equipment, plant, or person. National Grid were contacted to confirm the stand-off distance required and any additional requirements.

Therefore, through consultation with National Grid, during construction of the Scheme there will be no reduction in the stand-off distance of 15m, or changes to the area around the tower, which discharge planning condition 3o (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23). The Energy Networks Association 'Guide to the Safe Use of Mechanical Plant in the vicinity of Electrical Overhead Line'⁹ will be adhered to during construction. If any work is identified to be within the 15m stand-off distance, National Grid will be informed and consulted prior to commencement of the works.

9.2.11.2 Electricity

There is currently a range of existing high voltage (HV) and low voltage (LV) infrastructure within the site boundary. Accommodation or diversion of existing electrical infrastructure will be dealt with through the processes defined in the New Roads and Street Works Act 1991¹⁰ as the Scheme design progresses. Dedicated supplies for the Station Road properties proposed for demolition will be removed, with supplies to adjacent properties protected.

During construction there will be semi-permanent electrical connections for the compounds at Brant Road, Grantham Road, the A46 Main Compound and at Station Road.

9.2.11.3 Gas

There are currently a number of existing gas services within the site. Accommodation or diversion of this infrastructure will be dealt with through the processes defined in the New Roads and Street Works Act 1991¹¹ as the Scheme design progresses. Dedicated supplies for the Station Road properties proposed for demolition will be removed, with supplies to adjacent properties protected.

9.2.11.4 Potable Water

Anglian Water is the utility provider in the area of the Scheme.

⁸ www.standardsforhighways.co.uk.(2019/2020). Manual of Contract Documents for Highway Works, Volume 1 – Specification for Highway Works. [Online] Available at: <https://standardsforhighways.co.uk/mchw>

⁹https://www.energynetworks.org/assets/images/Resource%20library/LookoutLookup_070918%20The%20Use%20of%20Mechanical%20Plant%20-%20DUE%20REVIEW.pdf?1717178275

¹⁰ New Roads and Street Works Act 1991. [Online] Available at: <https://www.legislation.gov.uk/ukpga/1991/22/contents>

¹¹ UK Government, 1991. New Roads and Street Works Act 1991. [Online] Available at: <https://www.legislation.gov.uk/ukpga/1991/22/contents>

There are currently a number of existing water services within the site. Accommodation or diversion of this infrastructure will be dealt with through the processes defined in the New Roads and Street Works Act 1991¹¹ as the Scheme design progresses. Dedicated supplies for the Station Road properties proposed for demolition will be removed, with supplies to adjacent properties protected.

During construction there will be a semi-permanent water supply for the compounds at Brant Road, Grantham Road, the A46 Main Compound and at Station Road.

9.2.11.5 Foul Water

There are currently a number of existing foul water services within the site. Accommodation or diversion of this infrastructure will be dealt with through the processes defined in the New Roads and Street Works Act 1991¹¹ as the Scheme design progresses, with the exception of the combined sewer on Station Road and running parallel to Station Road in the field immediately to the west, which will be progressed with Anglian Water via Section 185 of the Water Industry Act 1991¹². Dedicated services for the Station Road properties proposed for demolition will be removed, with connection to adjacent properties protected.

9.2.11.6 Telecommunications

The telecommunications providers in the area include Openreach and Virgin Media. Overhead and underground Openreach telecoms services cross the Scheme at a number of locations. Accommodation or diversion of this infrastructure will be dealt with through the processes defined in the New Roads and Street Works Act 1991¹¹ as the Scheme design progresses. Dedicated supplies for the Station Road properties proposed for demolition will be removed, with supplies to adjacent properties protected.

9.2.11.7 Surface Water Management

Surface water is proposed to be collected from all impermeable surfaces.

Sustainable Drainage Systems (SuDS) will be used where appropriate as part of the drainage design for the Scheme and a SuDS Management Plan (NHRR-RAM-HDG-HYKE-RP-CD-05006) has been produced and attached to the PMP.

The drainage for the Scheme will generally comprise grassed surface water channels in the highway verges, concrete surface water channels in the central reserve and kerb and gully systems, with associated pipework that will discharge first to attenuation ponds before being discharged at agreed controlled rates to existing Internal Drainage Board (IDB) and riparian ditches and watercourses; and ultimately the River Witham. Ditches and watercourses shall be provided with the following:

- Head walls, which will be approved by the responsible authority for the receiving watercourse; and
- Where possible infiltration attenuation ponds and swales in conjunction with over the edge drainage systems.

The proposed drainage system will be agreed with the EA, Lead Local Flood Authority, and the Upper Witham IDB.

An Outline Surface Water and Groundwater Management Plan (NHRR-BB-HDG-HYKE-RP-CH-00001) provides further detail on how water will be managed during the construction stage. This is attached to the PMP.

¹² UK Government, 1991. Water Industry Act 1991; [Online] Available at: <https://www.legislation.gov.uk/ukpga/1991/56/contents>

9.2.12 Housekeeping and General Site Management

Hoardings and/or temporary noise/visual screening bunding will be placed around the construction compound areas and specific works activities. The remaining site boundaries will be formed via a mixture of existing boundary features, temporary fencing and where appropriate, the early installation of permanent fencing, to provide a clear and secure demarcation between construction activities and other areas. Particular attention will be paid to locations supporting high volumes of pedestrian movement, demolition, and construction routes, access gates and security arrangements.

A 'clean site' policy will be maintained, and the Principal Contractor and its sub-contractors will maintain a tidy site. A road sweeper will be employed as required during the demolition, piling, and excavation periods of the construction programme to ensure that the streets around the site are kept clean during the works.

9.2.13 Working Hours

The working hours which discharge planning condition 3a (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23) and agreed with LCC are as follows:

- 07:00 to 19:00 hours Monday to Friday;
- 09:00 to 13:00 hours Saturday; and
- No working on Sundays or Bank Holidays.

To maintain the above working hours, the Principal Contractor may require, at certain times, a period of up to one hour before and after normal working hours, to undertake start and close-down activities (this will not include works that are likely to exceed agreed maximum construction works noise levels).

In order to discharge planning condition 3b (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23) and in accordance with the Series 100 Specification Appendices, Appendix 1/7, the Scheme works may be undertaken at the weekends from 18:30 on Friday to 06:00 on Monday. Although working outside the stated hours will not normally be undertaken, it is anticipated that some elements will need to be undertaken outside of these hours due to the nature of the work activity and/or for safety or other considerations. Works likely to be required to be undertaken outside of the working hours stated above include works on the Strategic Road Network to the A46 Hykeham Roundabout/A46 for tie-ins and potentially tie-in works on LCC's local road network. All work which is intended outside of stated working hours, excluding emergencies, will be subject to prior agreement with LCC, who may impose certain restrictions and require licenses, and/or reasonable notice to LCC in accordance with Section 61 of the Control of Pollution Act 1974¹³.

It will be the responsibility of a Public Communications Advisor (PCA) to communicate any works scheduled outside of these working hours with the local community.

¹³ Control of Pollution Act 1974; [Online] Available at: <https://www.legislation.gov.uk/ukpga/1974/40>

9.2.14 Long-Term Management and Maintenance

The Landscape and Ecological Management Plan (LEMP) (NHRR-TEP-ELS-HYKE-RP-LS-30007) considers the long-term design objectives, maintenance, management and monitoring responsibilities and schedules for all proposed biodiversity enhancements, trees, and landscape features on the Scheme. This is attached to the PMP.

The LEMP (NHRR-TEP-ELS-HYKE-RP-LS-30007) should be used as an operational guide and covers the initial establishment of the landscape and ecological elements together with their management and monitoring for a period of 30 years from the date of certification of Practical Completion. After certification of final completion, maintenance shall continue to be undertaken by the Contractor or their appointed sub-contractor or Management Company until Year 5. Maintenance shall then be carried out by LCC or their appointed Management Company from Year 6 until Year 30.

10. THE PROJECT TEAM

Members of the Principal Contractor's project team will be assigned with specific roles regarding this CEMP prior to construction. Some of these roles may be fulfilled by the same person and additional positions may be added as appropriate.

The roles for the NHRR Scheme would include, but are not limited to, the following:

- Project Lead;
- The Contractor;
- The Environmental Co-ordinator (ECO);
- Environmental Clerk of Works (EnCoW);
- Project Landscape Architect/Landscape Clerk of Works (LCoW);
- Project Ecologist;
- Project Arboriculturist;
- Works Manager;
- Public Communications Advisor (PCA); and
- Any other environmental Staff.

The Project Team roles and responsibilities are outlined in Appendix E.

The contact details of designated individuals responsible for environmental matters on site will be displayed at the site office prior to the commencement of construction.

11. ENVIRONMENTAL TRAINING, STAKEHOLDER ENGAGEMENT, CONSULTATION, AND EMERGENCIES

11.1 Environmental Training and Communication

The training procedure detailed in the PMP will provide further information on the induction, training and briefing of site staff to ensure a well-trained workforce. Information related to the Project will be communicated to the Project team and will ensure the following:

- The objectives have been agreed with the relevant authorities;
- The agreed objectives have been transferred to the PMP on contract commencement;
- The information is distributed to all relevant parties;
- A review will be undertaken if there is any change in the design/construction process;
- The mitigation measures are monitored for their effectiveness; and
- Any changes to the mitigation measure or procedures on site following a complaint shall be forwarded to LCC, following agreement and implementation of the changes.

Information related to the Project will be communicated to the Project Team through, but not limited to, the following:

- Project specific site inductions;
- Project specific (and where appropriate, task specific) Toolbox Talks;
- Task specific task briefings;
- Daily/Nightly activity briefings; and
- Periodic stand down events.

The toolbox talks and induction training of all site workers, including sub-contractors and site visitors, will be implemented to ensure that site personnel are aware of the CEMP, environmental (including ecological) sensitivities of the site and surrounding area, on-site pollution policy and the measures that should be implemented to minimise potential impacts on the environment. In addition to the overview of ecology considerations included in the site induction, location and task-specific ecology toolbox talks will also cover topics set out at Appendix J and in the PMP. The toolbox talks will be delivered by an experienced ecologist.

11.2 Statutory Authority Liaison

In line with best practice, an extensive programme of public engagement and consultation has taken place, the aim of which has been to provide opportunities for all stakeholders to obtain information, express views and participate actively in the design process. This engagement has included three rounds of Public Information Exhibitions held in September 2022, March 2023, and June 2023. Consultation has also been undertaken by the EIA technical specialists on the scope and methodology of the environmental assessments.

Liaison with appropriate statutory authorities will continue when deemed appropriate during construction, including but not limited to the following:

- LCC;
- North Kesteven District Council (NKDC);
- RAF Waddington;
- Canal and River Trust;
- Greater Lincolnshire Nature Partnership;
- Historic England;
- Lincolnshire Wildlife Trust;
- South Hykeham Parish Council;

- Thorpe on the Hill Parish Council;
- EA; and
- Witham and Humber Drainage Boards.

Contact details for these statutory bodies can be found in the Project Directory, which is available to all staff working on the project. It has been omitted from this document due to data protection requirements.

The Principal Contractor will appoint a PCA contact who will be named at all site entrances, with a contact telephone number. The contact's name and details will also be provided to all relevant stakeholders by the Applicant prior to the start of the demolition and construction works. The PCA will have primary responsibility for dealing with LCC and other stakeholders on environmental matters, and all key stakeholders will be notified whenever a change of responsibility occurs for the role. The officer will keep LCC, and other relevant parties informed of the nature of the on-going works, their duration and programme in order to establish and maintain good relationships with them.

It is anticipated that regular meetings will take place between the PCA and LCC to review progress and to agree any necessary actions. In addition, the site ECO will attend meetings with the LCC environment officers, where necessary, to discuss responsibilities under the CEMP and of other parties involved in work on site.

11.3 Lincolnshire County Council (LCC)

The LCC Environmental, Ecological and Landscape Advisors will be consulted as required throughout construction.

11.4 RAF Waddington

RAF Waddington and its advisors will be informed, by the Principal Contractor, as required throughout construction of any amendments to the project and/or construction that has been deemed to impact them or their assets, including but not limited to changes in the plant schedule outlined in Table 4-2.

The Principal Contractor will produce a project layout and schedule showing the planned location of tall construction equipment, the work involved, the type and size of equipment to be used, proposed start date and anticipated duration of the work. This will be shared with RAF Waddington, and other necessary stakeholders, at the start of the construction phase.

The information will be shared via the nominated liaison contact at RAF Waddington and following initial submission, be updated, and issued monthly to reflect any change during the regular project programme update process. Secondary to this regular monthly update, a formal notification 1 week in advance of any tall construction equipment being used will occur, this will involve submission of a NOTAM (Notice to Airmen) to RAF Waddington and will confirm the exact location, size and type of equipment, work involved, start date and duration. Notification will also occur once particular activities are complete, and equipment leaves site.

All tall plant equipment (over 10m in height) will be fitted with coloured aviation warning lights as near to their highest point as practical. These will be red in colour and omnidirectional with operation both at night and daytimes.

11.5 Community Liaison Strategy/Public Liaison

The Principal Contractor has produced a Community Liaison Strategy, which discharge planning condition 3m (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23), which will be contained

in the PMP and expands on the details outlined in this section. The implementation of this Community Liaison Strategy is the responsibility of the appointed PCA, who will carry out a community relations role, which is focused on engaging with occupiers of nearby properties, both residential and business, and local amenity associations and neighbourhood forums where these exist, at all stages of the project. This community relations work will start before work begins on site.

The PCA, supported by the Client, will liaise with nearby residents throughout the development construction period on a regular basis to ensure that they are kept well informed. The PCA will ensure that the public are made aware in advance of the following:

- Start and end dates of construction activities;
- The nature of the project;
- Principal stages of the project; and
- Details of contact names and numbers of appropriate site personnel.

Where necessary, the ECO will also maintain communications with representatives from other sites in close proximity to the Scheme to manage potential cumulative impacts.

All correspondence from the general public will be directed to the PCA and the PCA will coordinate responses to queries and address issues in a timely and satisfactory manner. This includes any complaints. Complaints will be logged and reported to the relevant individual within LCC, and vice versa, as soon as practicable.

11.6 Environmental Complaints Procedure

The public can raise any queries, concerns, or complaints about the works via the following contact details, which will be made available at the site entrance:

- Name: **[Principal Contractor to insert name];**
- Address: **[Principal Contractor to insert address];**
- Hotline: **[Principal Contractor to insert hotline number];**
- Email: **[Principal Contractor to insert email contact];** and
- Details of the Scheme and its progress will also be displayed.

In the event of complaints received on environmental grounds (e.g. from site nuisance, such as dust and noise) the procedure set out below will be followed in relation to all general complaints. This will be the responsibility of the PCA:

1. Upon the receipt of a complaint, the nature of the complaint and the individual who reported the complaint will be recorded in the complaints log;
2. The PCA will then be responsible for resolving or escalating the complaint to the appropriate individual as detailed in the Project Team in Appendix E;
3. The follow-up actions and response will then be recorded in the complaints log (see Appendix F), and measures implemented to avoid the action which caused the complaint occurring again will also be recorded; and
4. The PCA will be responsible for responding to the individual that made the complaint on the ways in which the matter was resolved, and to ensure that the issue/nuisance will not happen again.

Contact via phone will be available at all times during the site's working hours. Any contacts made shall be responded to quickly and effectively, with feedback provided on any action taken.

The complaints procedure, which discharge planning condition 3r (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23), includes that all complaints will be recorded, covering the nature of the complaint, the cause, and where appropriate the remedial action taken. LCC may request to see recorded complaints at any time.

The PCA will maintain a complaints log, regarding any environmental complaints and/or feedback (see Appendix F).

11.7 Emergencies

The Principal Contractor will develop an emergency procedure, which discharge planning condition 3n (Application No. 23/1447/CCC and LCC Ref. No. PL/0087/23), including emergency pollution control measures which will be implemented, and updated when necessary to do so.

This procedure will be developed in consultation with the emergency services where necessary. Copies of the emergency procedure will be kept on site and provided to the appropriate emergency services.

The emergency procedure will contain:

- Emergency phone numbers;
- Method of notifying LCC and other statutory authorities; and
- Emergency contact numbers for the developer's and contractor's key personnel.

The Principal Contractor will ensure close liaison with emergency services, local authority officers and other agencies who may be involved in response to incidents or emergency situations and ensure that the requirements for the provision of emergency site access are met.

The Contractor will draft and implement an Emergency Preparedness Plan during construction. In the event of an environmental emergency at the site the Environmental Coordinator (ECO) will be contacted in the first instance. The contact details will be detailed in Appendix E.

12. INSPECTIONS AND MONITORING

12.1 Inspections

Inspections involve on-site checks to ensure mitigation and management measures are being implemented.

When required, the Principal Contractor will develop a schedule for inspections to be undertaken.

A procedure should be put in place to log any observations/non-conformities, agreed remedial action and when this is corrected.

12.2 Monitoring

Monitoring is related to specific environmental objectives to ensure that mitigation and management measures are effective at preventing an environmental effect or reducing it to an acceptable level such that any agreed thresholds or limits are not exceeded.

The Contractor will monitor and record the environmental performance and conformance with ISO 14001: 2015, in terms of objectives and targets and relevant legislation, regulations and contractual requirements. The outcome of any environmental monitoring will be reported, and a full record will be maintained. Records of environmental training, audits and reviews will also be kept, as detailed in the LEMP (NHRR-TEP-ELS-HYKE-RP-LS-30007).

Some mitigation will require monitoring to be undertaken in order to ensure that management measures remain in place or continue to be implemented if required on an ongoing basis. Monitoring requirements for each mitigation measure are given in the associated appendix.

Where required, the Principal Contractor will produce further monitoring proposals to include:

- Details of receptors;
- Threshold values and analysis methods;
- Procedures for recording and reporting monitoring results; and
- Remedial action in the event of any non-compliance.

Where required, any monitoring will be recorded and stored electronically onsite (see Appendix F).

Protocols referenced throughout this CEMP are to be implemented on site in instances of emergencies and environmental incidents, which will also be recorded/reported appropriately.

Environmental records, including waste management records, will be maintained in accordance with company procedure and legal requirements. Records will also be kept of how the requirements of the CEMP are being met and reports made to the Project Manager by the ECO.

The records are to be maintained, in either hard copy or electronic format as required by the individual procedure that the records relate to, in such a way that they are readily identifiable, retrievable, and protected against damage, deterioration or loss. The relevant procedure specifies the retention time for the records and who has the authority to dispose of them appropriately.

12.3 Non-Compliance, Corrective and Preventative Actions

It is the responsibility of all site personnel to report any occurrence of issues, accidents and where an environmental procedure has not been followed. Where environmental issues are identified by any stakeholder or on-site personnel, they will be communicated to the Principal Contractor for review, who will identify a suitable course of action, and will ensure:

- An appropriate action is identified and implemented, where appropriate;
- A suitable owner for the action is identified and they are informed of the fact; and
- The results of the action are recorded and communicated to those that raised the issue.

The Principal Contractor will permit LCC to undertake planned inspections of the site in order to assess compliance with the CEMP.

Any issues of non-compliance with the CEMP identified by LCC will be noted and agreed, and they will determine the amount of time allowed to address any non-compliance issues.

Following a non-compliance incident or report from LCC, the police or other agencies, the Principal Contractor will:

- Deal with the issue as soon as practicable;
- Undertake monitoring to ensure that appropriate action has been taken;
- Ensure steps are taken to prevent reoccurrence; and
- agree any remedial action with the relevant authority, where appropriate.

Non-conformances that occur during the project will be subject to the relevant level of corrective action. The Balfour Beatty Non-Conformance Procedure will be followed at all times and will be in line with the digital reporting protocol.

The Principal Contractor will record issues, accidents or non-compliances allowing for corrective action or additional preventative action to take place and ensure that the event does not occur again.

13. ENVIRONMENTAL RECEPTORS AND MITIGATION

The 2023 ES¹⁴ has assessed the potential effects of the Scheme on environmental receptors. The existing environmental conditions on the site (called the baseline conditions), the potential effects of the Scheme and the mitigation measures that have been identified to reduce those effects are provided in the following appendices:

- Air Quality – Appendix G;
- Cultural Heritage – Appendix H;
- Landscape and Visual – Appendix I;
- Biodiversity – Appendix J;
- Geology and Soils – Appendix K;
- Material Assets and Waste – Appendix L;
- Noise and Vibration – Appendix M;
- Road Drainage and the Water Environment – Appendix N;
- Climate Change – Appendix O;
- Major Accidents and Disasters – Appendix P; and
- Construction Traffic Management – Appendix Q.

These appendices also reference the topic specific management plans listed in Section 8, which provide more detail if required.

¹⁴ <https://lincolnshire.planning-register.co.uk/Planning/Display?applicationNumber=PL%2F0087%2F23>

**APPENDIX A – THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL
IMPACT ASSESSMENT) REGULATIONS 2017 – NOTIFICATION UNDER
REGULATION 25 FOR FURTHER INFORMATION PLANNING APPLICATION
REFERENCE: 23/1447/CCC (LCC REF: PL/0087/23)**

Lincolnshire County Council
The Environment Partnership (TEP) Limited

Via Email only

Date: 16 February 2024

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Dear Sir/Madam

**THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
REGULATIONS 2017 – NOTIFICATION UNDER REGULATION 25 FOR FURTHER INFORMATION**

PLANNING APPLICATION REFERENCE: 23/1447/CCC (LCC REF: PL/0087/23)

PROPOSAL: FOR 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

LOCATION: LAND BETWEEN THE A46 HYKEHAM ROUNDABOUT AND A15 SLEAFORD ROAD ROUNDABOUT

I write in connection with the above-mentioned planning application.

As you are aware Lincolnshire County Council has received comments/responses back from consultees, interested parties and members of the public in relation to this application. Copies of the responses received can be viewed on our website via our Planning Register <http://lincolnshire.planning-register.co.uk> – use reference PL/0087/23.

Having reviewed the Environmental Statement (ES) and taking into account the responses/comments received during consultation, I am writing to notify you that "further

information" is required to allow a full assessment of the proposals to be undertaken. In accordance with Regulation 25(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations), this letter therefore sets out the "further information" that I consider is necessary to complete the ES (see Part A below). In addition to the information that is considered necessary to complete the ES, a number of more general issues/matters have also been identified regarding the content of the application and I would welcome your response and clarification on these so I can take this into account when considering the application further. These are set out in Part B of this letter.

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PART A – FURTHER INFORMATION

The Further Information requested in accordance with Regulation 25 of the EIA Regulations is as follows:

Environmental Statement - Volume 2

Construction Environmental Management Plan

There are references throughout the ES (and other application documents) to the need for the preparation of a Construction Environmental Management Plan (CEMP) and its implementation in order to avoid and/or mitigate adverse environmental impacts, including in relation to ES Chapter 5 “Demolition and Construction”, Chapter 6 “Air Quality”, Chapter 8 “Landscape and Visual”, Chapter 9 “Biodiversity”, Chapter 10 “Geology and Soils”, Chapter 11 “Material Assets and Waste”, Chapter 12 “Noise and Vibration”, Chapter 13 “Population and Human Health”, Chapter 14 “Road Drainage and the Water Environment”, Chapter 15 “Climate”, Chapter 16 “Major Accidents and Disasters”, Chapter 17 “Cumulative Effects” and Chapter 18 “Residual Effects and Conclusions”.

The EIA Scoping Opinion issued on 18 November 2022 stated that a CEMP should be submitted as part of the ES however no CEMP has been submitted with this application.

North Kesteven District Council’s Environmental Health Officer has also requested the submission of a CEMP to address noise, dust and contaminated land issues (refer to their individual response dated 27/12/23 and comments that form part of NKDC’s overall response available on our website).

ACTON: Given the importance of the CEMP to the assessment of environmental impacts, and the reliance on the CEMP to be able to conclude that there would not be significant environmental impacts as a result of the proposed development, it is imperative that at least a draft CEMP is submitted with this application and used in the EIA process. You are therefore requested to submit such a draft CEMP which covers all of the issues each of the assessments in the ES chapters state that it will in order that we can be confident the impacts identified are capable of being mitigated by the CEMP.

Cultural Heritage

Paragraph 7.4.99 of the ES refers to non-designated heritage assets (NDHA). However, as advised by North Kesteven District Council’s Conservation Officer (refer to their individual response dated 9/2/24 and comments that form part of NKDC’s overall response available on our website) the assessment appears to only consider archaeological NDHAs and not built NDHAs, such as those assets on North Kesteven District Council’s Local List. North Kesteven District Council’s Conservation Officer particularly highlights the NDHAs of 44 and 46 Station Road, Waddington, together with ones at South Hykeham and Waddington and potential NDHAs at Grange Farm and South Hykeham Grange.

ACTION: The built NDHAs within the study area need to be taken into account and any impacts on them assessed (in particular 46 Station Road, Waddington which is proposed to be

demolished). Any measures to avoid, mitigate or compensate for any harm need to be established.

Lighting

Reference is made throughout the ES to the provision of lighting associated with the proposed NHRR, with particular reference to lighting at junctions. Street lighting is also included within the description of development. Lighting on this scale has the potential to have impacts on ecology (in particular bats), residential amenity and give rise to landscape and visual impacts however no details of the location and specification of lighting has been provided and therefore no assessment of the potential impacts of lighting carried out as part of the ES.

It is also clear from the ecological assessments undertaken and presented in the ES (and the supporting documents) that the proposed development is located within an area of importance for bats and so it is necessary to consider the location and specification of lighting to ensure that any impacts on bats are avoided where possible and mitigated if avoidance is not possible.

ACTION: Details of the proposed location and specification of the lighting are required, together with an assessment of the potential ecological, residential amenity and landscape and visual impacts of such lighting. Information should be provided at this stage which identifies the potential extent and impact of such lighting and include details of what measures would be adopted to ensure that any impacts can be avoided where possible and mitigated if avoidance is not possible (e.g. specification of lighting, lux levels, height of columns, locations, timing of illumination, etc). Although further details may be capable of being addressed through a condition (should permission be granted) we need enough information at this stage in order to be satisfied that any significant adverse effects have been properly considered, assessed and are capable of mitigation if impacts are identified.

Arboriculture

The figures cited in paragraph 9.4.104 of the ES are different to those cited in paragraph 1.6 of the Arboricultural Impact Assessment (ES Volume 3 Appendix 9.10) and on page 16 of the Design and Access Statement with respect to the quantity of trees, tree groups and hedgerows to be removed as a result of the proposed development.

North Kesteven District Council's Tree Officer has queried whether historic records have been investigated when considering the importance of hedgerow retention (please see the comments that form part of NKDC's overall response available on our website).

North Kesteven District Council's Ecologist has raised concerns regarding a lack of assessment with respect to a specific number of trees (please see the comments that form part of NKDC's overall response available on our website).

ACTION: Please confirm the number of trees, tree groups and hedgerows proposed to be removed; whether historic records have been investigated when considering the importance of hedgerow retention, and; whether an assessment with respect to a specific number of trees has been carried out and, if this information is different to that considered in the ES, provide clarification on these matters and update the conclusions of the ES as necessary.

Biodiversity

In addition to the comments above with respect to lighting impacts on ecology, and specifically bats, North Kesteven District Council's Ecologist has raised a number of concerns regarding the environmental information provided with respect to biodiversity within Chapter 6 "Air Quality", Chapter 9 "Biodiversity" and Chapter 17 "Cumulative Impacts". To avoid unnecessary repetition, these comments are not set out here but please refer to the comments that form part of NKDC's overall response available on our website. These matters need to be clarified, further information provided and any updates made to the ES (and any relevant supporting documents) in light of the further information

ACTION: You are required to review the comments made by NKDCs Ecologist and provide clarification, further information to address the concerns raised and, if necessary, updates made to the ES (and any relevant supporting documents) so that these can be taken into account.

Geology and Soils

Paragraph 10.4.124 of the ES refers to ground investigation data not being complete at the time the ES was written.

ACTION: Please can you therefore advise/confirm whether the data used in the ES assessment provides an appropriate level of confidence in the overall conclusions reached or should the assessment be undertaken in light of the ground investigation data once it has been completed?

In relation to Best and Most Versatile Agricultural (BMV) land, Figure 10-3 in the ES indicates that most of the proposed route of the NHRR is through land which is broadly considered to be Grade 3 agricultural land whilst paragraph 10.4.153 of the ES concludes that "*only land of Subgrade 3b will be taken by the Proposed Scheme*". The EIA Scoping Opinion issued on 18 November 2022 stated that an Agricultural Land Classification (ALC) survey was required to be

carried out and taken into account in the ES however no such survey has been conducted. Natural England has therefore raised concerns about the proposal (refer to their responses dated 18 January 2024 and 13 February 2024 uploaded on our website) and advised that an ALC survey be carried out.

ACTION: A detailed ALC survey is required to be carried out and information submitted which demonstrates the extent and grade (or sub-grade) of the agricultural land affected by this proposal (e.g. whether this is all sub-grade 3b (which is not BMV) or whether any land is Grade 1, 2 or sub-grade 3a (in which case it is BMV). Without such a survey/evidence the full impact and potential extent of BMV land affected by the development has not been properly assessed and/or the conclusions of the ES cannot be relied upon as submitted. You are advised to refer to the comments/responses provided by Natural England with regard to specific information required in relation to the survey.

Material Assets and Waste

Paragraph 11.4.20 of the ES states that peat deposits were encountered in the Witham valley. It is noted that paragraph 217(d) of the NPPF advises that mineral planning authorities should not grant planning permission for peat extraction from new or extended sites and whilst it is accepted that this proposal is not for mineral extraction per se, it is not clear whether it is proposed or likely that peat would be removed/extracted (even if this is incidentally) as part of this development.

ACTION: Please can you confirm the following:

- i). Is peat proposed to be extracted as part of the proposed development?**
- ii). If so, how has this been taken into account and what measures have been taken to avoid the need for peat extraction?**
- iii). If peat is to be removed/extracted, please provide an assessment of the impacts of the extraction of any peat, together with any proposed mitigation measures.**

Noise

Paragraph 2.9.28 of the ES states that one of the assumptions made during the EIA process is that the *“proposed new residential development known as “Housing at Land off Sleaford Road, Bracebridge Heath, Lincoln” (planning application reference number: 20/0057/OUT) has been given planning consent on the basis that the mitigation embedded within it, will be sufficient to ensure that no significant adverse effects will be experienced by occupiers of the development from traffic noise or visual intrusion.”* Planning permission was granted on 5 April 2023 for this proposed residential development, however, the conditions of the planning permission do not approve a noise mitigation strategy for the part of the development to the west of Sleaford Road, adjacent to this application site, and do not require any noise mitigation strategy to be

submitted for approval for the part of the development to the west of Sleaford Road, in relation to the NHRR.

As we have discussed, a drawing entitled “Parameter Plan – Acoustic and Visual Mitigation” was submitted with that planning application but is not a plan that is cited as an approved plan on the decision notice. It is also noted that a drawing entitled “Parameter Plan – Publicly Accessible Open Space Network” shows a “Noise and Visual Screening Zone” but this plan is only referenced in the decision notice in relation to the provision of open space and not in relation to any noise mitigation proposals. Whilst Condition 32 of that planning permission does require the submission and approval of a Noise Impact Strategy, this is specifically limited to that part of the development to the east of Sleaford Road and in relation to the Lincoln Eastern By Pass and the Sleaford Road Industrial Estate.

Given the above, there is currently no provision within planning permission 20/0057/OUT which definitively secures noise mitigation measures to protect the amenities of the future residents of that site from the proposed NHRR. This means that the assumption set out in paragraph 2.9.28, upon which the ES has been based, is incorrect and so a solution needs to be identified and/or the resulting assessments amended accordingly - that is in Chapters 2 “Assessment Methodology and Significance Criteria”, Chapter 12 “Noise and Vibration”, Chapter 13 “Population and Human Health”, Chapter 17 “Cumulative Effects” and Chapter 18 “Residual Effects and Conclusions”. If noise mitigation cannot be relied upon/secured as part of permission 20/0057/OUT then an assessment of the potential noise impacts of the NHRR on those properties (on the basis of the indicative layout as shown on the Illustrative Masterplan drawing submitted with the 20/0057/OUT application) should be undertaken and if necessary mitigation identified.

North Kesteven District Council has sought additional noise assessment information to clarify that the South West Quadrant Strategic Urban Extension (SWQ SUE) will not be prejudiced in terms of its proximity to the proposed NHRR alignment. It is noted that paragraph 12.1.9 of the CLLP, in relation to the SWQ SUE anticipates that the NHRR will form the southern boundary of the SWQ SUE and so there is a reasonable expectation that both proposals would come forward. Indeed, the CLLP acknowledges that the NHRR is a key piece of infrastructure required in the delivery of the SWQ SUE. It is also noted that the SWQ SUE is not currently the subject of a planning permission (or even a planning application). Nevertheless, it is necessary to take this allocation into account in the assessment of environmental impacts, including in relation to noise.

ACTION: Further information is required to demonstrate that the proposed NHRR can be delivered without having harmful impacts on the amenities of potential future residents of the SWQ SUE and the development subject of permission 20/0057/OUT.

In relation to the SWQ SUE, it is acknowledged that there is no current layout proposal for the development and so it is recommended that the information provided within the evidence to

support the CLLP is utilised for the assessment¹. Given the lack of certainty regarding the potential future layout of the SWQ SUE, at this stage an in-principle assessment of potential noise impacts on the future residents of the site and the prospects of mitigation measures being able to overcome any such adverse impacts is required, rather than a detailed assessment.

In relation to the development subject of permission 20/0057/OUT, a solution will need to be provided and mitigation secured as part of this development (or evidence that this has been secured as part of permission 20/0057/OUT) and depending on the solution identified/secured, the ES updated accordingly - that is in Chapters 2 “Assessment Methodology and Significance Criteria”, Chapter 12 “Noise and Vibration”, Chapter 13 “Population and Human Health”, Chapter 17 “Cumulative Effects” and Chapter 18 “Residual Effects and Conclusions”. If noise mitigation cannot be relied upon/secured as part of permission 20/0057/OUT then an assessment of the potential noise impacts of the NHRR on those properties (on the basis of the indicative layout as shown on the Illustrative Masterplan drawing submitted with the 20/0057/OUT application) should be undertaken and if necessary mitigation identified.

With respect to construction and demolition noise, paragraph 12.3.72 of the ES states that night-time or weekend works will be required at some stages and that these will need to be considered in further detail prior to commencement. The potential impacts of such night-time works need to be taken into account at this stage, together with any necessary mitigation measures. The ES should adopt a precautionary approach to potential noise impacts from night-time working.

Paragraph 12.5.81 of the ES relates to the potential eligibility of dwellings for statutory noise insulation measures and states that the assessment undertaken is preliminary and that the eligibility will need to be reviewed at the detailed design and construction stages. The ES needs to be based on a sufficient level of detail and certainty that the development would not result in significant adverse environmental impacts and it is at this stage that the necessary assessments must take place. An appropriate level of detail is required to be provided in order to ensure that the conclusions of the ES can be relied upon.

ACTION: Further information is required to demonstrate that night-time working could be carried out without resulting in significant adverse impacts (or mitigated to an acceptable level) and any necessary mitigation measures identified at this stage. If this level of detail is not available then the ES should adopt a precautionary approach to potential noise impacts from night-time working and seek to confirm at least in principle what receptors might be

¹ <https://www.n-kesteven.gov.uk/sites/default/files/2023-03/HOU011%20Sustainable%20Urban%20Extension%20Topic%20Paper.pdf>

affected and what noise level limits would need to be adhered to ensure that impacts fall within acceptable limits.

Further information is required to demonstrate that there would not be significant adverse impacts of the development on nearby dwellings in relation to noise and that the conclusions of the ES in relation to this matter can be relied upon.

Climate

Chapter 15 of the ES is based on incorrect parameters and this needs to be corrected/amended. The NHRR is not a Nationally Significant Infrastructure Project and hence the National Policy Statement for National Networks (referred to at paragraph 15.2.1) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (referred to at paragraph 15.2.3) are not the appropriate framework within which this ES sits. This chapter therefore needs to be amended accordingly.

ACTION: Review and provide an update to correct Chapter 15 of the ES.

Cumulative Impacts

Table 17-2 of the ES summarises the Zone of Influence (Zoi) extents used for the assessment of potential cumulative impacts. For Cultural Heritage this table indicates the Zoi for the setting of designated heritage assets (construction and operation) as being up to 0.6 miles (1km) and for designated and non-designated heritage assets (operation and construction) up to 0.19 miles (300m). These Zoi are different to those cited in paragraph 7.3.6 (in chapter 7 “Cultural Heritage”) of the ES which states that data was gathered for all designated and non-designated heritage assets within 2km of the proposed scheme boundary, in line with the Scoping Opinion (albeit the EIA Scoping Opinion issued on 18 November 2022 stated that the assessment on designated assets should be within a 2km study area and 1km for non-designated assets).

ACTION: Given different Zoi ranges are cited within the ES you are requested to review Chapters 7 and 17 (and the assessments upon which they are based) and clarify what Zoi has been applied and/or ensure that these are consistent with one another and if necessary, update/amend the ES accordingly. The approach taken needs to be in compliance with the EIA Scoping Opinion issued on 18 November 2022.

General

As we have discussed, the proposals as presented in this application (and assessed through the ES) need to be sufficiently detailed and provide sufficient certainty of the development that is proposed to be undertaken. Despite this there are numerous references throughout the ES to the Proposed Scheme evolving or generating a need for further information during the detailed

design stage, including in Chapter 11 “Material Assets and Waste”, Chapter 12 “Noise and Vibration”, Chapter 14 “Road Drainage and the Water Environment” and Chapter 15 “Climate”.

Whilst it is reasonable for some detailed matters to be addressed through conditions (should permission be granted) the ES does need to be based upon the development for which permission is sought and not something that might be subject to materially different modifications or which differs to that which is currently before us (i.e. this is not an outline application and so there is no scope for a further detailed design stage as part of any permission granted). Given this we need to be clear what is being proposed and that the development that has been assessed as part of the ES is that which is planned to be constructed.

ACTION: Given the references in the ES, can you advise/clarify what ‘further information’ or details/information you consider would be addressed at ‘detailed design stage’ and how might these impact on the assessments and conclusions of the ES at this stage?

Environmental Statement - Volume 3

Appendix 10.1 (Preliminary Sources Study Report)

Appendix F (Site Walkover and Field Mapping) to this Appendix appears to be missing.

ACTION: Please could you provide a copy of this Appendix?

PART B – GENERAL MATTERS/CLARIFICATION

The following are more general issues/matters that have been identified regarding the content of the application and I would welcome your response and clarification on these so I can take this into account when considering the application further.

Arboriculture

Please review and respond to the comments of North Kesteven District Council’s Tree Officer regarding the species of trees proposed to be planted (refer to their individual response dated 9/2/24 and comments that form part of NKDC’s overall response available on our website).

Biodiversity

The Greater Lincolnshire Nature Partnership have highlighted the need to consider biodiversity opportunity mapping, in accordance with policy S61 of the CLLP. **Please provide details of how biodiversity opportunity mapping has informed the proposed development.**

There is an inconsistency between the Biodiversity Net Gain Report, the Planning Statement and the Design and Access Statement in relation to the number of Local Wildlife Sites (LWS) within 2km of the application site. Section 3.1 of the Biodiversity Net Gain Report states that there are 4 LWSs within 2km whereas both the Planning Statement (paragraph 7.5.6) and the Design and Access Statement (page 16) state that there are 16 LWSs. **Could the position please be clarified and confirmation be provided that the correct ecological information has been used in the assessment of potential impacts?**

The Landscape and Ecological Management Plan states that the site area is 241 hectares (at paragraph 1.4) which is considerably larger than the area stated on the planning application form and other application documents. **Could you please clarify if this is a typographical error?**

Health Impact Assessment

In relation to potential impacts as a result of noise, page 10 of the Health Impact Assessment states that there would be significant adverse impacts at 49 dwellings, however, the ES (paragraph 12.7.15), the Planning Statement (paragraph 7.8.7) and the Design and Access Statement (page 19) all state that there would be significant adverse impacts at 50 dwellings. **Could the position please be clarified and confirmation be provided that the correct health impact information has been used in the assessment of potential impacts?**

Landscape Strategy

It is noted that attenuation basins and ponds are proposed as part of the development; **has consideration been given to the use of planting to ensure they do not attract birds which may cause an aviation hazard, particularly in light of the proximity of the site to RAF Waddington?**

Public Engagement Report Appendices

There are a number of pages, figures and pieces of information missing from Appendix One. Whilst it is not considered that these are necessarily required to be submitted as part of this application, **if there is anything missing which is considered to be material to the determination of this information, could it please be provided?**

Transport and Active Travel

National Highways and Active Travel England have raised a series of queries and concerns in relation to the proposed development.

It is noted that paragraph 9.2.1 of the Transport Assessment refers to using an updated model in the detailed design process once planning permission has been granted, however, this is not an appropriate approach. This deferment of modelling is reflected in the comments from National Highways. There needs to be certainty in the design of the proposed development which is being considered through this application and so any necessary modelling which needs to be undertaken should be carried out at this stage, on the basis of the proposals on which the application will be determined.

Active Travel England's comments relate to opportunities for improvement, areas of concern and next steps (sections 4, 5 and 6 of their letter). These matters need to be reviewed and any amendments to the scheme to address these issues should be submitted, together with any updates to the assessment of impacts in any of the necessary linked documents.

In addition to this, Thorpe on the Hill Parish Council has raised concerns regarding the volume of traffic passing through Thorpe on the Hill village during the construction phase of the development, particularly overnight traffic and the provision for pedestrians and cyclists at Pennells Roundabout.

ACTION: Could the concerns raised by the above parties please be reviewed and responses provided, together with any necessary additional information?

It is noted that the proposed development includes the proposal to redirect and realign part of the Viking Way Long Distance Footpath. The realigned footpath, as shown on Sheets 11 and 12 of each of the General Arrangement, Landscape Masterplan and Detailed Planting Plan, does not connect to the line of the existing Viking Way, a gap is shown in each of these drawings.

This is clearly an error and could this please be amended and the revised drawings submitted?

River Witham

North Kesteven District Council has sought assurance that water quality and biodiversity in the River Witham would be safeguarded in terms of the surface water runoff from the proposed bridge over the river. Whilst it is noted that the ES concludes there would be no significant adverse impacts with respect to surface water runoff overall, **please could clarification be provided regarding the potential impacts of surface water runoff in relation to water quality and biodiversity in the River Witham with specific respect to the proposed bridge over the river?**

Drawings

At present, no sectional drawing has been provided showing the route of the proposed NHRR through the Lincoln Cliff. In order to fully assess the impacts of the proposal, it is considered that the submission of such a drawing is necessary.

Action: Could you please provide an existing and proposed sectional drawing of the route of the proposed NHRR through the Lincoln Cliff?

Other

Could I also invite your response to comments raised in any of the representations received as a result of the consultations and notifications undertaken, and in particular to the issues raised in representations from the following:

- British Horse Society;
- Fisher German on behalf of Exolum with respect to the diversion of the Exolum pipeline;
- Mike Sibthorpe on behalf of the occupants of Dairy Farm, 101 Station Road, Waddington;
- occupants of Church Farm, 5, Meadow Lane, South Hykeham;
- Mike Sibthorpe on behalf of the occupants of Grange Farm, Waddington;
- Robert Doughty Consultancy on behalf of the Mottram Trust regarding land at and around Somerton Gate Lane and Station Road, Waddington;
- CBRE Ltd on behalf of Rontec Roadside Retail; and
- the owners of land adjacent to the A46 roundabout (comment received 8 January 2024 from The Pantiles, 4 Vicarage Lane, Carlton-le-Moorland).

Copies of these representations can be found on our website.

ACTION REQUIRED

I would be grateful if you could provide me with the information requested in order that I can continue to progress your application. This information should be provided in two documents: one being Further Information Required Under Regulation 25 to supplement that contained within the submitted ES; the second being a document setting out the general, non-Regulation 25 additional information. Such an approach will not only aid in the management and handling of this further information but more importantly ensure that it is clear what information constitutes and forms part of the ES for the purposes of the EIA Regulations.

Finally, the further information requested by this notice should be submitted to me by no later than **6 weeks from the date of this letter** unless an alternative date is otherwise agreed with the case officer. It should be noted that whilst failure to provide the further information

requested by this notice does not invalidate the planning application, failure to provide environmental information required to complete the ES means that the application can be determined only by refusal (see Regulation 3 of the EIA Regulations).

Should you wish to discuss this matter further please feel free to contact me otherwise I look forward to receiving your response soon.

Yours faithfully

Natalie Dear

**for Neil McBride
Head of Planning**

**APPENDIX B – LINCOLNSHIRE COUNTY COUNCIL PLANNING
CONDITIONS APPLICATION NO. 23/1447/CCC AND LCC REF. NO.
PL/0087/23**

Lincolnshire County Council Planning Permission

Town and Country Planning Act 1990

Town and Country Planning General Regulations 1992

Date of Proposal: 31 October 2023

Application No. 23/1447/CCC

LCC Ref. No. PL/0087/23

Part 1 Planning Permission

1. On 13 May 2024 the Lincolnshire County Council resolved, for the purposes of Regulation 3 of the Town and Country Planning General Regulations 1992, for 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.
2. Take notice that Planning Permission is hereby granted by Lincolnshire County Council to carry out the above development in accordance with the application and plans submitted subject to the following conditions.

Part 2 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.

Signed *N McBride*
Head of Planning
Lincolnshire County Council

Date 13 May 2024

NOTES:

1. This permission must be entered in the statutory register of planning decisions maintained by the District Council (as required by the Town and Country Planning General Regulations 1992). In addition the District Council is requested to make an entry in the Land Charges Register of any conditions attached to this permission.
2. This permission refers only to that required under the Town and Country Planning Acts and does not include any consent or approval under any other enactment, byelaw, order or regulation.

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. detailed plans and sections for each of the proposed attenuation basins clearly showing the heights of any outlets or drains, and indicating the usual expected / designed water level;
- b. 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, to prevent them being attractive to birds which could form a hazard to aircraft;
- c. 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
- d. 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.

Informative

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.

Marc Willis
Lincolnshire County Council
Development Control, Planning &
Conservation
County Offices Newland
Lincoln
LN1 1YL

Our ref: AN/2023/135048/01-L01
Your ref: PL/0087/23
Date: 21 December 2023

Dear Marc

**For 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
Land between the A46 Hykeham Roundabout and A15 Sleaford Road Roundabout**

Thank you for consulting us on the above application, on 04 December 2023.

Flood risk

We have no objection to the proposal as submitted. The Environment Agency is satisfied with the submitted Flood Risk Assessment (ref: NHRR-RAM-EWE-HYKE-RP-LE-22002 - C01, dated August 2023). The associated hydraulic modelling has been reviewed and approved as part of separate permitting discussions.

Our Witham Partnerships & Strategic Overview Team is already in discussion with the applicant regarding the requirement for a Flood Risk Activity Permit under the Environmental Permitting Regulations 2016.

The Environment Agency is landowner for some of the land incorporated in the proposed development, the applicant should therefore contact our Estates Team at estateslandeng@environment-agency.gov.uk to discuss this further.

Potential contamination

Environment Agency position

The proposed scheme is predominantly on Greenfield land. However, the Environmental Statement indicates that there may be potential contaminants associated with previous land use that may present a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters 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.

The application's Environmental Statement demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority.

In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with paragraph 189 of the National Planning Policy Framework.

Without these conditions we would object to the proposal in line with paragraph 180 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Condition 1

Prior to each phase of development approved by this planning permission no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. 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
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) 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.
4. 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 (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority. The scheme 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 in line with paragraph 180 of the National Planning Policy Framework and Policy S56 of the Central Lincolnshire Local plan (adopted April 2023).

Condition 2

Prior to each phase of development 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 local 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. This is in line with paragraph 180 of the National Planning Policy Framework and Policy S56 of the Central Lincolnshire Local plan (adopted April 2023).

Condition 3

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local 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 local 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. This is in line with paragraph 180 of the National Planning Policy Framework Policy S56 of the Central Lincolnshire Local plan (adopted April 2023).

Notes on condition 1

We have reviewed the relevant sections of the Environmental Statement with regard to the potential risks posed to controlled waters only.

Information on ground conditions has been provided, based on an intrusive investigation by Coffey Geotechnics Limited. A factual Ground Investigation Report has been provided to support the Environmental Statement. It is noted in Section 10.4.124 of the ES that *'the ground investigation data is not yet complete but available data has been used to provide an initial indication of the degree of contamination likely to be encountered'*. Based on the available information, significant or widespread contamination has not been identified and the risks to controlled waters are considered to be low at this time. Nevertheless, we consider that an interpretative ground investigation risk assessment report should be provided in support of this planning application once all site investigation work has been completed. Further detailed ground investigation in particular will be required in the vicinity of the RAF Waddington fuel pipeline, as part of the proposed work to divert this prior to construction of the Proposed Scheme.

Based on the findings of the additional ground investigation and risk assessment, further work may be required, which may include further intrusive investigation and/or remediation.

Advice to applicant

We recommend that developers should:

1. Follow the risk management framework provided in '[Land contamination: risk](#)

- [management](#)' when dealing with land affected by contamination
2. Refer to our [Guiding principles for land contamination](#) for the type of information that we require in order to assess risks to controlled waters from the site – the local authority can advise on risk to other receptors, such as human health
 3. Consider using the [National Quality Mark Scheme for Land Contamination Management](#) which involves the use of competent persons to ensure that land contamination risks are appropriately managed
 4. Refer to the [contaminated land](#) pages on gov.uk for more information

Section 11.4.27 of the Environmental Statement lists seven landfills as operational. This was correct in 2021, however it there are currently only 3 sites which are accepting waste. It should also be noted that either a local authority permit or an Environment Agency full or mobile plant permit will be required if processing materials (such as limestone or demolition aggregates) that are 'site won'. An Environment Agency permit could take up to 6 months to obtain.

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/ or land development works is waste or has ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommends that developers should refer to:

- the [position statement](#) on the Definition of Waste: Development Industry Code of Practice
- The [waste management](#) page on gov.uk

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of hazardous waste material produced or taken off-site is 500kg or

greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the [hazardous waste](#) pages on gov.uk for more information.

Most cases of new planned dewatering operations above 20 cubic metres a day will require a water abstraction licence from us prior to the commencement of dewatering activities at the site. More information is available on gov.uk:

<https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence#apply-for-a-licence-for-a-previously-exempt-abstraction>

Should you require any additional information, or wish to discuss these matters further, please do not hesitate to contact me on the number below.

Yours sincerely

Rebecca Flint
Sustainable Places Planning Adviser

Direct dial 07867154071

Direct e-mail rebecca.flint@environment-agency.gov.uk

Our Ref: MCO/LI/NK/0820/T.1/233953/NG/KC

Your Ref: PL/0087/23

Confirmed Location: 492,585 - 364,927

9th January 2024

For the attention of Planning Services

Lincolnshire County Council
Lancaster House
36 Orchard Street
Lincoln
LN1 1XX



FISHER GERMAN LLP
Exolum Pipeline System Ltd
PO Box 7273
Ashby de la Zouch
Leicestershire
LE65 2BY

Tel: 0845 0701245
Email:
Exolumpipelinesystem@fishergerman.co.uk
www.fishergerman.co.uk

Dear Sirs/Madam

Exolum Pipeline System Ltd – Affected Response – Planning Application
Location: (X) 495665, (Y) 364330

Thank you for your consultation. We confirm that our client Exolum's apparatus will be affected by your proposals as indicated on the attached plan(s). The plan(s) supplied are intended for general guidance only and should not be relied upon for excavation or construction purposes. No guarantee is given regarding the accuracy of the information provided and in order to verify the true location of the pipeline you should contact Exolum to arrange a site visit. Their contact details are:

Central Services Email: pipelinerow@exolum.com
Ashdon Road Tel: 01799 564101
Saffron Walden
Essex, CB10 2NF

When contacting Exolum, please quote our unique reference 233953, which is specific to this enquiry. Please note that you should contact Exolum within 28 days of the date of this letter in order to validate this enquiry, otherwise it will become void.

You should note that the interests of the Exolum are conserved by means of the Energy Act 2013, in particular Part IV of the Act, and other legislation such as the Pipeline Safety Regulations 1996. It is, however, the Energy Act 2013 that prohibits any development and most intrusive activities within the Easement Strip without specific consent from Exolum. Exolum's Easement Strips are 6 metres wide and can incorporate other associated Exolum facilities.

Exolum will be able to provide guidance on the required procedures for entering into a Works Consent and provide confirmation on permitted development and intrusive activities. The whole process of obtaining a Works Consent can take between four and six weeks depending on circumstances at the time of application.

To reiterate, you should not undertake any work or activity without first contacting Exolum for advice and, if required, a Works Consent. For a copy of Exolum's Standard Requirements for Crossing or Working in Close Proximity to Exolum Pipelines, please visit <https://lsbud.co.uk/wp-content/uploads/2021/10/lsbud-standard-requirement-uk-um.pdf>. This will provide you with practical information regarding the legislation that governs the Exolum.

You should also be aware that landowners and third parties have a duty of care not to carry out any works that have the potential to damage Exolum apparatus. This duty of care applies even if the works themselves are situated more than 3 metres from the pipeline. Examples of such works are mineral extraction, mining, explosives, piling and windfarms.

Please note that implementation of any unapproved work that affects the Exolum Easement Strip may result in serious consequences in terms of health and safety, expense and other attendant liabilities. In such cases it is the perpetrator of the act, together with any other promoting organisation, that shall be held fully accountable for any resulting damage.

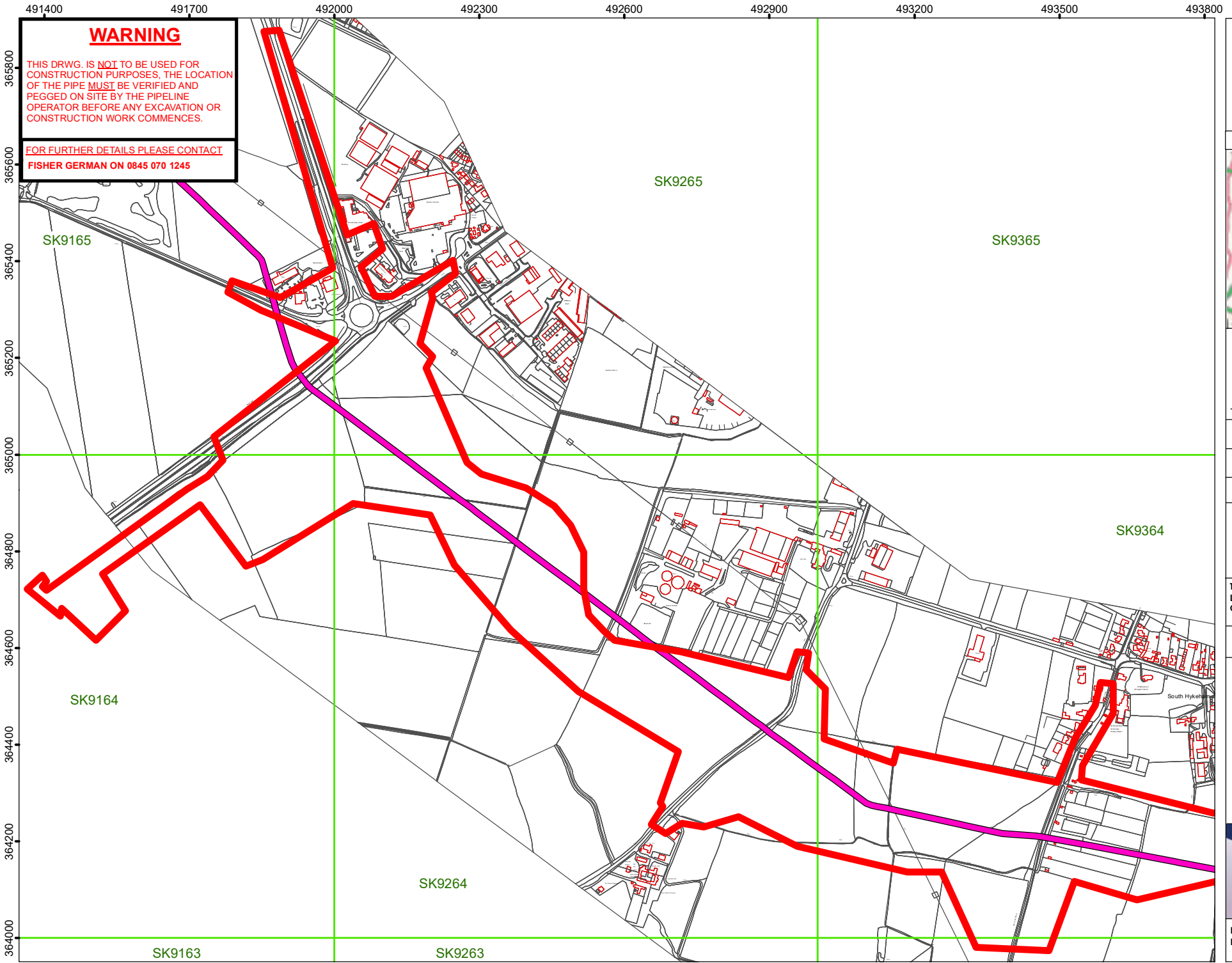
Should you require any further assistance regarding this letter please contact the undersigned or alternatively, you can contact Exolum using the details provided above.

Yours faithfully

For and on behalf of FISHER GERMAN LLP (Exolum's Authorised Agent)

Enc. Location Plan

cc. Exolum Central Services



WARNING

THIS DRWG. IS NOT TO BE USED FOR CONSTRUCTION PURPOSES. THE LOCATION OF THE PIPE MUST BE VERIFIED AND PEGGED ON SITE BY THE PIPELINE OPERATOR BEFORE ANY EXCAVATION OR CONSTRUCTION WORK COMMENCES.

FOR FURTHER DETAILS PLEASE CONTACT FISHER GERMAN ON 0845 070 1245



OVERVIEW WINDOW



Legend

- EXOLUM
- Cathodic Protection

Nearest Postcode:
LN6 9UH

Latitude & Longitude:
53.171988 , -0.61853991

Site centre coordinates:
492,585 - 364,927

Client:



TITLE:
LOCATION PLAN EXTRACT
OF PIPELINE M/CO

SCALE: 1:10,000 @ A4
DATE: 06/12/2023

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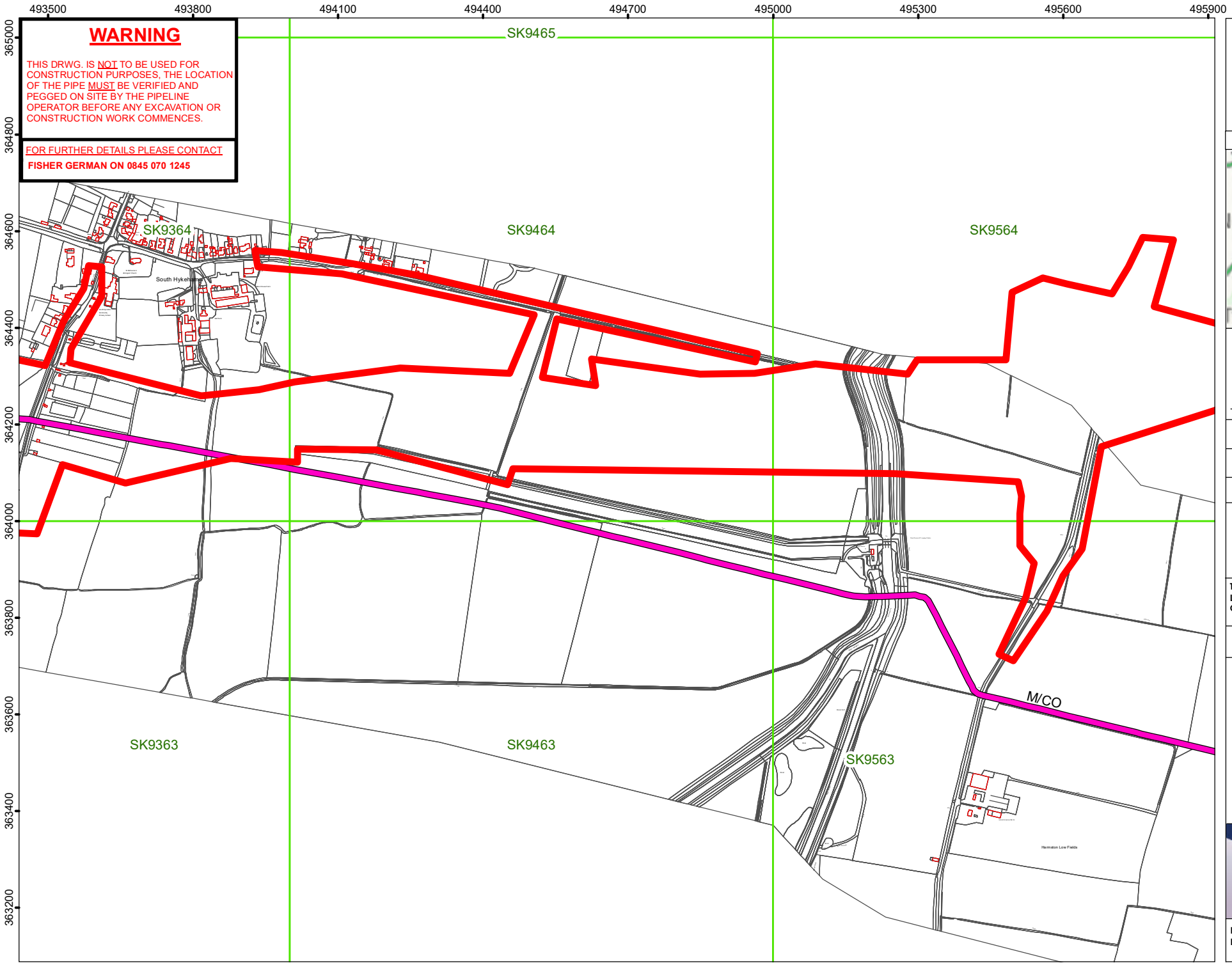
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The Estates Office,
Norman Court, Ashby de la Zouch,
Leicestershire, LE65 2UZ

Telephone 0845 070 1245

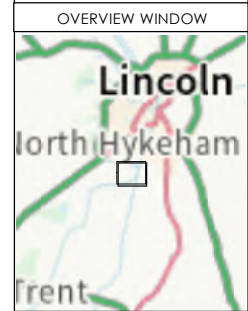
DRAWING NO:
Lincolnshire PL/0087/23



WARNING

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FOR FURTHER DETAILS PLEASE CONTACT FISHER GERMAN ON 0845 070 1245



Legend

- EXOLUM
- Cathodic Protection

Nearest Postcode:
LN6 9PG

Latitude & Longitude:
53.166286 , -0.59906670

Site centre coordinates:
494,677 - 364,065



TITLE:
LOCATION PLAN EXTRACT
OF PIPELINE M/CO

SCALE: 1:10,000 @ A4
DATE: 06/12/2023

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DRAWING NO:
Lincolnshire PL/0087/23

FISHER GERMAN LLP
Exolum Pipeline System Ltd
PO Box 7273
Ashby de la Zouch
Leicestershire
LE65 2BY

01799 564101
pipeline.admin@exolum.com

0845 0701245
exolum@fishergerman.co.uk

Local Authority Safety Awareness 2024 - Exolum Pipeline System Limited

PLEASE DISPLAY THE ENCLOSED PIPELINE SAFETY POSTER WITHIN ALL RELEVANT DEPARTMENTS

As you will be aware Exolum pipeline asset(s) run across land within your county. These assets are protected by rights granted under the Energy Act 2013 and general safety provisions set out in the Pipeline Safety Regulations 1996 and the Health and Safety at Work Act 1974.

Please consider the location of any Exolum assets **before** authorising, planning, or starting any work on land.

Any type of development is generally **not** permitted within proximity of an Exolum pipeline (without prior consent from Exolum) as it is likely to damage and/or prevent access to the pipeline for the purpose of inspection and/or repair, which may result in leaks, contamination, and potentially fatal accidents.

Any building/construction/development found to be present within the 6-metre zone of protection, i.e., 3 metres (10ft) either side of a pipeline or associated apparatus, will require removal.

Failure to meet the legally required obligations when working in proximity of a pipeline could result in a criminal offence being committed, potentially resulting in criminal prosecution.

If you have any questions regarding the pipeline, please do not hesitate to contact us using the details provided above.

Yours sincerely,

David Butterfield, Pipeline Operations Manager at Exolum

Laura Knight, Land Agent at Fisher German LLP

Encs. Pipeline Safety Awareness Poster – Fisher German & Exolum Pipeline System



Fisher German LLP is a limited liability partnership. Registered in England and Wales. Registered Number: OC317554. Registered Office: The Head Office Ivanhoe Office Park, Ivanhoe Park Way, Ashby-De-La-Zouch, Leicestershire, England, LE65 2AB. A list of members' is available for inspection at Head Office.



Pipeline Safety Awareness



In partnership with Fisher German

Fisher German (FG) work with Exolum Pipeline System to protect and maintain the transportation and storage of a wide range of bulk liquid products, especially refined products, chemicals and biofuels.

Please DO NOT embark on any work before carrying out a Linesearch or contacting FG.

The Exolum Pipeline Network runs all across the UK.

Please consider the location of any Exolum assets before authorising, planning, or starting any work within 50 metres of an Exolum pipeline.



LSBUD is a **free-to use** safe digging service.

Anyone can use the service to check for underground utility assets for over **1 million kilometers** of buried utilities.

Please carry out a search at:
www.lsbud.co.uk



Contact FG to help us avoid damage which may result in leaks, contamination & potential accidents

Telephone Enquiries:
0845 0701245

Email Enquiries:
exolum@fishergerman.co.uk

Exolum Emergency Number:
01189 712021



From: .box.assetprotection <assetprotection@nationalgrid.com>
Sent: Monday, March 18, 2024 3:44 PM
To: CSCHighways <CSCHighways@lincolnshire.gov.uk>
Subject: RE: [EXTERNAL] FW: Environment and planning customer query [LCC--08750-88643]

You don't often get email from assetprotection@nationalgrid.com. [Learn why this is important](#)

Caution external: This email originated from outside of the council. Do not click on links or open attachments unless you are confident the email is legitimate

Good Afternoon Lincolnshire County Council,

Thank you for your email.

Regarding planning application PL/0087/23, National Grid Electricity Transmission have no objection to the proposal provided the statutory clearances detailed on the attached drawings are maintained at all times including during construction and that a 15m stand off from the towers is not encroached upon.

If you would like to view if there are any other affected assets in this area, please raise an enquiry with www.lsbud.co.uk. Additionally, if the location or works type changes, please raise an enquiry.

Please note this response is only in reference to **National Grid Electricity Transmission** assets only. National Grid Electricity Distribution (formerly WPD) and National Gas Transmission (formerly National Grid Gas) should be consulted separately where required.

Kind regards,

Practical Advice for the Avoidance of Microshocks



Practical guidance for construction sites

The electric shocks, or microshock's, sometimes experienced by staff working on construction sites near power lines are caused by voltages being induced into metallic objects by the adjacent live conductors.

The perception of a microshock depends on the size of the electric field and object, as it is this that determines the extent of charging of the objects concerned.

In general, microshocks will be greatest if a long object (e.g. steel girder or scaffold pole) is held in parallel with the overhead line conductors. These voltages need to be dissipated to earth by making an electrical connection between the object(s) and a common earthed point.

Practical examples

A typical situation is when a steel framed building or a large scaffolding is being erected. Due to the physical size of such a structure and the way it contacts the ground, it can usually be considered to be sufficiently earthed for the purpose of dissipating induced voltages. All that is required is to make a temporary connection from this existing structure to any further poles or steelwork being lifted into place. Once connected to the main scaffold or building structure, the connection may be removed.

A similar electrical connection should be made to any other vehicles or plant that may be affected by the induced voltages – cranes for example.

The connections themselves can be made with flexible cables - the size is not critical as long as they are robust enough to withstand regular handling on site. The "ground" ends can be bolted to a suitable point on the fixed structure, the "free" ends can be bolted or spring clamps can be used.

In the absence of any other suitable earthing points, an earth spike may be used and the cables attached to this. The spike should penetrate the ground approximately 0.5 metres and the ground should have some moisture content to be effective at dissipating electrical charge.

It is also recommended that you avoid carrying out refuelling operations in the vicinity of a power line, to any vehicle or plant that is not effectively earthed as a spark could occur particularly if a metallic container is being used.

These precautions are similar to those taken by National Grid's own staff to solve the same problem and will work provided that effective connections are made and a methodical approach adopted.

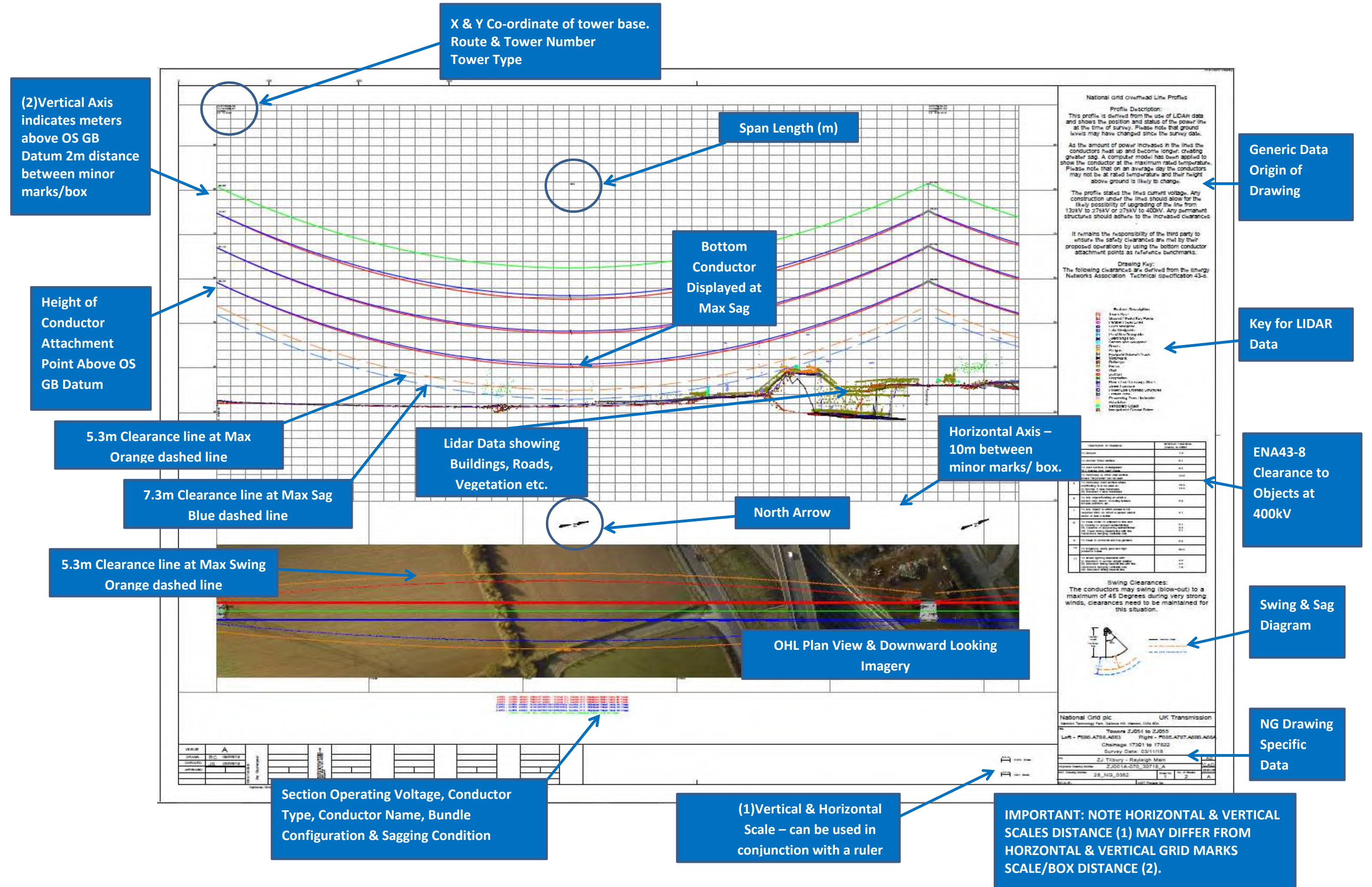
EMF Helpline

National Grid

+44 845 702 3270

EMFhelpline@nationalgrid.com

nationalgrid - Overhead Line Profile Drawing Help



Technical Guidance Note 287

Third-party guidance for working near National Grid Electricity Transmission equipment





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Disclaimer

National Grid Gas Transmission and National Grid Electricity Transmission or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law, nor does it supersede the express terms of any related agreements.



Purpose and scope

The purpose of this document is to give guidance and information to third parties who are proposing, scheduling or designing developments close to National Grid Electricity Transmission assets.

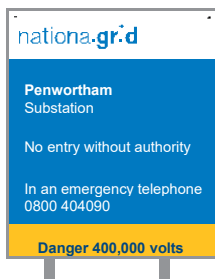
The scope of the report covers information on basic safety and the location of our assets – and also highlights key issues around particular types of development and risk areas.

In the case of electrical assets, National Grid does not authorise or agree safe systems of work with developers and contractors. However, we will advise on issues such as electrical safety clearances and the location of towers and cables. We also work with developers to minimise the impact of any National Grid assets that are nearby.

How to identify specific National Grid sites

Substations

The name of the Substation and emergency contact number will be on the site sign.



Overhead Lines

The reference number of the tower and the emergency contact number will be on this type of sign.



Contact National Grid

Plant protection

For routine enquiries regarding planned or scheduled works, contact the Asset Protection team online, by email or phone.

www.lsbud.co.uk

Email: assetprotection@nationalgrid.com

Phone: 0800 001 4282

Emergencies

In the event of occurrences such as a cable strike, coming into contact with an overhead line conductor or identifying any hazards or problems with National Grid's equipment, phone our emergency number 0800 404 090 (option 1).

If you have apparatus within 30m of a National Grid asset, please ensure that the emergency number is included in your site's emergency procedures.

Consider safety

Consider the hazards identified in this document when working near electrical equipment



Part 1

Electricity transmission infrastructure

National Grid owns and maintains the high-voltage electricity transmission network in England and Wales (Scotland has its own networks). It's responsible for balancing supply with demand on a minute-by-minute basis across the network.

Overhead lines

Overhead lines consist of two main parts – pylons (also called towers) and conductors (or wires). Pylons are typically steel lattice structures mounted on concrete foundations. A pylon's design can vary due to factors such as voltage, conductor type and the strength of structure required.

Conductors, which are the 'live' part of the overhead line, hang from pylons on insulators. Conductors come in several different designs depending on the amount of power that is transmitted on the circuit.

In addition to the two main components, some Overhead Line Routes carry a Fibre Optic cable between the towers with an final underground connection to the Substations.

In most cases, National Grid's overhead lines operate at 275kV or 400kV.

Underground cables

Underground cables are a growing feature of National Grid's network. They consist of a conducting core surrounded by layers of insulation and armour. Cables can be laid in the road, across open land or in tunnels. They operate at a range of voltages, up to 400kV.

Substations

Substations are found at points on the network where circuits come together or where a rise or fall in voltage is required. Transmission substations tend to be large facilities containing equipment such as power transformers, circuit breakers, reactors and capacitors. In addition Diesel generators and compressed air systems can be located there.

Part 2

Statutory requirements for working near high-voltage electricity

The legal framework that regulates electrical safety in the UK is *The Electricity Safety, Quality and Continuity Regulations (ESQCR) 2002*. This also details the minimum electrical safety clearances, which are used as a basis for the Energy Networks Association (ENA) TS 43-8. These standards have been agreed by CENELEC (European Committee for Electrotechnical Standardisation) and also form part of the *British Standard BS EN 50341-1:2012 Overhead Electrical Lines exceeding AC 1kV*. All electricity companies are bound by these rules, standards and technical specifications. They are required to uphold them by their operator's licence.

Electrical safety clearances

It is essential that a safe distance is kept between the exposed conductors and people and objects when working near National Grid's electrical assets. A person does not have to touch an exposed conductor to get a life-threatening

electric shock. At the voltages National Grid operates at, it is possible for electricity to jump up to several metres from an exposed conductor and kill or cause serious injury to anyone who is nearby. For this reason, there are several legal requirements and safety standards that must be met.

Any breach of legal safety clearances will be enforced in the courts. This can and has resulted in the removal of an infringement, which is normally at the cost of the developer or whoever caused it to be there. Breaching safety clearances, even temporarily, risks a serious incident that could cause serious injury or death.

National Grid will, on request, advise planning authorities, developers or third parties on any safety clearances and associated issues. We can supply detailed drawings of all our overhead line assets marked up with relevant safe areas.



« [Section continued from previous page](#)

Your Responsibilities - Overhead lines

Work which takes place near overhead power lines carries a significant risk of coming into proximity with the wires. If any person, object or material gets too close to the wires, electricity could 'flashover' and be conducted to earth, causing death or serious injury. You do not need to touch the wires for this to happen. The law requires that work is carried out in close proximity to live overhead power lines only when there is no alternative, and only when the risks are acceptable and can be properly controlled. Statutory clearances exist which must be maintained, as prescribed by the Electricity Safety, Quality and Continuity Regulations 2002.

Under the Health and Safety at Work etc. Act 1974 and Management of Health and Safety at Work Regulations 1999, you are responsible for preparing a suitable and sufficient risk assessment and safe systems of work, to ensure that risks are managed properly and the safety of your workforce and others is maintained. Your risk assessment must consider and manage all of the significant risks and put in place suitable precautions/controls in order to manage the work safely. You are also responsible for ensuring that the precautions identified are properly implemented and stay in place throughout the work.

Work near overhead power lines must always be conducted in accordance with GS6, 'avoiding danger from overhead power lines', and any legislation which is relevant to the work you are completing.

What National Grid will provide

National Grid can supply profile drawings in PDF and CAD format showing tower locations and relevant clearances to assist you in the risk assessment process.

What National Grid will not provide

National Grid will not approve safe systems of work or approve design proposals



Part 3

What National Grid will do for you and your development

Provision of information

National Grid should be notified during the planning stage of any works or developments taking place near our electrical assets, ideally a minimum notification period of 8 weeks to allow National Grid to provide the following services:

Drawings

National Grid will provide relevant drawings of overhead lines or underground cables to make sure the presence and location of our services are known. Once a third party or developer has contacted us, we will supply the drawings for free.

400kV

The maximum nominal voltage of the underground cables in National Grid's network

Risk or impact identification

National Grid can help identify any hazards or risks that the presence of our assets might bring to any works or developments. This includes both the risk to safety from high-voltage electricity and longer-term issues, such as induced currents, noise and maintenance access that may affect the outcome of the development. National Grid will not authorise specific working procedures, but we can provide advice on best practice.





Risks or hazards to be aware of

This section includes a brief description of some of the hazards and issues that a third party or developer might face when working or developing close to our electrical infrastructure.

Land and access

National Grid has land rights in place with landowners and occupiers, which cover our existing overhead lines and underground cable network. These agreements, together with legislation set out under the *Electricity Act 1989*, allow us to access our assets to maintain, repair and renew them. The agreements also lay down restrictions and covenants to protect the integrity of our assets and meet safety regulations. Anyone proposing a development close to our assets should carefully examine these agreements.

Our agreements often affect land both inside and outside the immediate vicinity of an asset. Rights will include the provision of access, along with restrictions that ban the development of land through building, changing levels, planting and other operations. Anyone looking to develop close to our assets must consult with National Grid first.

For further information, contact Asset Protection:

Email: assetprotection@nationalgrid.com
Phone: 0800 001 4282

Electrical clearance from overhead lines

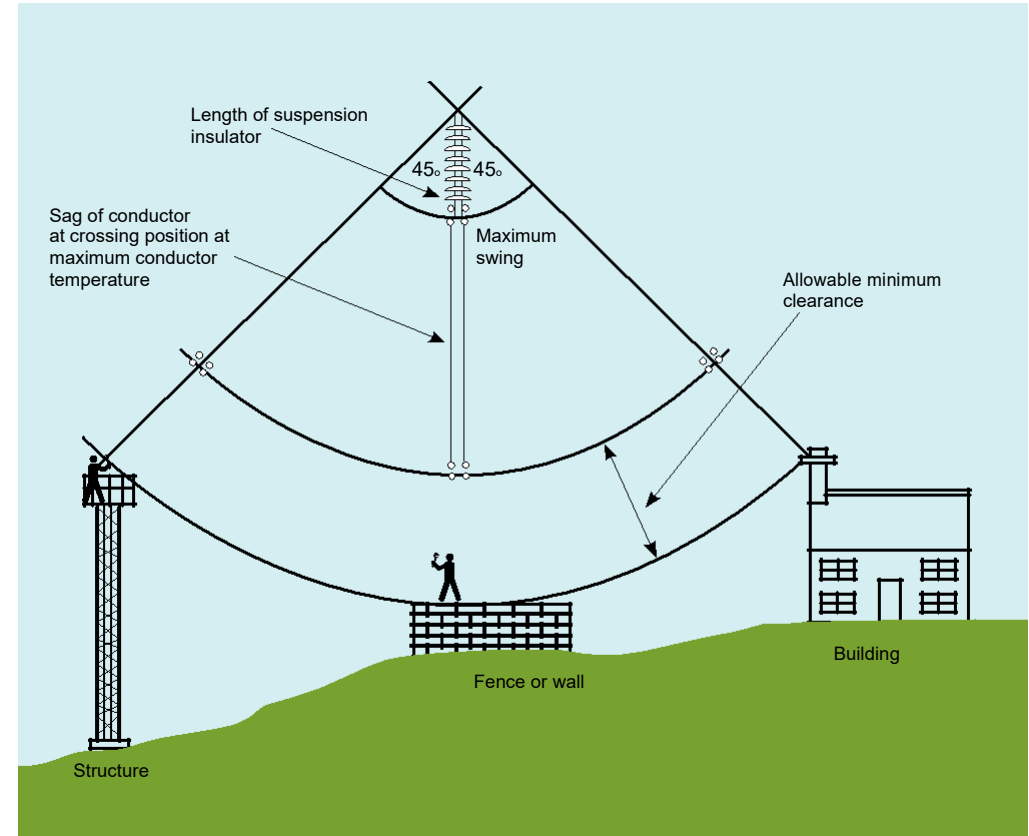
The clearance distances referred to in this section are specific to 400kV overhead lines. National Grid can advise on the distances required around different voltages i.e. 132kV and 275kV.

As we explained earlier, *Electrical Networks Association TS 43-8* details the legal clearances to our overhead lines. The minimum clearance between the conductors of an overhead line and the ground is 7.3m at maximum sag. The sag is the vertical distance between the wire's highest and lowest point. Certain conditions, such as power flow, wind speed and air temperature can cause conductors to move and allowances should be made for this.

The required clearance from the point where a person can stand to the conductors is 5.3m. To be clear, this means there should be at least 5.3m from where someone could stand on any structure (i.e. mobile and construction equipment) to the conductors. Available clearances will be assessed by National Grid on an individual basis.

National Grid expects third parties to implement a safe system of work whenever they are near Overhead Lines.

Diagram not to scale



There should be at least 5.3m between the conductors and any structure someone could stand on

We recommend that guidance such as *HSE Guidance Note GS6 (Avoiding Danger from Overhead Power Lines)* is followed, which provides advice on how to avoid danger from all overhead lines, at all voltages. If you are carrying out work near overhead lines you must contact National Grid, who will provide the relevant profile drawings.

7.3m

The required minimum clearance between the conductors of an overhead line, at maximum sag, and the ground

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The undergrounding of electricity cables at Ross-on-Wye

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Underground cables Underground cables operating at up to 400kV are a significant part of the National Grid Electricity Transmission network. When your works will involve any ground disturbance it is expected that a safe system of work is put in place and that you follow guidance such as *HSG 47 (Avoiding Danger from Underground Services)*.

You must contact National Grid to find out if there are any underground cables near your proposed works. If there are, we will provide cable profiles and location drawings and, if required, on-site supervision of the works. Cables can be laid under roads or across industrial or agricultural land. They can even be layed in canal towpaths and other areas that you would not expect.

Cables crossing any National Grid high-voltage (HV) cables directly buried in the ground are required to maintain a minimum separation that will be determined by National Grid on a case-by-case basis. National Grid will need to do a rating study on the existing cable to work out if there are any adverse effects on either cable rating. We will only allow a cable to cross such an area once we know the results of the re-rating. As a result, the clearance distance may need to be increased or alternative methods of crossing found.

For other cables and services crossing the path of our HV cables, National Grid will need confirmation that published standards and clearances are met.

Impressed voltage

Any conducting materials installed near high-voltage equipment could be raised to an elevated voltage compared to the local earth, even when there is no direct contact with the high-voltage equipment. These impressed voltages are caused by inductive or capacitive coupling between the high-voltage equipment and nearby conducting materials and can occur at distances of several metres away from the

equipment. Impressed voltages may damage your equipment and could potentially injure people and animals, depending on their severity. Third parties should take impressed voltages into account during the early stages and initial design of any development, ensuring that all structures and equipment are adequately earthed at all times.

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Earth potential rise

Under certain system fault conditions – and during lightning storms – a rise in the earth potential from the base of an overhead line tower or substation is possible. This is a rare phenomenon that occurs when large amounts of electricity enter the earth. This can pose a serious hazard to people or equipment that are close by.

We advise that developments and works are not carried out close to our tower bases, particularly during lightning storms.

Noise

Noise is a by-product of National Grid's operations and is carefully assessed during the planning and construction of any of our equipment. Developers should consider the noise emitted from National Grid's sites or overhead lines when planning any developments, particularly housing. Low-frequency hum from substations can, in some circumstances, be heard up to 1km or more from the site, so it is essential that developers find adequate solutions for this in their design. Further information about likely noise levels can be provided by National Grid.

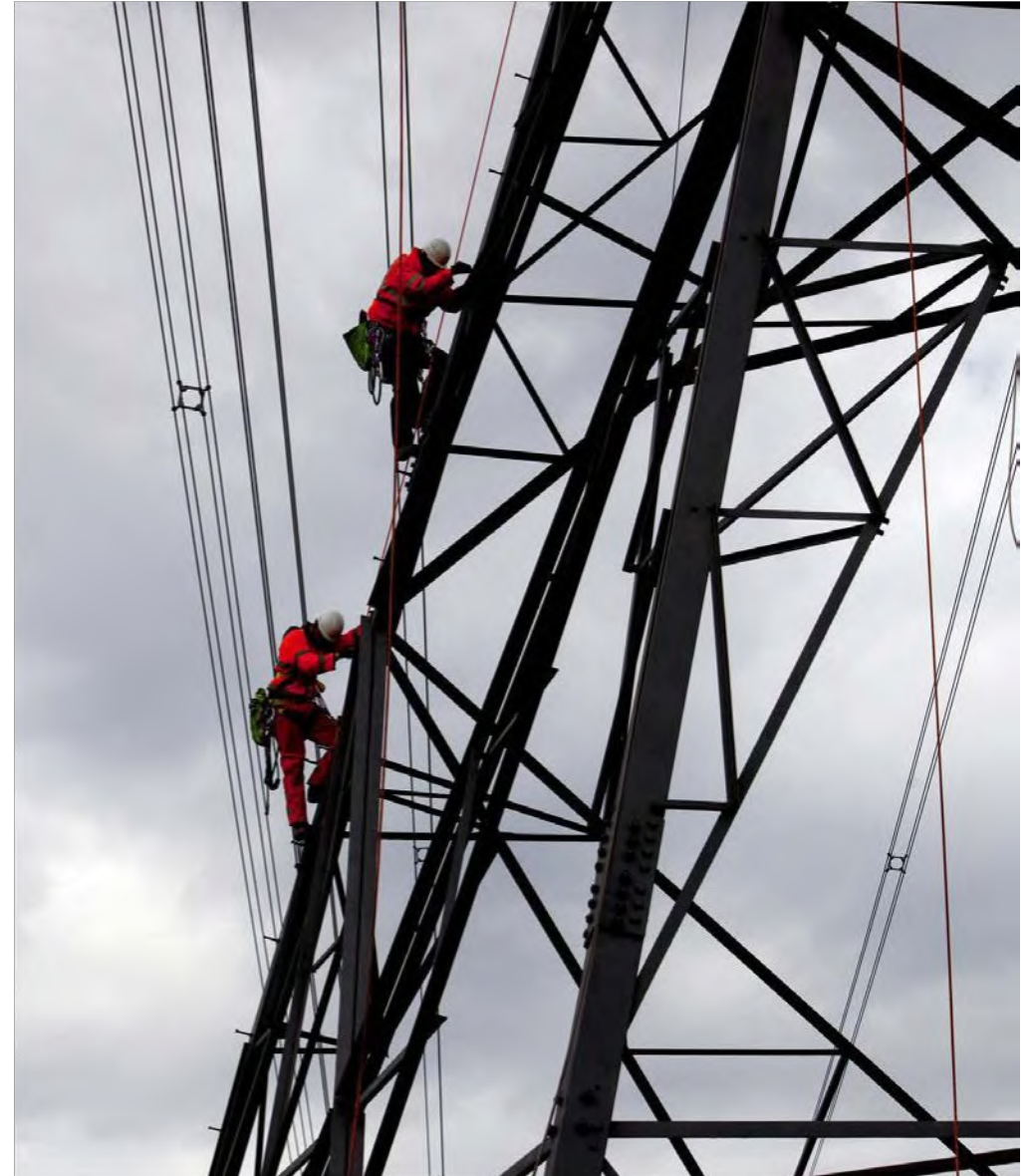
Maintenance access

National Grid needs to have safe access for vehicles around its assets and work that restricts this will not be allowed. In terms of our overhead lines, we wouldn't want to see any excavations made, or permanent structures built, that might affect the foundations of our towers. The size of the foundations around a tower base depends on the type of tower that is built there. If you wish to carry out works within 30m of the tower base, contact National Grid for more information. Our business has to maintain access routes to tower bases with land owners. For that reason, a route wide enough for an HGV must be permanently available. We may need to access our sites, towers, conductors and underground cables at short notice.

30m

If you wish to carry out work within this distance of the tower base, you must contact National Grid for more information

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Fires and firefighting

National Grid does not recommend that any type of flammable material is stored under overhead lines. Developers should be aware that in certain cases the local fire authority will not use water hoses to put out a fire if there are live, high-voltage conductors within 30m of the seat of the fire (as outlined in ENA TS 43-8).

In these situations, National Grid would have to be notified and reconfigure the system – to allow staff to switch out the overhead line – before any firefighting could take place. This could take several hours.

We recommend that any site which has a specific hazard relating to fire or flammable material should include National Grid's emergency contact details (found at the beginning and end of this document) in its fire plan information, so any incidents can be reported.

Developers should also make sure their insurance cover takes into account the challenge of putting out fires near our overhead lines.

Excavations, piling or tunnelling

You must inform National Grid of any works that have the potential to disturb the foundations of our substations or overhead line towers. This will have to be assessed by National Grid engineers before any work begins.

BS ISO 4866:2010 states that a minimum distance of 200m should be maintained when carrying out quarry blasting near our assets. However, this can be reduced with specific site surveys and changes to the maximum instantaneous charge (the amount of explosive detonated at a particular time).

All activities should observe guidance layed out in *BS 5228-2:2009*.

Microshocks

High-voltage overhead power lines produce an electric field. Any person or object inside this field that isn't earthed picks up an electrical charge. When two conducting objects – one that is grounded and one that isn't – touch, the charge can equalise and cause a small shock, known as a microshock. While they are not harmful, they can be disturbing for the person or animal that suffers the shock.

For these reasons, metal-framed and metal-clad buildings which are close to existing overhead lines should be earthed to minimise the risk of microshocks. Anything that isn't earthed, is conductive and sits close to the lines is likely to pick up a charge. Items such as deer fences, metal palisade fencing, chain-link fences and metal gates underneath overhead lines all need to be earthed.

For further information on microshocks please visit www.emfs.info.



200m

The minimum distance that should be maintained from National Grid assets when quarry blasting



Specific development guidance

Wind farms

National Grid's policy towards wind farm development is closely connected to the *Electricity Networks Association Engineering Recommendation L44 Separation between Wind Turbines and Overhead Lines, Principles of Good Practice*. The advice is based on national guidelines and global research. It may be adjusted to suit specific local applications.

There are two main criteria in the document:

(i) The turbine shall be far enough away to avoid the possibility of toppling onto the overhead line

(ii) The turbine shall be far enough away to avoid damage to the overhead line from downward wake effects, also known as turbulence

The toppling distance is the minimum horizontal distance between the worst-case pivot point of the wind turbine and the conductors hanging in still air. It is the greater of:

- the tip height of the turbine plus 10%
- or, the tip height of the turbine plus the electrical safety distance that applies to the voltage of the overhead line.

To minimise the downward wake effect on an overhead line, the wind turbine should be three times the rotor distance away from the centre of the overhead line.

Wake effects can prematurely age conductors and fittings, significantly reducing the life of the asset. For that reason, careful consideration should be taken if a wind turbine needs to be sited within the above limits. Agreement from National Grid will be required.

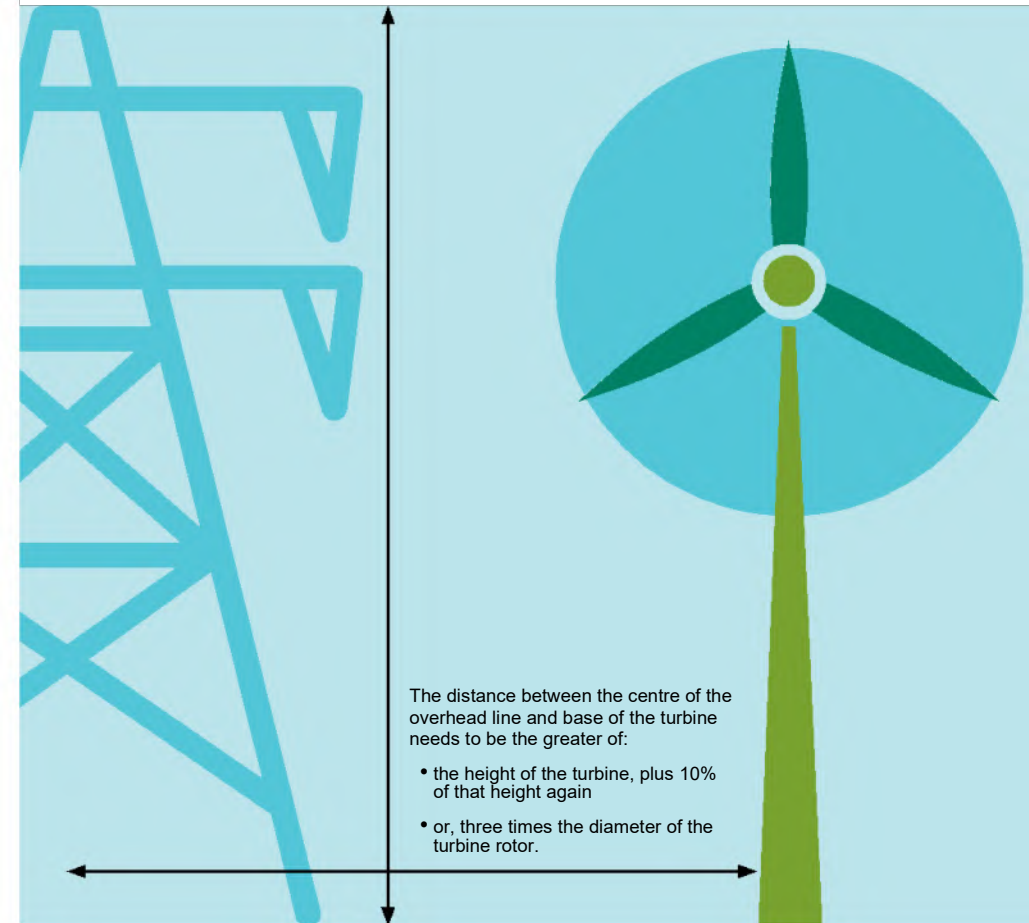
Commercial and housing developments

National Grid has developed a document called *Design guidelines for development near pylons and HVO power lines*, which gives advice to anyone involved in planning or designing large-scale developments that are crossed by, or close to, overhead lines.

The document focuses on existing 275kV and 400kV overhead lines on steel lattice towers, but can equally apply to 132kV and below. The document explains how to design large-scale developments close to high-voltage lines, while respecting clearances and the development's visual and environmental impact.

Section continues on next page »

Diagram not to scale



Turbines should be far enough away to avoid the possibility of toppling onto the overhead line



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The advice is intended for developers, designers, landowners, local authorities and communities, but is not limited to those organisations.

Overall, developers should be aware of all the hazards and issues relating to the electrical equipment that we have discussed when designing new housing.

As we explored earlier, National Grid's assets have the potential to create noise. This can be low frequency and tonal, which makes it quite noticeable. It is the responsibility of developers to take this into account during the design stage and find an appropriate solution.

Solar farms

While there is limited research and recommendations available, there are several key factors to consider when designing Solar Farms in the vicinity of Overhead Power Lines.

Developers may be looking to build on arable land close to National Grid's assets. In keeping with the safety clearance limits that we outlined earlier for solar panels directly underneath overhead line conductors, the highest point on the solar panels must be no more than 5.3m from the lowest conductors.

This means that the maximum height of any structure will need to be determined to make sure safety clearance limits aren't breached. This could be as low as 2m. National Grid will supply profile drawings to aid the planning of solar farms and determine the maximum height of panels and equipment.

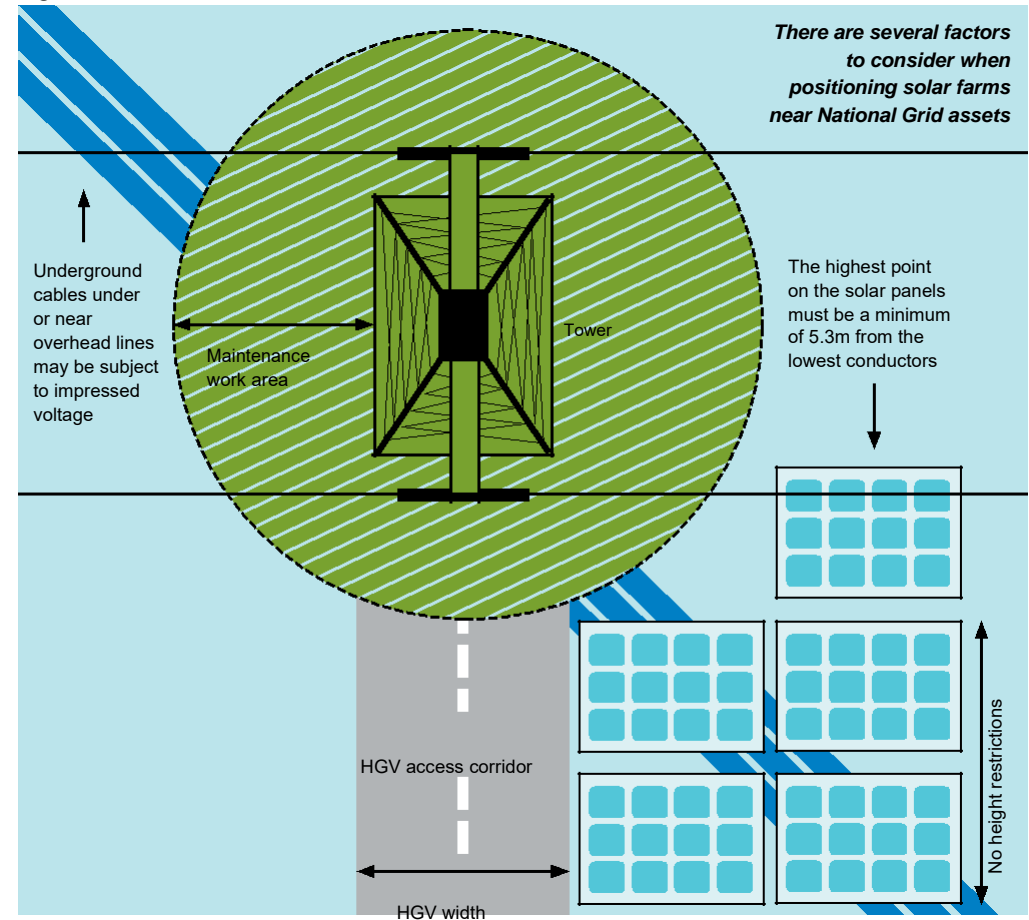
Solar panels that are directly underneath power lines risk being damaged on the rare occasion that a conductor or fitting falls to the ground. A more likely risk is ice falling from conductors or towers in winter and damaging solar panels.

There is also a risk of damage during adverse weather conditions, such as lightning storms, and system faults. As all our towers are earthed, a weather event such as lightning can cause a rise in the earth potential around the base of a tower. Solar panel support structures and supply cables should be adequately earthed and bonded together to minimise the effects of this temporary rise in earth potential.

Any metallic fencing that is located under an overhead line will pick up an electrical charge. For this reason, it will need to be adequately earthed to minimise microshocks to the public.

For normal, routine maintenance and in an emergency National Grid requires unrestricted access to its assets. So if a tower is enclosed in a solar farm compound, we will need full access for our vehicles,

Diagram not to scale



Including access through any compound gates. During maintenance – and especially re-conductoring – National Grid would need enough space near our towers for winches and cable drums. If enough space is not available, we would require solar panels to be temporarily removed.



Asset protection agreements

In some cases, where there is a risk that development will impact on National Grid's assets, we will insist on an asset protection agreement being put in place. The cost of this will be the responsibility of the developer or third party.

Contact details

Emergency situations

If you spot a potential hazard on or near an overhead electricity line, do not approach it, even at ground level. Keep as far away as possible and follow the six steps below:

- Warn anyone close by to evacuate the area
- Call our 24-hour electricity emergency number: 0800 404 090 (Option 1)¹
- Give your name and contact phone number
- Explain the nature of the issue or hazard
- Give as much information as possible so we can identify the location – i.e. the name of the town or village, numbers of nearby roads, postcode and (ONLY if it can be observed without putting you or others in danger) the tower number of an adjacent pylon
- Await further contact from a National Grid engineer

¹ It is critically important that you don't use this phone number for any other purpose. If you need to contact National Grid for another reason please use our Contact Centre at www2.nationalgrid.com/contact-us to find the appropriate information or call 0800 0014282.

Routine enquiries

Email:
assetprotection@nationalgrid.com

Call Asset Protection on:
0800 0014282

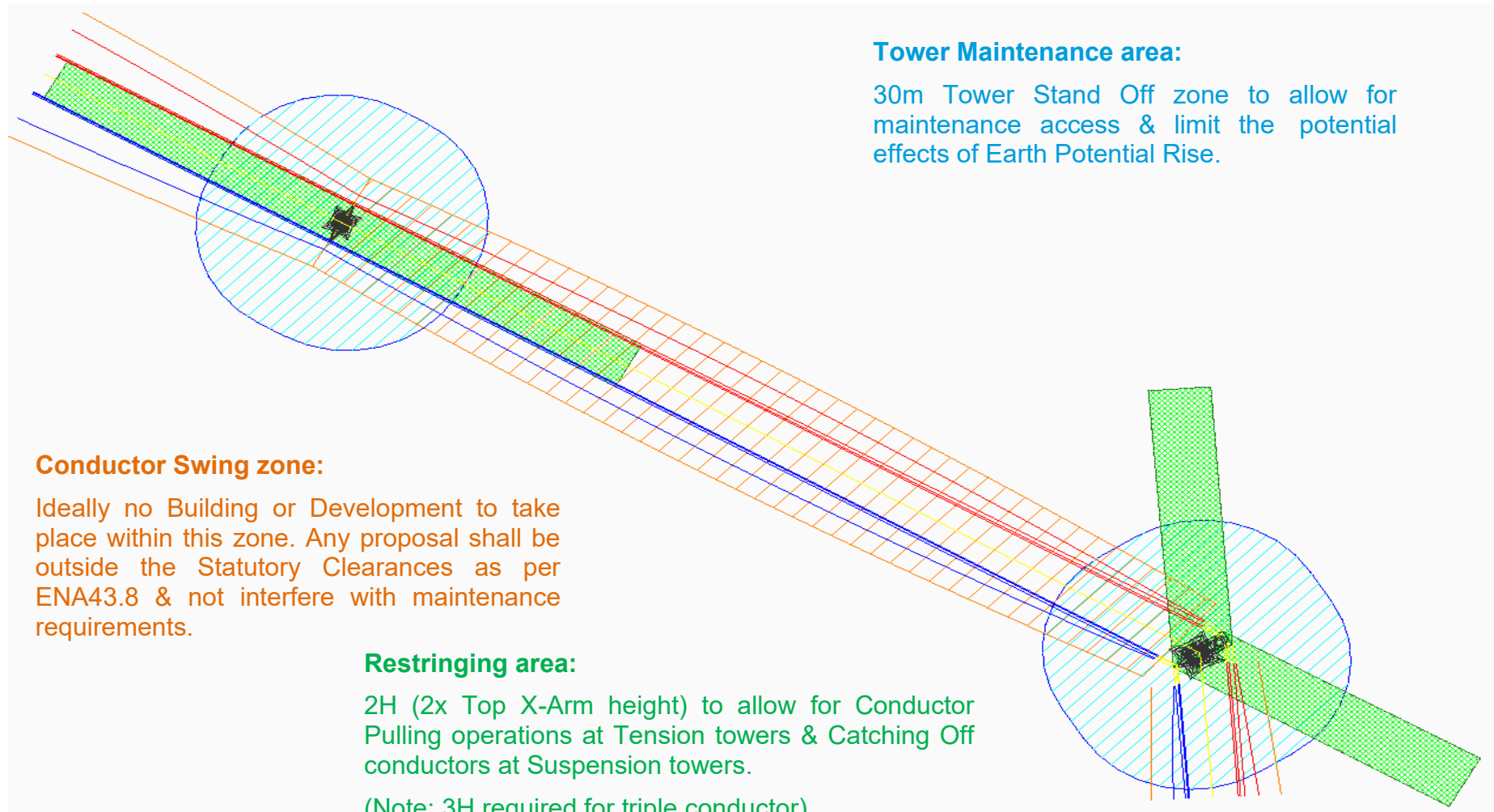
Opening hours:
Monday to Friday 08:00-16:00

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OHL Tower Stand Off & Reconducting Area



From: ".box.assetprotection" <assetprotection@nationalgrid.com>
To: Natalie Dear <natalie@nataliedearplanning.co.uk>
Date: 04/04/2024 16:09 BST
Subject: RE: [EXTERNAL] Fwd: RE: North Hykeham Relief Road application
PL/0087/23

Many thanks for sending through the below, Natalie.

No objection to the proposal as per our attached response and with the understanding that there will be no reduction in the current stand-off or changes to the area around our 4ZM560 tower as suggested in your email below.

The relevant statutory clearances indicated on the profile drawings provided must be maintained at all times.

If additional support from an engineer is required ahead of starting construction we can arrange that via assetprotection@nationalgrid.com.

Best regards,

Andrew Lyons

Asset Protection Team Leader

Asset Management – OHL & Cables

Asset Operations

Electricity Transmission

nationalgrid

T [07971 103816](tel:07971103816)

E Andrew.lyons@nationalgrid.com

National Grid House, Warwick Technology Park,

Gallows Hill, Warwick, CV34 6DA (Floor B1)

Please consider the environment before printing this email.

Date: 08 April 2024
Our ref: 471041
Your ref: PL/0087/23 (Re-consultation)



Technical Support Team
Planning Services
Lincolnshire County Council
County Offices, Newland
Lincoln
LN1 1YL

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

Dear Natalie Dear,

Planning consultation: Amendments - Construction of North Hykeham Relief Road (NHRR) with associated works and infrastructure.

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

Thank you for your consultation on the above dated 21 March 2024 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

SUMMARY OF NATURAL ENGLAND'S ADVICE

NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED

Natural England considers that without appropriate mitigation the application would:

- have potential adverse impacts on soils, including Best and Most Versatile (BMV) Agricultural Land.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation options should be secured:

- a Soil Management Plan (SMP) in line with the Defra guidance [Code of Practice for the Sustainable Use of Soils on Construction Sites](#).

We advise that an appropriate planning condition is attached to any planning permission to secure these measures.

A lack of objection does not mean that there are no significant environmental impacts. Natural England advises that all environmental impacts and opportunities are fully considered and relevant local bodies are consulted.

Natural England's further advice on other natural environment issues is set out below.

Annex A – Additional advice

Natural England offers the following additional advice:

Landscape

Paragraph 174 of the [National Planning Policy Framework](#) (NPPF) highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland, or dry-stone walls) could be incorporated into the development to respond to and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape & Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Landscape Institute](#) Guidelines for Landscape and Visual Impact Assessment for further guidance.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 174 and 175). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in [GOV.UK guidance](#). Agricultural Land Classification information is available on the [Magic](#) website on the [Data.Gov.uk](#) website. If you consider the proposal has significant implications for further loss of 'best and most versatile' agricultural land, we would be pleased to discuss the matter further.

Guidance on soil protection is available in the Defra [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites](#), and we recommend its use in the design and construction of development, including any planning conditions. For mineral working and landfilling separate guidance on soil protection for site restoration and aftercare is available on [Gov.uk](#) website. Detailed guidance on soil handling for mineral sites is contained in the Institute of Quarrying [Good Practice Guide for Handling Soils in Mineral Workings](#).

Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

Protected Species

Natural England has produced [standing advice](#)¹ to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Local sites and priority habitats and species

You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 175 and 179 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.

Priority habitats and Species are of particular importance for nature conservation and are included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the [Magic](#) website or as Local Wildlife Sites. List of priority habitats and species can be found on [Gov.uk](#). Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found [here](#).

¹ <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

Annex A – Additional advice

Ancient woodland, ancient and veteran trees

You should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 180 of the NPPF. Natural England maintains the Ancient Woodland [Inventory](#) which can help identify ancient woodland. Natural England and the Forestry Commission have produced [standing advice](#) for planning authorities in relation to ancient woodland and ancient and veteran trees. It should be taken into account by planning authorities when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Biodiversity and wider environmental gains

Development should provide net gains for biodiversity in line with the NPPF paragraphs 174(d), 179 and 180. It is anticipated that major development (defined in the [NPPF glossary](#)) will be required by law to deliver a biodiversity gain of at least 10% from January 2024 and that this requirement will be extended to smaller scale development in April 2024. For nationally significant infrastructure projects (NSIPs) it is anticipated that the requirement for biodiversity net gain will be implemented from 2025.

Further information on the timetable for mandatory biodiversity net gain can be found [here](#). Further general information on biodiversity net gain can be found [here](#).

The Government's [Biodiversity Metric](#) should be used to calculate biodiversity losses and gains for terrestrial and intertidal habitats and can be used to inform any development project. For small development sites the [Small Sites Metric](#) may be used. This is a simplified version of the [Biodiversity Metric](#) and is designed for use where certain criteria are met.

We advise you to follow the mitigation hierarchy as set out in paragraph 180 of the NPPF and firstly consider what existing habitats within the site can be retained or enhanced. Where on-site measures are not possible, provision off-site will need to be considered.

Development also provides opportunities to secure wider biodiversity enhancements and environmental gains, as outlined in the NPPF (paragraphs 8, 73, 104, 120, 174, 175 and 180). Opportunities for enhancement might include incorporating features to support specific species within the design of new buildings such as swift or bat boxes or designing lighting to encourage wildlife.

Natural England's [Environmental Benefits from Nature tool](#) may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside the [Biodiversity Metric](#) and is available as a beta test version.

Further information on biodiversity net gain, the mitigation hierarchy and wider environmental net gain can be found in government [Planning Practice Guidance](#).

Green Infrastructure

Natural England's [Green Infrastructure Framework](#) provides evidence-based advice and tools on how to design, deliver and manage green infrastructure (GI). GI should create and maintain green liveable places that enable people to experience and connect with nature, and that offer everyone, wherever they live, access to good quality parks, greenspaces, recreational, walking and cycling routes that are inclusive, safe, welcoming, well-managed and accessible for all. GI provision should enhance ecological networks, support ecosystems services and connect as a living network at local, regional and national scales.

Development should be designed to meet the [15 Green Infrastructure Principles](#). The Green Infrastructure Standards can be used to inform the quality, quantity and type of green infrastructure to be provided. Major development should have a GI plan including a long-term delivery and management plan. Relevant aspects of local authority green infrastructure strategies should be delivered where appropriate.

GI mapping resources are available [here](#) and [here](#). These can be used to help assess deficiencies in greenspace provision and identify priority locations for new GI provision.

Annex A – Additional advice

Access and Recreation

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to urban fringe areas should also be explored to strengthen access networks, reduce fragmentation, and promote wider green infrastructure.

Rights of Way, Access land, Coastal access and National Trails

Paragraphs 100 and 174 of the NPPF highlight the importance of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development. Consideration should also be given to the potential impacts on any nearby National Trails. The National Trails website www.nationaltrail.co.uk provides information including contact details for the National Trail Officer. Appropriate mitigation measures should be incorporated for any adverse impacts.

Biodiversity duty

Your authority has a [duty](#) to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available [here](#).

Agricultural Land Classification (ALC) Survey

Natural England welcome the detailed ALC survey carried out across all the land within the red line boundary (RLB) in February and early March 2024, in response to our previous consultation of 18th January 2024. We acknowledge the results of the detailed ALC survey, that being over half of the land within the RLB is classified as Subgrade 3b, with smaller areas of Grade 2, Subgrade 3a and Grade 4.

Please find below further advice relating to agricultural land quality and soils;

Soils, Land Use and Best and Most Versatile Agricultural Land

Although we consider that this proposal falls outside the scope of the Development Management Procedure Order (as amended) consultation arrangements, Natural England draws your Authority's attention to the following agricultural land quality and soil considerations:

1. Based on the information provided with the planning application, it appears that the proposed development comprises of approximately **178 ha** agricultural land, including **57.8 ha** classified as 'best and most versatile' (Grades 1, 2 and 3a land in the Agricultural Land Classification (ALC) system).

The British Society of Soil Science have published the Guidance Note [Assessing Agricultural Land Classification \(ALC\)](#) and we strongly recommend this is followed to validate an ALC survey.

2. National Planning policy relevant to agricultural land and soils is set out in paragraph 174 of the National Planning Policy Framework which states that:

*'Planning policies and decisions should contribute to and enhance the natural and local environment by:
protecting and enhancing [...] soils (in a manner commensurate with their statutory status or identified quality in the development plan);
recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.'*

3. Soil is a finite resource which plays an essential role within sustainable ecosystems, performing an array of functions supporting a range of ecosystem services, including storage of carbon, the infiltration and transport of water, nutrient cycling, and provision of food.

In order to safeguard soil resources as part of the overall sustainability of the development, it is important that the soil resource is able to retain as many of its important functions as possible. This can be achieved through careful soil management and appropriate, beneficial soil re-use, with consideration on how any adverse impacts on soils can be avoided or minimised.

4. Based on the information provided within the detailed ALC report, we note that approximately **119ha** of land will be permanently taken. Of this, **43.6ha** (Table 2) is BMV. We also note that the RLB covers approximately **200ha**, including **178ha** of agricultural land. It has been acknowledged that within the RLB, approximately **82ha** of land will be temporarily affected during construction however some of this will not likely be disturbed at all.
5. Consequently, Natural England would advise that any grant of planning permission should be made subject to conditions to safeguard soil resources, including the provision of an appropriately experienced soil specialist to advise on and supervise soil handling, including identifying when soils are dry enough to be handled. Sustainable soil management should aim

to minimise risks to the ecosystem services which soils provide, through appropriate site design/masterplan/Green Infrastructure.

Natural England welcomes the submission of the outline Soil Management and Land Reinstatement Plan, which has been produced in line with [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites](#) guidance, and updated in light of the new ALC information. NE have no specific comments to make regarding the oSMP at present, but welcome it's production in line with the above mentioned guidance, which we always strongly recommend is followed.

The British Society of Soil Science has published the [Guidance Note](#) Benefitting from Soil Management in Development and Construction which sets out measures for the protection of soils within the planning system and the development of individual sites, which we also recommend is followed.

The applicant has noted that the detailed SMP will be secured by a condition; NE consider this approach suitable to secure the required soils safeguarding measures.

Other Advice

The advice detailed in our previous consultation response on the 18th January 2024 (ref. 460652) still stands and we have no additional comments on the following areas within our statutory remit;

- Designated Sites
- Priority Habitats and Species
- Biodiversity Net Gain
- Green Infrastructure

Further general advice on consideration of protected species and other natural environment issues is provided at Annex A.

Should the developer wish to discuss the detail of measures to mitigate the effects described above with Natural England, we recommend that they seek advice through our [Discretionary Advice Service](#).

If you have any queries relating to the advice in this letter please contact me on megan.bromiley@naturalengland.ac.uk.

We would not expect to provide further advice on the discharge of planning conditions or obligations attached to any planning permission.

Yours sincerely

Megan Bromiley
Planning & Environment Lead Advisor
East Midlands Area Team



National Highways Planning Response (NHPR 22-12) Formal Recommendation to an Application for Planning Permission

From: Victoria Lazenby (Regional Director)
Operations Directorate
Midlands Region
National Highways
PlanningM@nationalhighways.co.uk

To: Lincolnshire County Council

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: Regulation 25 Consultation - PL/0087/23

Location: LAND BETWEEN THE A46 HYKEHAM ROUNDABOUT AND A15 SLEAFORD ROAD ROUNDABOUT

Proposal: DEVELOPMENT: FOR 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

National Highways Ref: NH/23/03993

Referring to the above Regulation 25 consultation dated **21 March 2024** referenced above, in the vicinity of the **A46 trunk road** that form part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- a) ~~offer no objection (see reasons at Annex A);~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);

~~e) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~

~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningM@nationalhighways.co.uk.

Signature:

Date: 18 April 2024

Name: Catherine Townend

Position: Spatial Planner

National Highways

The Cube | 199 Wharfside Street | Birmingham | B1 1RN

Catherine.townend@nationalhighways.co.uk

¹ Where relevant, further information will be provided within Annex A.

Annex A National Highway's assessment of the proposed development

This response represents our formal recommendations and has been prepared by Catherine Townend, Spatial Planner for National Highways.

National Highways (formally Highways England) has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

National Highways considers planning applications for new developments under the requirements of the National Planning Policy Framework (NPPF) and DfT Circular 01/2022: The Strategic Road Network and The Delivery of Sustainable Development ("the Circular"). The latter document sets out our policy on sustainable development and our approach to proposals which may have an impact on our network.

The SRN in the vicinity of the proposed development is A46 trunk road.

Development Proposal and Background

The proposed development consists of approximately 8km of 120kph dual carriageway running to the south of the existing conurbations of North Hykeham and South Hykeham between the A46 Hykeham (Pennell's) roundabout and the A15 Sleaford Road roundabout. The scheme will connect to the A46 at the Hykeham roundabout which is part of the SRN operated by National Highways.

In addition to providing a connection (5th arm) to the A46 Hykeham roundabout, the scheme will substantially increase the size and number of circulatory lanes and signalise the roundabout. Provision is also made for non-motorised users in the form of a combined footway/cycleway.

The Outline Business Case (OBC) for the scheme was approved by the Department for Transport (DfT) in 2019 and received a £110m funding allocation within the Large Local Major (LLM) Schemes programme.

The NHRR is viewed as an essential component to support significant levels of planned growth up to 2041 as identified in the Central Lincolnshire Local Plan. This includes the development of four Sustainable Urban Extensions (SUEs) which will contribute to a 50% increase in dwellings in and around Lincoln by the end of the Local Plan period.

National Highways Review

National Highways has welcomed proactive engagement with Lincolnshire County Council and its consultants with respect this proposal. As such, upon receipt of the first formal consultation on the planning application in December 2023, we had already undertaken a comprehensive assessment of the proposal to identify the impact that it will have on the SRN.

This assessment considered the physical interface of the development with the SRN at the A46 Hykeham roundabout, and the change in vehicle demand for the SRN (including but not limited to Hykeham roundabout) as a result of likely rerouting of vehicles following the introduction of the bypass.

Our formal response of 18 December 2023 summarised the outcomes of these assessments and offered a conditional response to the proposed scheme.

We have now been consulted on a Regulation 25 which seeks to address some of National Highways' comments on the Transport Assessment and includes changes to the proposed scheme at the A46 North Hykeham roundabout.

We can summarise our response to the additional/revised information as follows:

Transport Assessment

National Highways was consulted on the scope of the Transport Assessment (TA) earlier in 2023 and we are content that the TA has been prepared in accordance with the agreed scope. This includes the use of the existing Greater Lincoln Transport Model (GLTM) to assess the traffic impacts of the scheme.

Our previous response noted that the traffic modelling data referred to in the TA had been generated using the OBC version of the Greater Lincoln Traffic Model (GLTM), being the most up to date forecast traffic information at the time of submitting the planning application. It was also noted that the GLTM is being updated and that the updated model will be used throughout the detailed design process should planning permission be given.

Our previous response however advised that the current GLTM did not include the signalisation of the A46 Hykeham roundabout (as this was not previously part of the OBC proposal). We raised a concern that the signalisation of the roundabout may change the pattern of traffic flows which is important to be understood. Rather than re-run the current model with the inclusion of the signalisation however, we were content for this to be deferred until the new model is complete and undertaken as part of the Full Business Case submission.

On the above matter, further clarification has since been provided by the Applicant with reference to Response Report Part B – General Matters. This sets out that the strategic model demand traffic was used and tested with the existing A46 Hykeham roundabout *and* a signal roundabout as mitigation to reduce delays and improve capacity.

This work was undertaken in July 2023 and at that time, the signalised junction was added to the strategic model and the assignments re-run. We understand that further appraisal is still planned on presentation of the Full Business Case, however, it is accepted that the form of the junction only marginally affects traffic and as such, our previous comments on this point can be disregarded.

Physical Changes to the SRN: Hykeham junction arrangement

The proposed development includes physical changes to the A46 Hykeham roundabout which is the responsibility of National Highways.

In accordance with DfT Circular 01/2022, prior to planning consent, physical changes to the SRN need to have been designed to a preliminary design standard and have undergone a Stage 1 Road Safety Audit (RSA), a Walking, Cycling, Horse-riding Assessment and Review (WCHAR), and a GG104 Safety Risk Assessment.

With respect of the A46 Hykeham roundabout, our previous response advised that the above-mentioned processes have been satisfactorily completed through direct liaison with Balfour Beatty on behalf of Lincolnshire County Council.

We also advised, with regards to the proposed changes to the circulatory, we were satisfied that these should provide an acceptable level of forecast operation and would not lead to an unacceptable safety impact. Notwithstanding this, we raised concerns that the proposed 3-lane entry onto the circulatory would require operational compromise leading to either excess circulatory queues or a shortfall in entry capacity. We suggested that this situation could be resolved through a 4-lane entry design.

Whilst we were content that the merits of the different designs could be further explored during the detailed design and technical approvals process following planning consent, we have now been consulted on a revision to the proposed circulatory design.

The updated General Arrangement Sheet 1 (ref. NHRR-RAM-HGN-HYKE-DR-CH-00011 Rev P04) shows that the layout of the junction has been amended in order to incorporate National Highways desire for a 4-lane northbound entry on the A46. The revised design also addresses minor geometrical issues picked up during the Stage 1 Road Safety Audit and changes to the entry/exit to the Service area (see below).

Middle Lane Service Station Entrance/Exit

Our previous response commented on the access/egress points for the service station north on Middle Lane (known as Thorpe on the Hill services) which lies adjacent to the north-west quadrant of the Hykeham roundabout.

Currently, the 'northern' access operates as an all-movements junction which was originally planned to be stopped up (closed) as part of the re-design of Hykeham roundabout. However, when we were consulted on the planning application in

December 2023 the layout had changed to allow a “left only out”, with an entrance being retained further to the south.

National Highways was accepting of the principle of the ‘left out only’, however we commented that the detailed design would need to remove or sufficiently mitigate the risk of vehicles exiting the A46 roundabout attempting to use the exit as an access, and vehicles exiting the services making right-turns from this exit point.

As part the revisions to the layout of the previously mentioned General Arrangement drawing, the proposed access/exit arrangement to the Services has been amended by the Applicant following further discussion with the Services operator.

It is now understood that the northern most access (closest to the Hykeham roundabout) will operate as an entrance only as per the current arrangement. The southern most access will operate as an all-movements junction (i.e.: entrance and exit) and will be improved through widening of the bell-mouth and extending the curb line into the site. National Highways has viewed the modelling of the revised changes and is content that the access arrangements for the Services station will have no unsafe consequences for the SRN.

Summary of National Highways position on physical changes to Hykeham Roundabout

In summary, National Highways is content with the revised changes to the A46 Hykeham roundabout as indicated on drawing reference number NHRR-RAM-HGN-HYKE-DR-CH-00011 Rev P04.

A Stage 1 Road Safety Audit will need to be repeated for the revised layout, but this will not be required by National Highways prior to planning consent.

Boundary and Asset Implications

As per our previous response, any other potential impacts on our network and assets can be considered within the scope of design development and can therefore be resolved post planning.

Construction Management

Construction of the proposed development is likely to have an impact on the A46 traffic and as such National Highways should be consulted on a construction management plan. This should set out details of any temporary accesses, construction traffic vehicle numbers, routing of construction traffic, and measures to prevent dust and debris being deposited on the carriageway.

Recommended Conditions

In light of the above comments National Highways recommends the following conditions:

1. 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-CH-00011 Rev P04 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.
2. No part of the proposed works within 50 metres of the A46 trunk road shall commence until details of all surface water drainage matters have been submitted to and approved in writing by the County Planning Authority in consultation with National Highways. The works shall thereafter be carried out in accordance with the approved scheme.
3. Prior to the installation of lighting, a lighting risk assessment and detailed scheme of lighting shall be submitted to and approved in writing by the County Planning Authority in consultation with National Highways. 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.
4. 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 have been submitted to and received the written approval of 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.
5. No part of the proposal hereby permitted shall commence until a Construction Environmental Management Plan (CEMP) incorporating a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the County planning authority in consultation with National Highways. The development shall thereafter be carried out in accordance with the approved plan.

Reason for the above conditions: 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.

Advisory notes:

1) The highway mitigation work associated with this consent involves works within the strategic highway, which is land over which you have no control. National Highways therefore requires you to enter into a suitable legal agreement to cover the design check, construction and supervision of the works. Contact should be made with National Highways Third Party Works Service Delivery Manager David Steventon to discuss these matters at david.steventon@highwaysengland.co.uk.

2) The applicant should be made aware that any works undertaken to National Highways network are carried out under the Network Occupancy Management policy, in accordance with National Highways procedures, which currently requires notification/booking three months prior to the proposed start date. Exemptions to these bookings can be made, but only if valid reasons can be given to prove they will not affect journey time reliability and safety. The contact email for these matters is Area7networkoccupancy@highwaysengland.co.uk.

Standing advice to the planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 73 and 105 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 104 and 110 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up.

Moreover, the build clever and build efficiently criteria as set out in clause 6.1.4 of [PAS2080](#) promote the use of low carbon materials and products, innovative design solutions and construction methods to minimise resource consumption.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.



Defence Infrastructure Organisation

Andy White
Ministry of Defence
Safeguarding Department
DIO Head Office
St George's House
DMS Whittington
Lichfield
Staffordshire WS14 9PY

Your reference: PL/0087/23

E-mail: DIO-safeguarding-statutory@mod.gov.uk

Our reference: DIO 10062184

www.mod.uk/DIO

Natalie Dear
Planning Services
Lincolnshire County Council
County Offices
Newland
Lincoln.
LN1 1YL

26 April 2024

By email only

Dear Natalie,

MOD Safeguarding – RAF Waddington & East 1 WAM Network

Proposal: FOR 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

Location: LAND BETWEEN THE A46 HYKEHAM ROUNDABOUT AND A15 SLEAFORD ROAD ROUNDABOUT.

Grid Ref: Easting: 495665 Northing: 364330

Thank you for consulting the Ministry of Defence (MOD) on the above development, consultation correspondence was received by this office.

The Defence Infrastructure Organisation (DIO) Safeguarding Team represents the Ministry of Defence (MOD) as a consultee in UK planning and energy consenting systems to ensure that

development does not compromise or degrade the operation of defence sites such as aerodromes, explosives storage sites, air weapon ranges, and technical sites or training resources such as the Military Low Flying System. Statutory consultation of the MOD occurs as a result of the provisions of the Town and Country Planning (Safeguarded aerodromes, technical sites and military explosives storage areas) Direction 2002 (DfT/ODPM Circular 01/2003) and the location data and criteria set out on safeguarding maps issued to Local Planning Authorities by the Department for Levelling Up, Housing and Communities. The National Planning Policy Framework (December 2023) requires, at paragraph 101, that planning policies and decisions take into account defence requirements by '*ensuring that operational sites are not affected adversely by the impact of other development proposed in the area.*' This letter sets out the MOD Safeguarding position.

The applicant seeks full planning permission for the construction of a relief road between the A46, Hykeham Roundabout and the A15, Sleaford Bypass. The road will comprise of 8km of dual carriageway, junctions, and associated structures, earthworks, landscaping, drainage (swales, attenuation ponds) and street lighting.

The application site occupies the statutory safeguarding zones surrounding RAF Waddington. Specifically, the 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 1000m 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 (ISTAR) 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 WAM (Wide Area Multilateration) Network, an asset which provides data to facilitate air traffic management.

Birdstrike

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.

A number of elements of the proposed development have the potential to create an attractant to those large and/or flocking bird species that are hazardous to aviation. The proximity of the development to RAF Waddington, and particularly to the approach to and threshold of runway 02/20, increases the potential for elements of the proposed development to have an impact on aviation safety.

The proposals will involve significant earthworks along the route of the development which can provide an attractant for hazardous birds during the implementation of the scheme. Elements of the implementation likely to attract birds will include, but not be limited to, the stripping and storage of topsoil, and the puddling and ponding that may occur during the construction of the proposed relief road.

This impact may be mitigated through management and as such MOD request that a condition is added to any planning permission that might be issued requiring the submission, approval, and implementation of a robust call off Bird Hazard Management Plan. Suggested condition wording is provided below:

No development shall take place unless or until such time as a Bird Hazard Management Plan (BHMP) has been submitted to and approved in writing by Local Planning Authority in consultation with the Ministry of Defence (MOD). The BHMP shall include but not be limited to:

- **Identification of species that may cause detriment to aviation safety;**
- **Details of an inspection and monitoring schedule through which appropriately qualified individuals will identify bird numbers and potential attractants;**
- **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);**
- **Identification of the number of those species that should trigger dispersal or control actions;**
- **Details of dispersal and bird control actions that may be applied;**
- **A protocol for recording bird numbers, actions taken and their outcomes; and**
- **A liaison protocol to provide RAF Waddington with notice that actions are to be taken.**

The development shall be carried out and managed strictly in accordance with the details agreed and there shall be no variation without the express written consent of the Local Planning Authority in consultation with MOD.

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 ensure the development meets the requirements of paragraph 101 of the National Planning Policy Framework (2023).

The completed development would introduce a number of waterbodies, ten attenuation basins and two relatively small wildlife ponds. Waterbodies are a particular concern as they provide an attractant to waterfowl and gulls which, due to their size and flocking behaviour form a hazard to aviation safety. The proposed/potential waterbody closest to RAF Waddington would be approximately 1.1km from the threshold of runway 02/20 and would fall under or close the approach to that runway.

Insufficient information has been provided to explain how these potential waterbodies might function, it is possible that at least some of the proposed attenuation features will hold permanent open water as ponds and this has the potential to attract and support waterfowl and gulls, resulting in increased local populations or movements of these birds close to RAF Waddington.

To address this potential harm the MOD request that a condition is applied to any consent that might be issued requiring the submission, approval, and implementation of a SuDS management plan which provides data on the drain to dry times for each attenuation basin, any physical measures designed to minimise the attractiveness of those waterbodies to hazardous birds, planting schemes to minimise the attractiveness of those waterbodies to hazardous birds, and details of maintenance programmes to ensure that the basins continue to function as specified. A suggested condition wording is provided below:

No development shall take place unless or until such a time as a SuDS Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence (MOD). The SuDS Management Plan shall include, but not be limited to:

- **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 to dry within a 72 hour period;**
- **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**
- **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 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 ensure the development meets the requirements of paragraph 101 of the National Planning Policy Framework (2023).

Proposals include extensive planting, in particular woodland and thicket planting. Some of the planting mixes include significant proportions of fruit and berry bearing plants. Given the extent of the proposed planting this has the potential to attract and support significant numbers of hazardous flocking birds such as Starlings and Wood Pigeons, as well as the trees having the potential to result in suitable nesting and roosting habitat for arboreal species such as corvids and pigeons.

To address this harm, a condition should be applied to any permission issued requiring the submission, approval, and implementation of a detailed planting schedule which stipulates a maximum of 20% fruit and berry bearing species within 2km of the aerodrome and limits the number of larger tree species which have the potential to provide roosting opportunity within 2km of the aerodrome. A suggested condition wording is provided below:

No development shall take place until such time as a detailed planting schedule has been submitted to and approved in writing by the Local Planning Authority in consultation with Ministry of Defence (MOD). All planting shall be carried out strictly in accordance with the details approved unless otherwise agreed in writing with the Local Planning Authority in consultation with the MOD.

Reason

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. To ensure the development meets the requirements of paragraph 101 of the National Planning Policy Framework (2023).

Aerodrome Height and Technical Safeguarding

The proposed development site occupies statutory safeguarding zones designed to preserve aviation safety by ensuring that the three-dimensional air space above and surrounding an aerodrome is kept free of obstacles. This three-dimensional airspace is defined by a series of obstacle limitation surfaces, drawn using aerodrome data including runway dimensions, which allow the height of proposed development to be assessed to see whether it would reduce aviation safety by forming an obstacle to aircraft operating from and/or around that aerodrome.

The MOD has reviewed the application documents and has no aerodrome height safeguarding objections with regard to the proposed development.

However, the MOD recognises that cranes, plant, or other tall equipment may be used during the implementation of the scheme. This equipment may form a physical obstacle to aircraft operating at or from RAF Waddington and/or may impact on the operation and/or capability of technical assets. A condition should be applied to any consent issued that requires the submission, approval, and implementation of a construction management strategy which provides details of any cranes, plant, or other tall equipment that might be deployed in the implementation of the development, when that equipment will be on site, how it will be marked with lighting for aviation safety, and a liaison protocol through which changes to the schedule can be communicated. A suggested condition wording is provided below:

No development shall take place unless or until such time as a construction management strategy has been submitted to and approved in writing by the Local Planning Authority in consultation with the Ministry of Defence (MOD). The construction management strategy shall include, but not be limited to:

- **details of any cranes, plant and/or other tall construction equipment to be used to or in support of implementing the development approved;**
- **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.**

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

Reason:

To ensure that construction work and the associated equipment used at, or in association with, the development proposed does not obstruct air traffic movements or otherwise impede the effective operation of technical assets that contribute to aviation safety through air traffic management. To ensure the development meets the requirements of paragraph 101 of the National Planning Policy Framework (2023).

Summary

Subject to those conditions stipulated above the MOD has no objection to the development proposed.

I would be grateful if you could confirm receipt of this letter.

The MOD must emphasise that the advice provided within this letter is in response to the information detailed in the developer's submitted documents. Any variation of the parameters (which include the location, dimensions, form, and finishing materials) detailed may result in an impact on the efficacy or capability of technical assets that has not been assessed and that may result in detriment to Defence capability. In the event that any amendment, whether considered material or not by the determining authority, is submitted for approval, the MOD should be consulted and provided with adequate time to carry out assessments and provide a formal response.

I trust this is clear however should you have any questions please do not hesitate to contact me.

Yours sincerely

Andy White

Andy White
Assistant Safeguarding Manager

APPENDIX C – BALFOUR BEATTY HEALTH AND SAFETY AND ENVIRONMENTAL, AND SUSTAINABILITY POLICIES

The health, safety and wellbeing of our employees and everyone else affected by our activities is fundamental to the success of our business. At Balfour Beatty, we believe that our long-term success as a business is dependent upon the ability to keep our workforce, our business partners, our suppliers, our subcontractors and members of the public safe and healthy. Nothing that we do is so important that it cannot be done safely.

Our policy is to create an environment in which no one is harmed by any physical or psychological risks. We will achieve this by:

- Providing exemplary and inspirational leadership
- Pursuing every opportunity to eliminate hazards by designing in safety and health
- Identifying the hazards associated with our activities and removing the risk, where reasonably practicable
- Applying the hierarchy of controls, establishing robust arrangements for the management of risks that remain
- Providing sufficient resources for the management of health and safety including setting and monitoring objectives for continual improvement
- Communicating and engaging with our workforce, our business partners, our suppliers and our subcontractors to create a Zero Harm culture where everyone takes personal responsibility and understands how to keep themselves and others physically and mentally safe and healthy.

Our approach to managing health, safety and wellbeing is set out in the Balfour Beatty Zero Harm Action Plan and Strategy.

The Board of Balfour Beatty is responsible for establishing the overall Health, Safety & Wellbeing Policy for the Group and for reviewing the performance of each Division within the Group.

Each business unit is responsible for:

- Providing visible leadership for health, safety and wellbeing
- Ensuring that effective arrangements to deliver these requirements are established and implemented across the operations of the business
- Providing an effective process of assurance
- Ensuring compliance with all Group and legal requirements.

It is the responsibility of every individual in the business to:

- Perform their job in a safe manner, making health, safety and wellbeing personal and looking out for themselves and their colleagues
- Be fit for work
- Stop work and seek guidance if anything changes or they believe what they are doing is unsafe
- Report all unsafe events or conditions they see
- Always receive a briefing before starting work
- Comply with all health and safety requirements
- Contribute ideas to help continually improve the effectiveness of health and safety risk management
- Help create a Zero Harm culture.

We will bring this policy to the attention of our employees, supply chain partners and relevant interested parties; and review it on an annual basis.

AUTHORISATION

Leo Quinn
Group Chief Executive, January 2024

Balfour Beatty is a leading infrastructure group. We finance, develop, build and maintain innovative and efficient infrastructure that underpins daily life, supports communities and enables economic growth.

We are committed to protecting and where appropriate enhancing the environment in which we operate. We will act in a responsible way and take a proactive approach to continually improving our environmental performance. We will ensure compliance with all legal, customer and Balfour Beatty Group requirements as a minimum.

Balfour Beatty operations in the UK implement a management system that meets the requirements of ISO14001:2015. We recognise our activities both impact and are impacted by the natural environment and act accordingly.

RESPONSIBILITIES

This policy applies to our workforce, business partners, suppliers and subcontractors working on our behalf.

The Board of Balfour Beatty is responsible for establishing the overall Environmental Policy for the Group and for reviewing the performance of each Division within the Group.

Our Group Sustainability Strategy, Building New Futures, identifies key environmental focus areas, commitments and targets our businesses will address.

Each business is responsible for:

- Ensuring, at a minimum, compliance with all legal, customer and Balfour Beatty Group requirements
- Supporting our customers and supply chain partners to enrich the social and physical environment through the provision of innovative and efficient solutions which support communities and enable economic growth
- Providing leadership for environmental management
- Developing action plans, agreeing milestones, and reviewing progress
- Ensuring arrangements to deliver requirements are implemented

ENVIRONMENTAL IMPACTS

Where we can influence or control, we will work with our people, customers, designers, supply chain and other partners to protect the environment by:

- preventing pollution
- reducing our local impacts and effects of disturbance, noise and air pollution
- halting nature loss and embedding nature positive principles
- reducing our Greenhouse Gas emissions to address climate change mitigation and adaptation
- improving our energy efficiency
- using material resources efficiently and selecting materials with a low environmental impact which are sourced responsibly
- reducing waste by applying the waste hierarchy to improve resource efficiency

CONTINUAL IMPROVEMENT

We are committed to engaging with stakeholders to ensure we improve our environmental management system to meet our compliance obligations to deliver environmental best practice.

We will measure and report environmental performance on a monthly basis across the UK business to identify opportunities for continual improvement. We will review our policy and externally report on our environmental performance annually.

We are committed to raising environmental awareness in relation to our environmental risks and opportunities with our employees and supply chain partners through training courses, toolbox tools, workshops and other communication methods.

We will communicate this policy to our employees, supply chain partners and relevant interested parties to raise environmental awareness.

AUTHORISATION

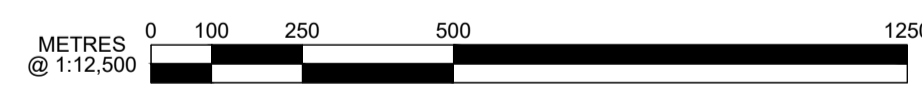
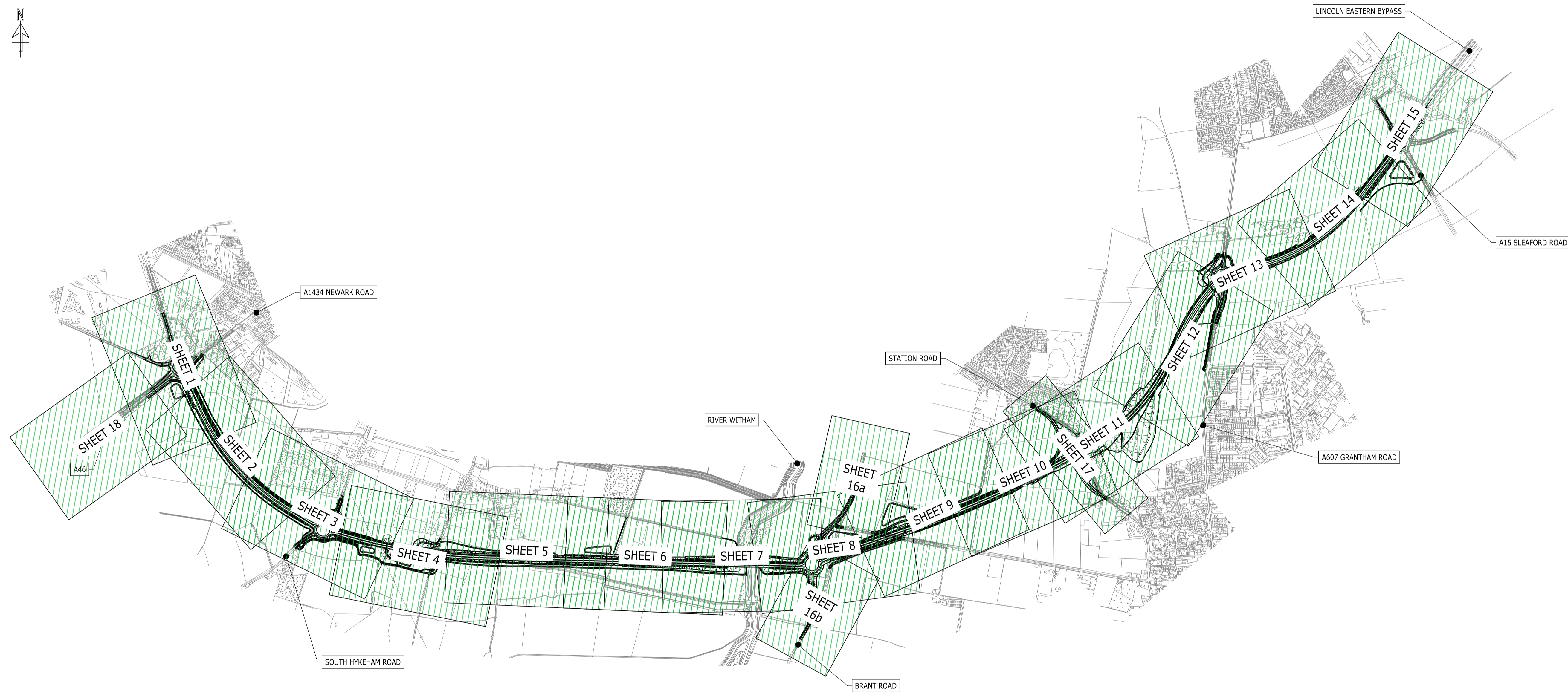
Leo Quinn
Group Chief Executive, June 2024

**APPENDIX D – NHRR GENERAL ARRANGEMENT DRAWINGS, ACCESS,
AND LOCAL ROAD NETWORK**

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SHEET SET LAYOUT FOR GENERAL ARRANGEMENT
SCALE 1:12,500 @ A1

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P01	First Issue				
	DB	LF	BW	20/10/23	
P02	Second Issue				
	DB	LF	BW	26/10/23	
P03	Third Issue				
	DB	BW	BW	09/11/23	

Rev	Description	Drawn	Checked	Approved	Date

Suitability: **S5** Drawing Status: **Suitable for Review & Acceptance**

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

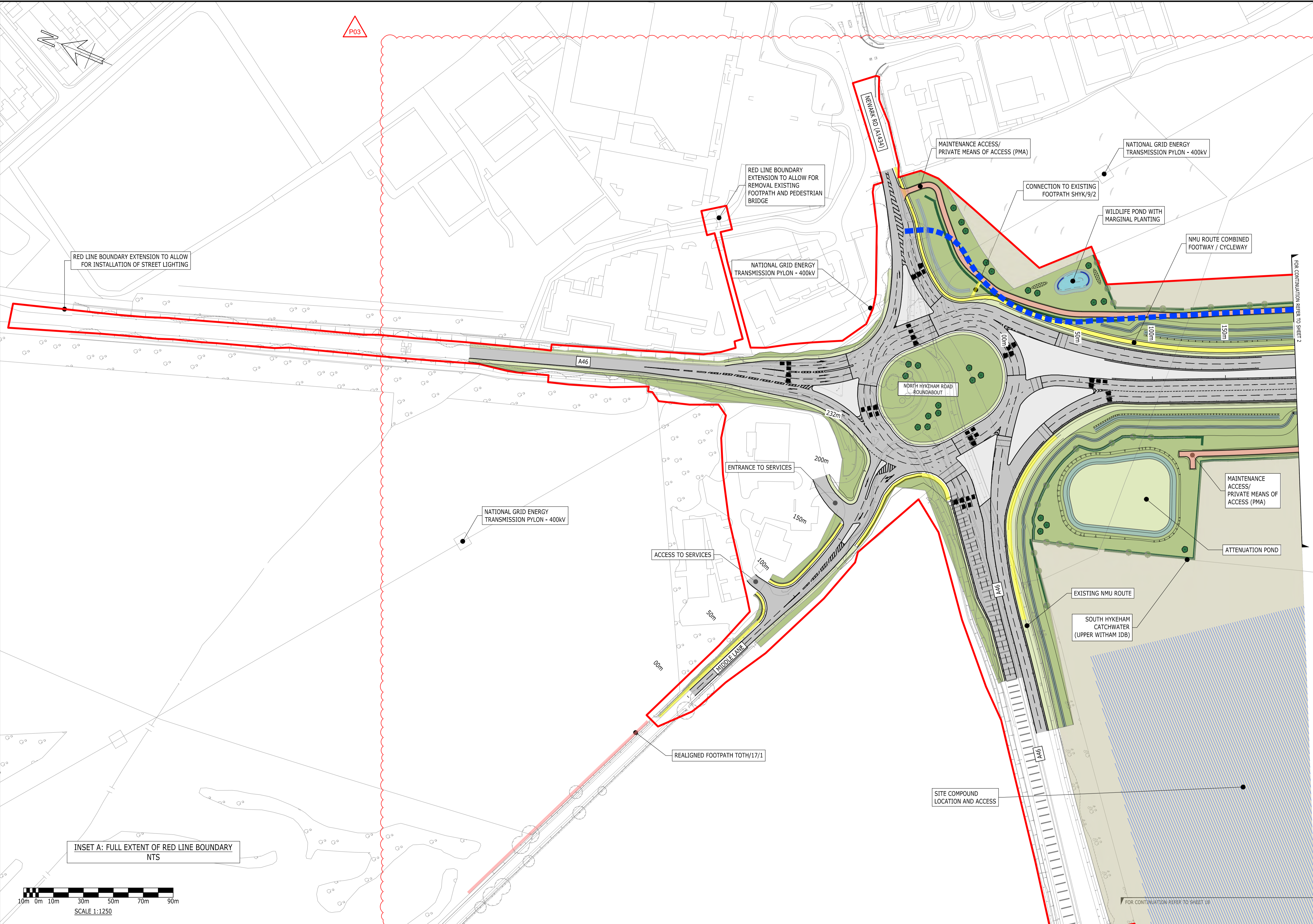
Drawing Title:
**PLANNING APPLICATION
GENERAL ARRANGEMENT**

SHEET OVERVIEW

Project No:	Scale (@A1):	Drawn:	Date:
1620013942	1:12,500	DB	09/11/23
Drawing No:	Rev:		
NHRR-RAM-HGN-HYKE-DR-CH-00010	P03		

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RED LINE BOUNDARY EXTENSION TO ALLOW FOR INSTALLATION OF STREET LIGHTING

RED LINE BOUNDARY EXTENSION TO ALLOW FOR REMOVAL EXISTING FOOTPATH AND PEDESTRIAN BRIDGE

MAINTENANCE ACCESS/ PRIVATE MEANS OF ACCESS (PMA)

NATIONAL GRID ENERGY TRANSMISSION PYLON - 400KV

CONNECTION TO EXISTING FOOTPATH SHYK/9/2

WILDLIFE POND WITH MARGINAL PLANTING

NMU ROUTE COMBINED FOOTWAY / CYCLEWAY

NORTH HYKEHAM ROAD ROUNDABOUT

ENTRANCE TO SERVICES

NATIONAL GRID ENERGY TRANSMISSION PYLON - 400KV

ACCESS TO SERVICES

MAINTENANCE ACCESS/ PRIVATE MEANS OF ACCESS (PMA)

ATTENUATION POND

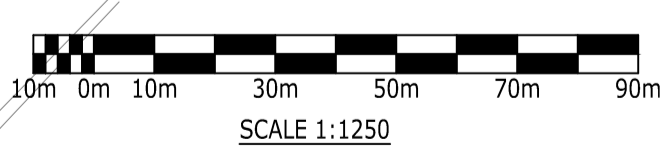
EXISTING NMU ROUTE

SOUTH HYKEHAM CATCHWATER (UPPER WITHAM IDB)

REALIGNED FOOTPATH TOH/17/1

SITE COMPOUND LOCATION AND ACCESS

INSET A: FULL EXTENT OF RED LINE BOUNDARY NTS



	EXISTING BACKGROUND MAPPING		PROPOSED NMU ROUTE COMBINED FOOTWAY / CYCLEWAY		PROPOSED FOOTPATH		AMENITY GRASSLAND		CONSTRUCTION HAUL ROUTE (INDICATIVE)
	PROPOSED DESIGN		PROPOSED ACCESS TRACK - MAINTENANCE / PRIVATE MEANS OF ACCESS (PMA)		WOODLAND PLANTING		WILDFLOWER ENRICHED GRASSLAND		INDICATIVE COMPOUND / PROCESSING AREA
	RED LINE BOUNDARY		PROPOSED ACCESS TRACK / BRIDLEWAY MAINTENANCE / PRIVATE MEANS OF ACCESS (PMA)		WOODLAND EDGE PLANTING		WET GRASSLAND		LAND RETURNED TO AGRICULTURE
	PROPOSED CARRIAGEWAY		PROPOSED FOOTWAY		NATIVE TREE PLANTING		DITCH / WATERCOURSE		NOISE BARRIER
	PROPOSED TRAFFIC ISLAND / CENTRAL RESERVE / HARDSTANDING		PROPOSED MAINTENANCE LAYBY		NATIVE HEDGEROW		MARGINAL PLANTING		INDICATIVE LOCATION OF EXOLIUM DIVERSION

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P01	20/10/23	DB	DB	BW	20/10/23
P02	Second Issue	DB	LF	BW	26/10/23
P03	Layout updated - Service area access & NH requirement	DB	AV	AV	15/03/24
P04	Fourth Issue	DB	BW	AV	19/03/24

Suitability: **S5** Suitable for Review & Acceptance

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

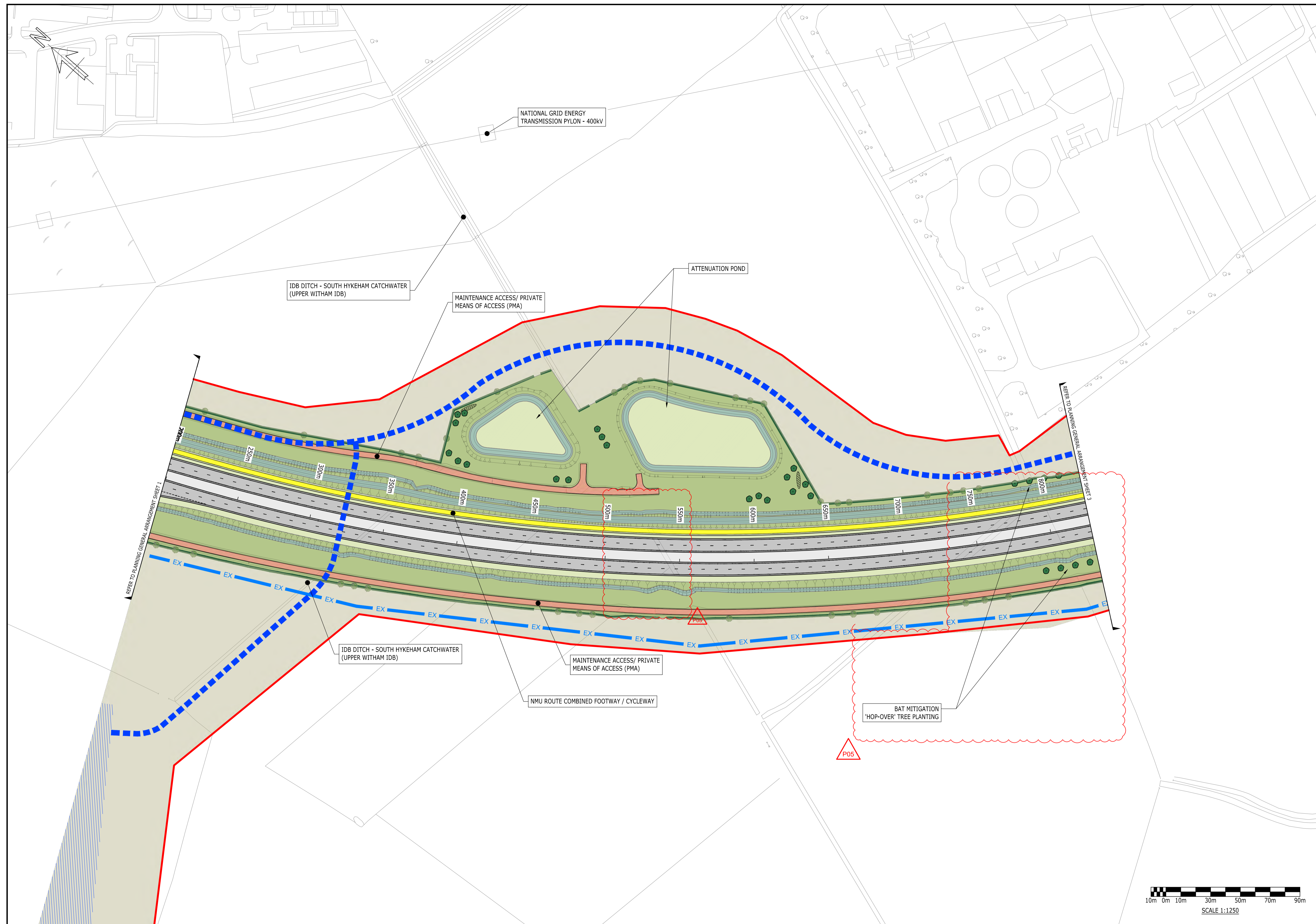
Drawing Title: **PLANNING APPLICATION GENERAL ARRANGEMENT**

SHEET 1 OF 18

Project No:	Scale (BA1):	Drawn:	Date:
1620013942	1:1250	DB	19/03/24
Drawing No:	NHRR-RAM-HGN-HYKE-DR-CH-00011		Rev:
			P04

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P01	20/10/23	DB	2023/10/20	BW	20/10/23
P02	26/10/23	DB	LF	BW	26/10/23
P03	Third Issue	DB	AB	AV	08/03/24
P04	Bat hop over moved to CH800	DB	AV	AV	15/03/24
P05	Fifth Issue	DB	BW	AV	19/03/24

Rev	Description	Drawn	Checked	Approved	Date

Suitability: S5 Drawing Status: Suitable for Review & Acceptance

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 Legend:

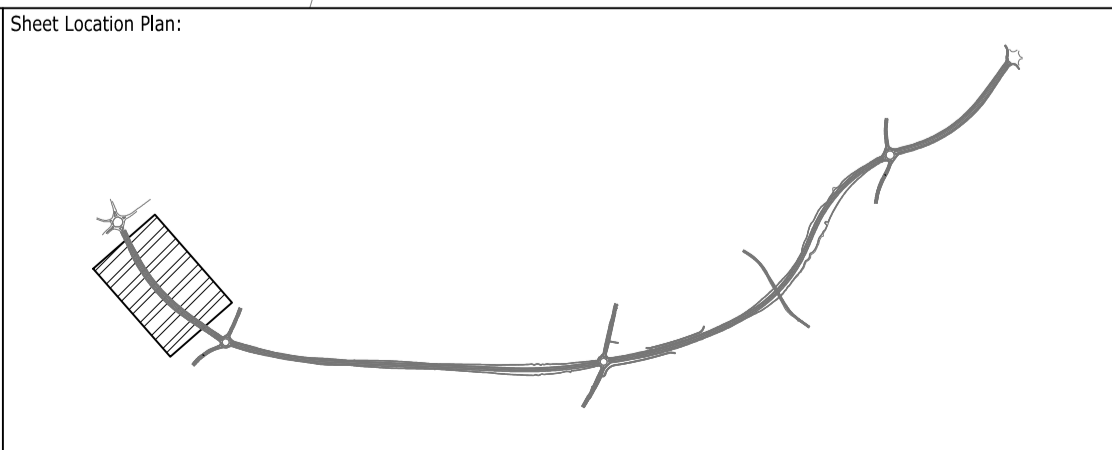
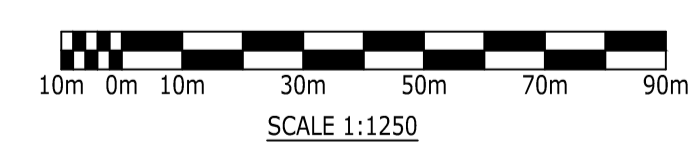
	EXISTING BACKGROUND MAPPING
	PROPOSED DESIGN
	RED LINE BOUNDARY
	PROPOSED CARRIAGEWAY
	PROPOSED TRAFFIC ISLAND / CENTRAL RESERVE / HARDSTANDING

	PROPOSED NMU ROUTE COMBINED FOOTWAY / CYCLEWAY
	PROPOSED ACCESS TRACK - MAINTENANCE / PRIVATE MEANS OF ACCESS (PMA)
	PROPOSED ACCESS TRACK / BRIDLEWAY MAINTENANCE / PRIVATE MEANS OF ACCESS (PMA)
	PROPOSED FOOTWAY
	PROPOSED MAINTENANCE LAYBY

	PROPOSED FOOTPATH
	WOODLAND PLANTING
	WOODLAND EDGE PLANTING
	NATIVE TREE PLANTING
	NATIVE HEDGEROW

	AMENITY GRASSLAND
	WILDFLOWER ENRICHED GRASSLAND
	WET GRASSLAND
	DITCH / WATERCOURSE
	MARGINAL PLANTING

	CONSTRUCTION HAUL ROUTE (INDICATIVE)
	INDICATIVE COMPOUND / PROCESSING AREA
	LAND RETURNED TO AGRICULTURE
	NOISE BARRIER
	INDICATIVE LOCATION OF EXOLUM DIVERSION



Drawing Title: PLANNING APPLICATION GENERAL ARRANGEMENT

SHEET 2 OF 18

Project No: 1620013942	Scale (BA1): 1:1250	Drawn: DB	Date: 19/03/24
Drawing No: NHRR-RAM-HGN-HYKE-DR-CH-00012		Rev: P05	