



South Kesteven District Council
Development Control
Council Offices St. Peters Hill
Grantham
Lincolnshire
NG31 6PZ

Our ref: AN/2013/116915/01-L01
Your ref: S13/0775
Date: 26 April 2013

FAO: Mrs S Bland

Dear Madam

**Construction of southern quadrant link road (sqlr) comprising new 3km single carriageway between B1174 Pittlegate level and A52 Somerby hill including a new bridge spanning the east coast main line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at whalebone lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way
Grantham Southern Relief Road, Grantham**

Thank you for referring the above application which was received on the 26 March 2013.

Flood Risk

These are the comments from the Grantham Southern Link Road Team on the 22nd April 2013. There were no additional comments as a result of the South Kesteven Flood Risk & Drainage Management Group meeting on the 25th April 2013.

The size of the retention ponds' outfalls needs to be designed at detailed design stage as variations in the overall road design could alter the runoff to be received in the ponds. Also local variations in geology could help refine the green field runoff rates to perhaps achieve a more sustainable outfall, requiring less maintenance in the future.

The potential benefits of having combined attenuation ponds between the highway and the development to help create more robust outfall structures, needs to be investigated.

The ponds have been designed to be cut only, so could be cut and fill if this were acceptable. However risk of bank failure to d/s infrastructure/properties needs to be considered.

The location of the ponds, in relation to the flood plain needs to be factored into the design. Embankments would need to be robust enough to cope with over spilling or

Environment Agency
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Pychley Lodge Road, Kettering, Northants, NN15 6JQ
Email: planningkettering@environment-agency.gov.uk
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*Customer services line: 03708 506 506
Calls to 03 numbers cost the same as calls to standard
geographic numbers (i.e. numbers beginning with 01 or 02).*

Cont/d..

flood flows around the pond. If there is a likelihood of fluvial flooding entering the pond(s) this could reduce the capability of the ponds to retain run off from the new road.

An overland flow route for flows exceeding the design capacity of the road drainage needs to be formally designed, allowing flows between a 1 in 30yr storm (capacity of the drainage pipes) and a 1 in 100yr storm (capacity of the balancing ponds) to safely flow from the carriageway to the balancing pond.

We would wish to be provided with Soakage Test Results for our records.

The proposed soakaways should include a 300mm deep sump at the bottom where no infiltration occurs to retain silts and allow ease of maintenance.

Within the SPZ3 section of the road consideration needs to be given to the exceedance of the soakaways, and where these extreme flows will be directed. Verges could be made wider or swales deeper to accommodate flows off of the carriageway.

It is still acceptable for IH124 to be used to determine the Greenfield Run Off Rate.

Ground Water and Contaminated Land

The drainage solution for this development with respect to groundwater has been agreed after a number of meetings held with Mouchel and Lincs County Council. The main risk is in the SPZ 1, where proposals are for no infiltration drainage to take place and all drainage structures are to have impermeable linings; I agree with the drainage design proposed.

The Environmental Statement (Vol 1) describes the susceptibility of groundwater to potential spills of hazardous materials during construction (section 12.5.3), although specific mitigation measures are only provided for the river, not groundwater. General measures are listed in section 12.6.3 however, including the availability of spill kits and bunding of tanks; these should be adequate for groundwater protection in addition to the benefits of the swales, as described in Appendix 12.5 (Vol 2). Particular reference should be given to PPG 22 'Dealing With Spills' in the Construction Environmental Management Plan to ensure that groundwater risks are considered.

Pollution Prevention

Please refer to PPG5 (Works and maintenance near water) and PPG6 (Working at construction and demolition sites). <http://www.environment-agency.gov.uk/business/topics/pollution/39083.aspx>

A method statement for the bridge crossing over the River Witham is required.

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 faithfully

Mrs Sharon Nolan
Planning Liaison Officer

Direct dial 01536 385229

Direct fax 01536 411354

Direct e-mail sharon.nolan@environment-agency.gov.uk

End

2

Awarded to the Environment, Planning & Engagement
Department, Anglian Region, Northern Area



The Government Standard



Environment
Agency

South Kesteven District Council
Council Offices St. Peters Hill
Grantham
Lincolnshire
NG31 6PZ

Our ref: AN/2013/117138/01-L01
Your ref: S13/0775

Date: 16 May 2013

FAO: Mrs Sylvia Bland

Dear Madam

Construction of Southern Quadrant Link Road (sqlr) comprising new 3km single carriageway between B1174 Spittlegate level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way Grantham Southern Relief Road, Grantham

Thank you for your enquiry received on the 01 May 2013.

Further to our response letter ref: AN/2013/116915 and to clarify where conditions could be appropriate we have provided conditions below to ensure the protection of ground water (Condition 1) and reduce surface water flood risk (Condition 2)

Condition 1

No infiltration of surface water drainage into the ground within the SPZ 1 is permitted. The development shall be carried out in accordance with the approval details.

Reason

Infiltration drainage within the SPZ 1 could pose a risk to nearby potable abstractions, and so must be avoided. Infiltration drainage within the remainder of the development is acceptable with the proposed mitigation measures to prevent pollution.

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

Environment Agency
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Calls to 03 numbers cost the same as calls to standard
geographic numbers (i.e. numbers beginning with 01 or 02).*

Cont/d..

Condition 2

A detailed drainage strategy for the development should be prepared, submitted and approved prior to works on site commencing.

Reason

To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal.

Informative for the applicant

The following is simply advice to the applicant, particularly the final sentence:

'The Environmental Statement (Vol 1) describes the susceptibility of groundwater to potential spills of hazardous materials during construction (section 12.5.3), although specific mitigation measures are only provided for the river, not groundwater. General measures are listed in section 12.6.3 however, including the availability of spill kits and bunding of tanks; these should be adequate for groundwater protection in addition to the benefits of the swales, as described in Appendix 12.5 (Vol 2). Particular reference should be given to PPG 22 'Dealing With Spills' in the Construction Environmental Management Plan to ensure that groundwater risks are considered.'

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

Mrs Sharon Nolan
Planning Liaison Officer

Direct dial 01536 385229

Direct fax 01536 411354

Direct e-mail sharon.nolan@environment-agency.gov.uk



Awarded to the Environment, Planning & Engagement
Department, Anglian Region, Northern Area

From: Planning Liaison, Anglian/Northern [mailto:PlannL.Lincoln2.AN@environment-agency.gov.uk]
Sent: 11 July 2013 11:36
To: MIRANDA DOBNEY
Subject: RE: Planning Consultation S13/0775 Additional Information in relation to Reg 22

Dear Sirs,

Thank you for referring the additional information for the above application. Having reviewed the documents we can confirm we have no further comments to make and our original comments remain valid.

Please contact us if there is anything further you would like us to look at,

Kind regards,

Rob Millbank
Sustainable Places - Planning Officer

Environment Agency
✉ Waterside House, Waterside North, Lincoln, LN2 5HA
☎ 01522 785868
☎ 7 50 5868 (internal)
✉ rob.millbank@environment-agency.gov.uk

Date: 16 April 2013
Our ref: 82446
Your ref: S13/0775/EIAFP/CON(EIA)21



Mrs S Bland
South Kesteven District Council
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Grantham
Lincs
NG31 6PZ

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

T 0300 060 3900

BY EMAIL ONLY

Dear Mrs Bland

Planning consultation: Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public rights of way
Location: Grantham Southern Relieve Road, Grantham

Thank you for your consultation dated and received on 26 March 2013.

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.

This proposal does not appear to affect any statutorily protected sites or landscapes. It appears that Natural England has been consulted on this proposal to offer advice on the impact on a protected species.

Natural England's advice is as follows:

We have adopted national standing advice for protected species. As standing advice, it is a material consideration in the determination of the proposed development in this application in the same way as any individual response received from Natural England following consultation and should therefore be fully considered before a formal decision on the planning application is made.

The protected species survey has identified that the following European protected species may be affected by this application: Bats, Great Crested Newts and Otters.

Our standing advice sheets for individual species provide advice to planners on deciding if there is a 'reasonable likelihood' of these species being present. They also provide advice on survey and mitigation requirements.

The standing advice has been designed to enable planning officers to assess protected species surveys and mitigation strategies without needing to consult us on each individual application. The standing advice was issued in February 2011 and we recognise that it will take a little while for planners to become more comfortable with using it and so in the short-term will consider species surveys that affect European protected species against the standing advice ourselves, when asked for support by planners.

We have not assessed the survey for badgers, barn owls and breeding birds¹, water voles, widespread reptiles or white-clawed crayfish. These are all species protected by domestic legislation and you should use our standing advice to assess the impact on these species.

How we used our standing advice to assess this survey and mitigation strategy

We used the flowchart on page 10 of our Standing Advice Species Sheet: Bats beginning at box (i). Working through the flowchart we reached:

- Considers that there are suitable features on, or in the vicinity of the application site for bats to use as roosts
- Confirms that detailed visual inspections have been carried out, with no evidence of a roost found
- Advises that the application does however, involve a medium or high risk building (eg barn) as defined in our standing advice, with features (specify) which might increase the likelihood of bats being present
- We advise that further survey work is required to assess the impact on bats, through disturbance to individuals, or from damage or destruction of a roost, in accordance with Bat Surveys - good practice guidelines. Further information should be requested from the applicant before determination of the application.

We used the flowchart on page 8 of our Standing Advice Species Sheet: Great crested newts beginning at box (i). Working through the flowchart we reached:

- Considers that there are suitable habitats on, or in the vicinity of the application site for great crested newts.
- Confirms that a detailed great crested newt survey has been carried out at the right time of year using recognised techniques.
- Advises that as no evidence of great crested newts have been found on, or in the vicinity of the site, that the application is unlikely to affect the species, through disturbance to individuals, or from damage or destruction of a breeding site or resting place.

We used the flowchart on page 5 of our Standing Advice Species Sheet: Otters beginning at box (i). Working through the flowchart we reached:

- Does not consider that there are suitable habitats on, or in the vicinity of the application site for otters.
- Advises that the application is unlikely to affect the species, through disturbance to individuals, or from damage or destruction of a breeding site or resting place.

For future applications, or if further survey information is supplied, you should use our standing advice to decide if there is a 'reasonable likelihood' of protected species being present and whether survey and mitigation requirements have been met.

If you would like any advice or guidance on how to use our standing advice, or how we used the standing advice to reach a conclusion in this case, please contact us on the number above.

This advice is given to help the planning authority determine this planning application. On the basis of the information available to us with the planning application, Natural England is broadly satisfied that

¹ Unless protected by Schedule 1 of the Wildlife & Countryside Act 1981 (as amended).

the mitigation proposals, if implemented, are sufficient to avoid adverse impacts on the local population of Bats, Great Crested Newts and Otters and therefore avoid affecting favourable conservation status. It is for the local planning authority to establish whether the proposed development is likely to offend against Article 12(1) of the Habitats Directive. If this is the case then the planning authority should consider whether the proposal would be likely to be granted a licence. Natural England is unable to provide advice on individual cases until licence applications are received since these applications generally involve a much greater level of detail than is provided in planning applications. We have however produced guidance on the high-level principles we apply when considering licence applications. It should also be noted that the advice given at this stage by Natural England is not a guarantee that we will be able to issue a licence, since this will depend on the specific detail of the scheme submitted to us as part of the licence application.

Yours sincerely

Dawn Presutti

Dawn Presutti
Customer Service Consultation Team

From: Hildred, Ryan (NE) [mailto:Ryan.Hildred@naturalengland.org.uk]
Sent: 24 April 2013 16:21
To: Sylvia Bland
Cc: Presutti, Dawn (NE)
Subject: RE: s13/0775 SQ link road, grantham

Dear Sylvia

Thank you for your email.

As a follow up to the advice provided by our Land Use planning hub (Dawn Presutti - dated 16th April 2013), I wish to endorse the comments that Dawn has been made in their response.

The derelict stone structure appears to contain access points, is covered in ivy and is situated along the River Witham corridor which would provide good foraging habitat for bats – this therefore means that there is medium-high potential for bats. At present, there has been no dedicated survey undertaken on this structure. And your authority is not in a position to conclude that bats will not be affected as a result of the structure's demolition.

Given the above suitability for bats, Natural England advises your authority to contact Network Rail to establish whether or not access could be granted for a bat survey to be undertaken on this structure. In the first instance this may be in the form of an internal/external inspection (i.e. – like the air raid shelter). However the key principle is that prior to determination your authority requires more information on whether or not there is evidence of bats roosting in the stone structure to be demolished.

Should Network Rail insist that access is not possible, as we are soon to be approaching the bat active season (May-September), a suitable alternative could be for dusk/dawn bat activity surveys using bat detectors and or anabats to assess whether or not bats are roosting in the stone structure.

Please continue to use our 16th April response as our formal statutory response – however this may be supplemented by this email.

I hope this helps.

Kind regards

Ryan

Ryan Hildred
Lead Adviser
Land Use Operations Team - Nottingham

Natural England
Ceres House
2 Searby Road
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LN2 4DT

Tel: 0300 060 2772 Mobile: 07785905291
Email: ryan.hildred@naturalengland.org.uk

From: Hildred, Ryan (NE) [mailto:Ryan.Hildred@naturalengland.org.uk]
Sent: 28 May 2013 09:35
To: Sylvia Bland
Cc: Clare Sterling; Presutti, Dawn (NE)
Subject: RE: SQLR, EIA Regulation 22 Response

Dear Sylvia

As referenced within Mouchel's letter (dated 21st May 2013), I can confirm that Jacqui North from Mouchel contacted me last week to confirm that the two structures (that we had previous concern about) will not be demolished or affected by the proposed works.

On this basis, Natural England is satisfied that bats do not represent a constraint to the determination of this application and, along with this email, I refer you to our formal response dated 16th April 2013 from my colleague Dawn Presutti.

Kind regards

Ryan

Ryan Hildred
Lead Adviser
Land Use Operations Team - Nottingham

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Tel: 0300 060 2772 Mobile: 07785905291
Email: ryan.hildred@naturalengland.org.uk

Our ref: K944341
Your ref: S13/0775

Mrs S Bland
South Kesteven District Council
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NG31 3PZ

Rajinder Kaur
Asset Manager
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Direct Line: 0121 678 8543

10 April 2013

Dear Mrs Bland,

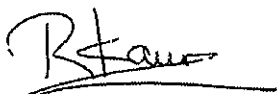
A52 GRANTHAM SOUTHERN RELIEF ROAD, GRANTHAM, LINCOLNSHIRE

I am in receipt of the planning application dated 26 March 2013, received by the Highways Agency in Birmingham on 26 March 2013, regarding construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill and associated works, at the above location.

The proposed development is not expected to have a material impact on the closest strategic route, the A52. Therefore, under Article 25 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the Highways Agency has no objections to the proposal and I enclose our TR110 form for your records.

Please ensure you send me a copy of the decision on this application.

Yours sincerely,



Rajinder Kaur
Asset Manager (Lincolnshire)
Network Delivery & Development Midlands
Email: rajinder.kaur@highways.gsi.gov.uk



**Developments Affecting Trunk Roads and Special Roads
Highways Agency Response to an Application for Planning Permission**

From: Divisional Director, Network Delivery and Development, Midlands, Highways Agency.

To: South Kesteven District Council

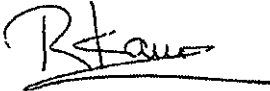
Council's Reference: S13/0775

Referring to the notification of a planning application dated 26 March 2013, your reference 13/0775, in connection with the A52, Grantham Southern Relief Road, Grantham, Lincolnshire, notice is hereby given under the Town and Country Planning (Development Management Procedure) (England) Order 2010 that the Secretary of State for Transport:-

- a) offers no objection;
- ~~b) advises that planning permission should either be refused, or granted only subject to conditions~~
- ~~c) directs conditions to be attached to any planning permission which may be granted;~~
- ~~d) directs that planning permission is not granted for an indefinite period of time;~~
- ~~e) directs that planning permission not be granted for a specified period (see Annex A).~~

(delete as appropriate)

Signed by authority of the Secretary of State for Transport

Date: 10 April 2013	Signature: 
Name: Rajinder Kaur	Position: Asset Manager
The Highways Agency: The Cube 199 Wharfside Street Birmingham B1 1RN	

**LINCOLNSHIRE COUNTY COUNCIL
DEVELOPMENT DIRECTORATE**

FINAL

To: Application Ref: S13-0775-EIAFP

With reference to this application validated on 25 March 2013, relating to the following proposed development

Address or location National Grid ref: Horizontal Vertical

Grantham Southern Relief Road

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Classification/Number of road to which the site gains access:[no. of road]

Date application received by the HA –
26 March 2013

Type of application: Outline/Full/RM/:

Description of development

Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way

Notice is hereby given under the provisions of article 15 of the Town and Country Planning (General Development Procedure) Order 1995, that the County Council as Local Highway Authority:

Requests that any permission given by the local planning authority shall include the conditions below.

CONDITIONS (INCLUDING REASONS)

HP25 - No part of the road shall be commenced until full details of the road construction specification and a programme of work has been agreed in writing with the local planning authority.

Reason: In the interests of safety of the users of the public highway and the safety of the users of the site.

HP00 - Prior to the commencement of use the link road incorporating bridgeworks shall be constructed to a specification to enable the road, footways, cycleways and ancillary areas to be adopted as Highway Maintainable at the Public Expense

Reason: To ensure the safety of users of the road and each of the junctions where it connects to the existing public highway.

HP24 - No commencement of the link road shall take place before the detailed design for the provision of surface water drainage, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority, in consultation with surface drainage authorities, including the Internal Drainage Boards and the Environment Agency. The scheme shall reflect the principles as set out in the Environmental Statement together with any necessary mitigation measures and specification requirements. The approved scheme shall be implemented and carried out before the road is completed and its use commences.

Reason: To ensure that surface water run-off from the development will not adversely increase the risk of flood, to improve and protect water quality, improve habitat and amenity and ensure future maintenance of the surface water drainage system.

HP00 - No part of the road shall be commenced before a scheme to take up and re-site the highways-environmental works located on the existing roundabout at the A52 Old Somerby (Stonehenge) has been agreed in writing with the local planning authority

Reason: In order to ensure satisfactory arrangements are made for the retrieval and re-setting of the amenity within the setting of the proposed new roundabout.

HP00 - Prior to commencement of use details of all proposed lighting to be implemented as part of the development (including street lighting and that associated with the bridge, underpass and circulation areas etc) shall be submitted for the approval of the local planning authority. Thereafter the lighting shall be implemented and carried out in full accordance with the approved details.

Reason: In the interests of highway safety and in the interests of visual amenity and to minimise the impacts of light pollution on the local landscape, adjoining land uses and railway.

HP00 - No part of the road shall be commenced until full details of all bridges, structures, underpasses, bridge wing walls abutments and crossings (including temporary bridges during the construction works) have been submitted to and approved in writing by the local planning authority. Such details shall include information on exact clearance heights and drainage detail. The bridges, structures, underpasses, wing walls, abutments and crossings shall thereafter be constructed in accordance with the approved details

Reason: To ensure the safety of the public and commerce. To ensure adequate clearance is provided to allow safe and unrestricted access by users.

HP00 - No part of the road shall be commenced before details of traffic management measures to be implemented during the period of construction have been submitted to and approved by the local planning authority. Such measures to include a routing arrangement that will include a ban on construction traffic using that part of Whalebone Lane south of the proposed line of the link road.

Reason: In the interests of highway safety and convenience and to protect the rural amenity and the amenity of local residents e.g. Little Ponton

HP00 - No part of the road shall be commenced before details have been submitted for approval of the local planning authority to ensure that vehicles do not leave the site in a condition whereby mud, clay or other deleterious materials are carried onto the public

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

Reason: In the interests of highway safety and convenience

HI00 - INFORMATIVES:

This permission does not convey any approval that may be required under the Flood and Water Management Act 2010 and you are advised that further details relating to drainage may need to be submitted on request for approval of the Lead Local Floods Authority and any amendments to the approved scheme shall subsequently be implemented before the road is first open for public use.

HI03 - Prior to the submission of details for any temporary or access works within the public highway you must contact the Divisional Highways Manager on 01522 782070

HI00 - You are advised that the local highway authority wish to enter into negotiations under the terms of a Section 106 Agreement

Date: 3 May 2013

Signed:



ENGLISH HERITAGE

EAST MIDLANDS OFFICE

Mrs S Bland
South Kesteven District Council
Council Offices
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Grantham
Lincolnshire
NG31 6PZ

Direct Dial: 01223 582775

Direct Fax: 01223 582701

Our ref: P00231679

Development & Growth

23 April 2013

26 APR 2013

Admin Team

Dear Mrs Bland

**Notifications under Circular 01/2001, Circular 08/2009 &
T&CP (Development Management Procedure) Order 2010
Application for Listed Building Consent and/or Planning Permission
GRANTHAM SOUTHERN RELIEF ROAD, GRANTHAM, LINCOLNSHIRE
Application No S13/0775/EIAFP**

Thank you for your letter of 26 March 2013 notifying English Heritage of the application for listed building consent and/or planning permission, relating to the above site.

In our view we do not consider that sufficient evidence has been provided to understand the impact of the proposal on the significance of any heritage assets and their setting. It does not therefore meet the requirements of paragraph 128 of the National Planning Policy Framework (NPPF). We recommend that you seek further information, as set out below, before determining the application and ask that you forward a copy to us so that we can provide you with our advice.

The application does not provide sufficient information to demonstrate the asserted level of impact on specific heritage assets. The cultural heritage chapter of the Environmental Statement (ES) describes the predicted impacts in section 7.5, but there is little evidence to support claims such as the impact on Grantham Conservation Area will be minor (paragraph 7.5.16). We consider that the applicant should provide additional photomontages to illustrate existing and proposed views to and from specific designated heritage assets. This should include Grantham Conservation Area (particularly St Peter's Hill and St Wulfram's) as well as the scheduled monument (bowl barrow) to the south of the proposed road and listed buildings within Little Ponton (particularly St Guthlac's and the pigeoncote at Little Ponton Hall given their highly graded status). The Design & Access Statement contains seven photomontages, but none are taken from or looking towards designated heritage assets (Viewpoint 2 is close to St Guthlac's, but is taken from the public footpath rather than from the church). Similarly, the landscape chapter of the ES shows existing



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www.english-heritage.org.uk

English Heritage is subject to the Freedom of Information Act, 2000 (FOIA) and Environmental Information Regulations 2004 (EIR). All information held by the organisation will be accessible in response to an information request, unless one of the exemptions in the FOIA or EIR applies.



ENGLISH HERITAGE

EAST MIDLANDS OFFICE

views, but these are not identified on a map and do not appear to have been taken from or looking towards designated heritage assets. The exception to this is figure 10-2 (taken from St Peter's Hill in Grantham Conservation Area), but even with this image, the view is looking northwards rather than south towards the proposed road.

We are aware from the council's archaeological adviser that insufficient information has been submitted to assess the archaeological impact of the proposals. This will also need to be addressed.

We hope the above information can be provided as soon as possible to help with the determination of this application. Until that point, we are unable to issue our advice.

If you encounter any difficulties, please do not hesitate to telephone me if I can assist further at this stage.

Yours sincerely

Tom Gilbert-Wooldridge

Historic Environment Planning Adviser

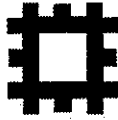
E-mail: tom.gilbert-wooldridge@english-heritage.org.uk



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ENGLISH HERITAGE
EAST MIDLANDS OFFICE

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Our ref: P00231679

Development & Growth

16 July 2013

19 JUL 2013

Admin Team

Dear Mrs Bland

**Notifications under Circular 01/2001, Circular 08/2009 &
T&CP (Development Management Procedure) Order 2010**

**GRANTHAM SOUTHERN RELIEF ROAD, GRANTHAM , LINCOLNSHIRE
Application No S13/0775/EIAFP**

Thank you for your letter of 26 March 2013 notifying English Heritage of the above application. Thank you for your letter/email dated 11 July consulting English Heritage on additional information relating to the above application. We would like to make the following comments:

Summary

We do not object to this proposed development, but we do have some interest regarding its impact on the historic environment. Our primary interest is the impact on the setting of nearby designated heritage assets, but also how the proposal might impact on traffic movements through Grantham town centre. We consider that the harm to designated heritage assets will not be substantial and that the public benefits of the development could outweigh any harm.

English Heritage Advice

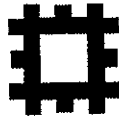
The proposed relief road will result in a notable change to the landscape to the south of Grantham, including the introduction of a bridge over the River Witham and railway line. There will be some impact on heritage assets, both designated and undesignated, including archaeological deposits along the route of the road. In terms of designated heritage assets, we note from and concur with the additional information supplied by the applicant that there may be some impact on views from Grantham Conservation Area and from the scheduled bowl barrow, but the distance, topography and existing vegetation will limit the extent of any impact. Views towards St Wulfram's Church from the south will be affected by the proposed development, but again, these view are



44 DERNGATE, NORTHAMPTON, NN1 1UH

Telephone 01604 735 400 Facsimile 01604 735 401
www.english-heritage.org.uk

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ENGLISH HERITAGE
EAST MIDLANDS OFFICE

quite distant and interrupted by existing development. We agree that the impact on designated heritage assets within Little Ponton will be negligible.

The development will therefore result in a degree of harm to designated heritage assets through change within their setting. However, we consider this harm to be less than substantial and recognise that it should be weighed against the public benefits of the proposal (following paragraph 134 of the NPPF). These public benefits could include benefits for the historic environment, particularly with regards to Grantham Conservation Area where the provision of a southern relief road could reduce traffic through the town centre and enable improvements to public realm and buildings (the conservation area is currently on the national heritage at risk register).

We do not wish to comment in detail on the development's impact on undesignated heritage assets, but hope that the concerns of the council's archaeological adviser have been addressed and resolved as far as possible.

Recommendation

We do not object to the approval of this planning application for the reasons outlined above, and hope that the development can result in marked improvements to Grantham town centre and its conservation area.

It is not necessary to consult us again on this application. Please send us a copy of the decision notice in due course. This will help us to monitor actions related to changes to historic places.

Yours sincerely

Tom Gilbert-Wooldridge

Historic Environment Planning Adviser

E-mail: tom.gilbert-wooldridge@english-heritage.org.uk

cc



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From: Corrine Garbett
Sent: 28 June 2013 12:14
To: Sylvia Bland
Subject: Response to Southern Quadrant consultation

Dear Sylvia

Thank you for the opportunity to respond to your consultation on the Southern Quadrant Link Road (SQLR), Grantham.

As you know, the Southern Quadrant Sustainable Urban Extension (SUE) is identified in the Core Strategy as the preferred location for housing and employment growth in Grantham, and more recently, the Southern Quadrant Masterplan SPD has set the parameters for what this growth might look like. A key part of the Southern Quadrant Sustainable Urban Extension is the relief road, which serves two key purposes:

- Firstly, to serve the urban extension (including the housing and employment)
- Secondly, to provide a new route for traffic travelling from the west of Grantham to the east, and from the east of Grantham, going south – rather than going through Grantham Town Centre
- Thirdly, following on from above point, to support an improvement in public realm which will allow for the delivery of an improved leisure and cultural quarter.

The importance of the SQLR in unlocking growth and improving the environment of Grantham Town Centre is set out in the attached Economic Appraisal which was carried out on our behalf by Focus Consultants. The delivery of the Southern Relief Road will assist in providing as part of the Southern Quadrant SUE:

- Approximately 3,500 new homes of varied tenure and mix including affordable housing
- 1.2m sqft of B8 logistics space including a single unit of 940,000 sqft
- 700,000 sqft of small / medium sized B1, B2 and B8 units
- A Local Centre including small scale retail and community facilities
- A further 15 hectares of employment land held as a reserve.

The Focus report evidences the economic benefits arising from the Relief Road and the Sustainable Urban Extension:

- Almost 36,700 jobs created / supported including 30,050 construction jobs over 20 years, of which
- at least 7,500 are expected to be filled by local people.
- An additional £745 million of GVA generated by businesses in South Kesteven
- Increase in the population of Grantham by 8,400
- Increase in the working age population by 3,480
- Increase in resident spend of £71.3 million per annum
- Additional spend in Grantham itself of £41.3 million per annum
- Savings in congestion costs of almost £5 million over 10 years
- Reduce the cost of bridge strikes in Grantham by almost £1.08m over 10 years.

Regards

Corrine Garbett
Strategic Lead for Economic Development and Regeneration
South Kesteven District Council
Council Offices, St Peter's Hill
Grantham, Lincolnshire NG31 6PZ
Tel: 01476 406308

From: IAN WRIGHT
Sent: 23 April 2013 15:43
To: Sylvia Bland
Subject: RE: s13/0775 southern quadrant link road, grantham

Sylvia,

Thank you for consulting me on the application for Southern Quadrant Link Road.

Whilst there are no designated built heritage assets in the immediate vicinity of the line of the road or the bridge but the proposals have the potential to impact on the setting of assets in the wider area. There are listed buildings both within and around Little Ponton to the south and there are listed buildings and Conservation Areas in Grantham to the north. There is also a listed building within Prince William of Gloucester Barracks and isolated farm buildings around the town and Little Ponton village that could potentially be affected.

Well designed bridges can enhance a landscape although it is acknowledged that when arriving at a design there clearly has to be a balance struck between aesthetics and cost constraints. The bridge design selected will impose itself less on the landscape than some of the more flamboyant designs that were originally under consideration but have now been dismissed and it will, therefore, have less of an impact on the surroundings and the setting of heritage assets.

I agree with the conclusions reached in the EIA on the likely impact of the proposed development on built heritage assets and whilst there will inevitably be an impact on some assets, as the assessment identifies, these are likely to be moderate, at worst. Any negative impacts will be outweighed by the wider benefits of the development to the town and the historic environment therein, not least by facilitating the removal of through traffic .

I note the intention to record the two non-designated heritage assets that will be directly affected by construction of the bridge. I suggest that a condition is imposed to ensure that the recording does indeed take place.

Just to be pedantic, there are references in the EIA to St. Wulfram's being a 'cathedral', which it is not.

Ian Wright
Principal Conservation Officer



Environmental Health Services

Your ref: S13/0775
Our ref: 124489
Fax: 01476 40 60 06
Emergencies 01476 59 00 44

Please ask for: Martin Glossop
Dept. line: 01476 40 63 76
Email: ehs@southkesteven.gov.uk

Date: 3rd April 2013

FAO: Sylvia Bland

PLANNING APPLICATION – S13/0775
ENVIRONMENTAL IMPACT ASSESSMENT
GRANTHAM SOUTHERN RELIEF ROAD

Environmental Protection has reviewed the documents submitted with the above environmental impact assessment.

Particular attention has been focused on the matters of air quality, noise and contaminated land.

In general the results of the assessment and proposals being made are acceptable from an environmental protection view point. Mitigating measures have been proposed to manage the impact from the construction of the road.

The predicated reduction in through traffic and particularly HGV's through the town centre of Grantham is welcomed to ease congestion and improve air quality. Consideration has been given to the two existing air quality management areas for Grantham with reduced predicted pollutant levels for these areas welcomed.

Environmental Protection accepts the conclusions of the contaminated land assessment for the relief road and the further investigative work which has been recommended.

Yours faithfully

Martin Glossop
Contract Environmental Health Officer

From: Richard Jones
Sent: 03 May 2013 11:08
To: Sylvia Bland
Cc: richard@rjtreесervices.co.uk
Subject: S13/0775

Sylvia

I am pleased to submit my comments relating to the above application.

The arboricultural survey submitted to accompany this application meets with the guidelines for best practice. It appears to have been carried out objectively & grades the trees according to the Table 1 in BS5837 (2012).

A number of trees are shown to be removed on the grounds of good arboricultural management. Others will inevitably be removed to facilitate the new road.

There are guidelines in the arboricultural report & the landscape reports relating to new native tree, hedgerow planting etc with which I concur. It is my view that these guidelines will help maintain landscape consistency & sustainability, & go some way mitigating the tree loss as a result of the new relief road. Further more detailed plans, method statement etc should be required prior to works starting on site.

Further detail, on agreeing the final route of the road, will also be required relating to the protection of the retained trees in direct proximity to the road. This should be in the form of a method statement & tree protection plan.

Please do not hesitate to contact me if you have any questions or queries.

Kind regards

Richard

From: Jenny Young [mailto:jenny.young@lincsheritage.org]
Sent: 24 April 2013 14:03
To: Sylvia Bland
Subject: (Fwd) Grantham Southern Relief Road

Sylvia

Just to update you on my dealings with the Southern Relief Road and also provide you with my formal comments. I've just checked through my correspondence regarding this scheme and until mid December 2012 I had been led to believe that this was going to be a county council matter and not a district council application. LCC have their own in house Historic Environment Service led by Dr Beryl Lott who was advising on LCC applications and was advising on this application. She kept me informed on the progress of the project and on the 4th January 2013 emailed me to say that it had been decided before Christmas that it would come through as an application to SKDC. At this stage only monitoring of geotechnical works had been undertaken. I understand that Beryl has always supported trial trenching as part of the EIA process. This approach also seemed to be reflected in the scoping report where trial trenching is referred to as being part of the proposed Environmental Impact Assessment. I did not object to this approach.

On January 22nd this year myself and Beryl Lott received a specification from Mouchel detailing how the archaeological fieldwalking and geophysical survey would be undertaken. This was the first and only contact I had received from Mouchel regarding the archaeological element of the proposals. We both agreed to this believing it was a first stage to identifying where trial trenches should be targetted. This work was undertaken and no contact has been made with me via Mouchel. The first time I saw the reports was when the EIA was submitted to yourselves.

The scoping EIA report submitted in February seemed to suggest that the EIA would include a full impact assessment including trial trenching and I agreed with this. However the information submitted does not include this work and therefore the full impact of the proposed development has not been assessed. The proposals involve some large scale cut and fill proposals including embankments and a new bridge. The geophysical survey and the fieldwalking indicate that archaeological remains are likely to exist within the development site boundary and in particular relating to the Roman settlement of Saltersford. Previous evaluation at this site recorded the presence of human burials. The assessment highlights the importance of this site in para 7.2.23. Para 7.5.2 discusses a number of assets which will be directly affected by construction. However no details of construction methodology are outlined - which ones are affected by cut and which ones by fill. Perhaps there is the potential to preserve some of these assets in areas of fill for example?. I feel that more detail could be provided. Without the trial trenching assessment it is difficult to assess the impact of the groundworks on the buried archaeological resource. There is also no real discussion within the report about the proposed groundworks. I am assuming that at this stage this has not yet been established. Para 128 of the NPPF requires applicants to submit appropriate desk based assessment and where necessary, a field evaluation in cases where heritage assets of archaeological interest are likely to be affected by the proposed development. The desk based assessment exercise has already highlighted that the proposed development will affect buried archaeological remains. However we are not entirely clear on the date, depth, condition, significance or importance of these remains as they have not been fully assessed through field evaluation. Fieldwalking and

geophysical survey only identify spatial arrangements in plan and aid in establishing a trial trench programme. I can provide a brief for the archaeological trial trenching at this stage. Not only does the assessment not fully address the physical impact of the groundworks on buried archaeological remains but there does not seem to be any photomontages submitted illustrating views to and from heritage assets including the setting of the proposed road and new bridge. At the meeting before Christmas I raised the issue of photomontages and I had assumed that this would be addressed at this stage.

Best wishes
Jenny

Jenny Young BA(Hons), MA
Senior Historic Environment Officer
Heritage Trust of Lincolnshire
The Old School
Cameron Street
Heckington
Lincolnshire
NG34 9RW

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From: Jenny Young [mailto:jenny.young@lincsheritage.org]
Sent: 25 July 2013 10:02
To: Sylvia Bland
Subject: Re: s13/0775 additional consultation on reg22 information

Hi Sylvia

I am writing to confirm that I no longer have any objections to the planning application and that it should be determined subject to a condition relating to archaeology being applied. I agree with the findings of the Supplementary Heritage Assessment dated July 2013.

I feel that the standard H101 condition could be used (requiring a scheme of further archaeological work) and that the written scheme should include the following:

- 1) the remaining trenches to be excavated before any works commence on site (this could be secured by a separate condition possibly?????)
- 2) it should follow the programme set out in paras 1.6-1.8 of the supplementary assessment which includes recommendations for area strip, map and sample; archaeological monitoring and areas of fencing/protection

I have attached a copy of archaeological conditions which are being used by other local authorities in Lincolnshire. I understand that some of them have adapted them to their own uses. You will see that I have highlighted parts in blue as I feel they are a re-iteration of points made in the first section and therefore may not be required. I wondered whether it may be appropriate to use this in the future? What do you all think?

Best wishes
Jenny

PS in this instance I haven't written a brief for the work as the proposed work has been outlined by the applicants archaeological advisors.

From: Lake Margaret [mailto:Margaret.Lake@networkrail.co.uk]
Sent: 26 April 2013 10:21
To: Sylvia Bland
Subject: South Kesteven/S13/0775/EIAFP/SB/CON(EIA)21/Construction of Southern Quadrant Link Road Grantham

FAO – Mrs S Bland
Ref – S13/0775/EIAFP/SB/CON(EIA)21
Proposal – Construction of Southern Quadrant Link Road
Location - Grantham

Thank you for your letter of 10/04/2013 providing Network Rail with an opportunity to comment on the abovementioned application.

With reference to the protection of the railway, Network Rail has no objection in principle to the development, but below are some requirements which must be met.

Network Rail have a statutory obligation to procure the availability of safe train paths and as such we are required to take an active interest in any construction/ demolition activity adjacent to our property that potentially could affect the safe operation of the railway. Any proposals which cross the railway will require the applicant to obtain the following agreements and consents from Network Rail:

- Easement agreement
- Basic Asset Protection agreement
- Detailed bridge design (including an outline in principle bridge design) and bridge agreement
- Method statements and temporary works design
- A full programme of works
- All other relevant legal agreements

Discussions has taken place previously with regard to the bridge designs where the proposed road crosses the railway and the details provided in this application are largely in line with our discussions.

However, it is noted that a retaining wall is now proposed at 5m offset immediately to the east of railway which has not been subject to previous discussions. We are also concerned that, with the proposal to construct their new eastern embankment and backseat against Network Rail embankment, they may struggle to maintain the consequential settlement of our embankment to within acceptable limits.

Given the above concerns please note the following requirements:-

- The design must satisfy Network Rail requirements for limiting settlement of the existing railway embankment, including serviceability limits required for the avoidance of operational disruption.
- Cost of remedial works required to mitigate the effects of settlement shall be borne by the proposer.
- Proposals must consider and address any impact on signal sighting.
- It is noted that a retaining wall is now proposed at 5m offset immediately to the east of railway which has not been subject to previous discussions. This will need further consideration / discussion before we are prepared to accept this particular detail.

The proposals involve the construction of an abutment and a pier / retaining wall on Network Rail property and therefore the necessary legal easement / wayleave agreements will be required. Details of your requirements should be sent to our National Portfolios team through their generic email address easements&wayleaves@networkrail.co.uk. You will then be contacted by a surveyor in order to discuss appropriate terms for an easement agreement.

It should be conditioned that the specific details of the design and construction of the bridges at the point they cross the railway are submitted to and agreed with Network Rail as part of a legal agreement. On other matters

Drainage

All surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure. The following points need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts.
2. All surface water run off and sewage effluent should be handled in accordance with Local Council and Water Company regulations.
3. Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.
4. Attenuation ponds, next to the railway, should be designed by a competent specialist engineer and should include adequate storm capacity and overflow arrangements such that there is no risk of flooding of the adjacent railway line during either normal or exceptional rainfall events.

With regard to drainage and earthworks for the scheme it is essential that the design of any infrastructure adjacent to operational lines be undertaken in consultation with Network Rail.

Fail Safe Use of Crane and Plant

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no materials or plant are capable of falling within 3.0m of the nearest rail of the adjacent railway line, or where the railway is electrified, within 3.0m of overhead electrical equipment or supports.

Excavations/Earthworks

All excavations/ earthworks carried out in the vicinity of Network Rail property/ structures must be designed and executed such that no interference with the integrity of that property/ structure can occur. If temporary works compounds are to be located adjacent to the operational railway, these should be included in a method statement for approval by Network Rail. Prior to commencement of works, full details of excavations and earthworks to be carried out near the railway undertaker's boundary fence should be submitted for the approval of the Local Planning Authority acting in consultation with the railway undertaker and the works shall only be carried out in accordance with the approved details. Where development may affect the railway, consultation with the Asset Protection Project Manager should be undertaken. Network Rail will not accept any liability for any settlement, disturbance or damage caused to any development by failure of the railway infrastructure nor for any noise or vibration arising from the normal use and/or maintenance of the operational railway. No right of support is given or can be claimed from Network Rail's infrastructure or railway land.

Security of Mutual Boundary

Security of the railway boundary will need to be maintained at all times. If the works require temporary or permanent alterations to the mutual boundary the applicant must contact Network Rail's Asset Protection Project Manager.

Method Statements/Fail Safe/Possessions

Method statements may require to be submitted to Network Rail's Asset Protection Project Manager at the below address for approval prior to works commencing on site. Where appropriate an asset protection agreement will have to be entered into. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. "possession" which must be booked via Network Rail's Asset Protection Project Manager and are subject to a minimum prior notice period for booking of 20 weeks. **Generally if excavations/piling/buildings are to be located within 10m of the railway boundary a method statement should be submitted for NR approval.**

Once planning permission has been granted and prior to the commencement of any works on site, developers must contact Network Rail to inform them of their intention to commence works. This must be undertaken a minimum of 6 weeks prior to the proposed date of commencement. Please contact the Asset Protection Project Manager at the address below.

Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures. The demolition of buildings or other structures near to the operational railway infrastructure must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from Network Rail's Asset Protection Project Manager before the development can commence.

Cranes

With a development of a certain height that may/will require use of a crane, the developer must bear in mind the following. Crane usage adjacent to railway infrastructure is subject to stipulations on size, capacity etc. which needs to be agreed by the Asset Protection Project Manager prior to implementation.

Trees/Shrubs/Landscaping

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary. We would wish to be involved in the approval of any landscaping scheme adjacent to the railway. Where landscaping is proposed as part of an application adjacent to the railway it will be necessary for details of the landscaping to be known and approved to ensure it does not impact upon the railway infrastructure. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

Acceptable:

Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees – Pines (*Pinus*), Hawthorne (*Cretaeagus*), Mountain Ash – Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (*Shrubby Salix*), Thuja Plicatata "Zebрина"

Not Acceptable:

Alder (*Alnus Glutinosa*), Aspen – Poplar (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

A comprehensive list of permitted tree species is available upon request.

Lighting

Where new lighting is to be erected adjacent to the operational railway the potential for train drivers to be dazzled must be eliminated. In addition the location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. Detail of any external lighting should be provided as a condition if not already indicated on the application.

Access to Railway

All roads, paths or ways providing access to any part of the railway undertaker's land shall be kept open at all times during and after the development. Any maintenance access points to the railway for which we have access rights, including pedestrian ones in the area of the proposals need to be taken into consideration in any new scheme and protected for future use.

Network Rail is required to recover all reasonable costs associated with facilitating these works.

It is realised that much of the above does not apply directly to the application but should be taken into consideration as appropriate. Nevertheless it gives a useful guide as to the considerations to be taken into account in relation to development adjacent to the railway. I would advise that in particular the **drainage, method statements including temporary and permanent works and final bridge design, soundproofing, lighting and landscaping** should be the subject of conditions, the reasons for which can include the safety, operational needs and integrity of the railway. For the other matters we would be pleased if an informative could be attached to the decision notice.

I trust full cognisance will be taken in respect of these comments. If you have any further queries or require clarification of any aspects, please do not hesitate to contact myself I would also be grateful if you could inform me of the outcome of this application, forwarding a copy of the Decision Notice to me in due course.

The method statement and final bridge design will need to be agreed with:

**Asset Protection Project Manager
Network Rail (London North Eastern)
Floor 2A
George Stephenson House
Toft Green
York
Y01 6JT**

Email: assetprotectionlne@networkrail.co.uk

M Lake
Town Planning Technician LNE
Network Rail

From: planningliaison@anglianwater.co.uk [mailto:planningliaison@anglianwater.co.uk]
Sent: 26 March 2013 16:01
To: Sylvia Bland
Subject: LDF/SP160(124) South Kesteven District Council, Planning Application N/A for AW
Comment, LDF Consultation Body

Dear Ms Bland

Grantham Southern Relief Road, Grantham

Construction of Southern Quadrant Link Road

Your Ref: S13/0775/EIAFP/SB/CON(EIA)21

Thank you for your correspondence we received today. Please note we have no comment to make on this planning application.

If you have any questions please do not hesitate to contact me on 01733 414607 or alternatively the Planning & Equivalence Team can be contacted on 01733 414690.

Regards

Keith Simpson
Planning & Equivalence Team

Our ref: MP/ Grantham Public Footpath no 13 link
1/Little Ponton and Stroxtan Public Footpath no 2
link 1

Your ref: S13/0775

DATE: 26th April 2013

Development Control Services
South Kesteven District Council
Council Offices
St Peter's Hill
Grantham
Lincs
NG31 6PZ

Communities Directorate
Highways West
County Offices, Annexe C
Eastgate, Sleaford
Lincolnshire, NG34 7EB
Tel: 01522 782070
Fax: 01522 553171
Email: LCCHighwaysWest@lincolnshire.gov.uk

Dear Sir/Madam

PLANNING APPLICATION NO: S13/0775

LOCATION: Grantham, Southern Quadrant Link Road

Thank you for your letter of the 18th April 2013 regarding the above application.

The Definitive Rights of Way Map shows Grantham Public Footpath no 13 link 1/Little Ponton and Stroxtan Public Footpath no 2 link1 affecting the property. I enclose an extract from the working copy of the Definitive Public Rights of Way Map for your information.

Whilst the showing of a path on a Definitive Map is conclusive evidence as to its existence and status, the reverse is not necessarily true. However, anyone claiming a path not shown on the Map to be a Public Right of Way must prove his claim by submitting sufficient suitable evidence of the path's free and uninterrupted use by the public as the public for at least 20 years before it can be considered for inclusion on the Map. Alternatively, some sort of documentary evidence (such as a Parish Enclosure Award) that the path had been dedicated as a right of way would suffice. However, we are not aware in this office of any such evidence.

Comments:

In the absence of further information, it is expected that the definitive line and customary width of the path will not be affected by any proposed development.

During any works allowed by this proposal, users of the Public Right of Way should not be inconvenienced or exposed to hazard by any such works.

The needs of disabled people should be catered for at the outset by careful consideration of surfacing, widths and gradients.

The character of the existing route or its replacement must be protected, in terms of safety, directness, attractiveness and convenience.

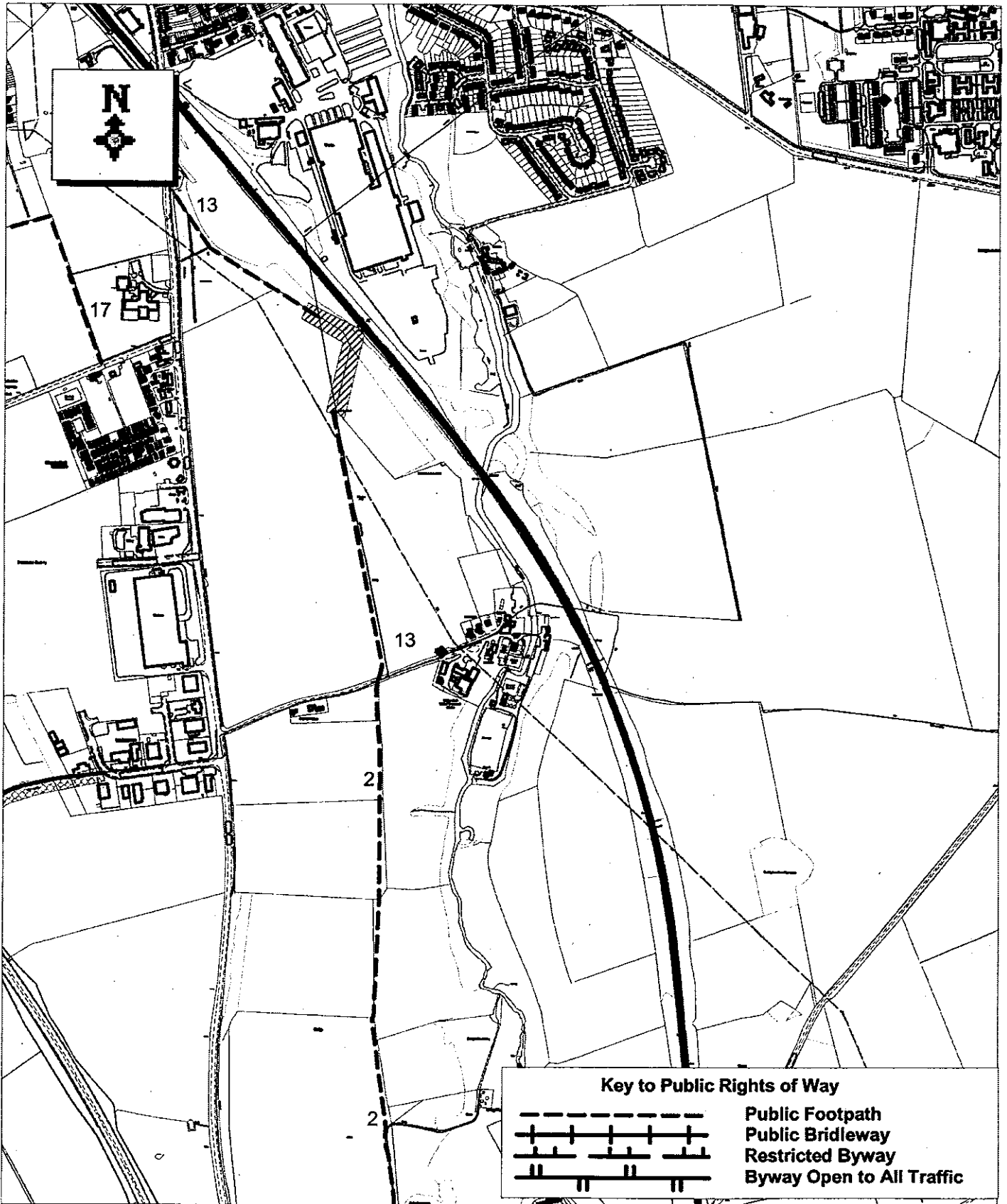
New links into the network can also be provided as part of the development to improve sustainable travel needs.

Should there be any doubt about being able to comply with these conditions, please advise the applicant to contact Mike Plant before starting any work.

Yours faithfully

M Plant
SENIOR HIGHWAYS OFFICER

Encl.



Key to Public Rights of Way

-----	Public Footpath
+++++	Public Bridleway
==== ==== ==== ====	Restricted Byway
== == == ==	Byway Open to All Traffic

LINCOLNSHIRE COUNTY COUNCIL

Scale 1:10000

DIRECTORATE OF DEVELOPMENT

Director: Richard Wills

City Hall, Orchard Street, Lincoln LN1 1DN

NB The Routes of Public Rights of Way on this plan are indicative only

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From: Minerals and Waste [mailto:MineralsandWaste@lincolnshire.gov.uk]
Sent: 16 April 2013 16:39
To: PLANNING
Cc: DEV_PlanningEnquiries; Felicity Webber
Subject: FAO Mrs S Bland Ref: S13/0775/EIAFP/SB/CON(EIA)21 (Southern Quadrant Link Road)

Dear Sir/Madam

Lincolnshire County Council's (Strategic Planning) comments in relation to the above planning application are as follows:

The application boundary appears to run immediately adjacent to a Minerals Safeguarding Area (as recognised on South Kesteven's Proposals Maps), and as such this should be taken into account in the determination of the planning application.

The site of the application also appears to be immediately adjacent to an area permitted for extraction of minerals in association with Little Ponton Quarry, and as such the determining Authority will need to ensure that the proposals would not have a detrimental impact on these permitted mineral operations, in order to avoid jeopardising future working of minerals.

If you need further information in relation to the permitted mineral site please contact our Development Management or Planning Monitoring team on 01522 782070.

Kind Regards

Strategic Planning Team
Lincolnshire County Council
Unit 16 Witham Park House
Waterside South
Lincoln
LN5 7JN

Tel 01522 782070
Fax 01522 554829

From: Guy Hird [mailto:guy@upperwitham-idb.gov.uk]
Sent: 19 April 2013 11:49
To: PLANNING
Cc: Samms, Katharine (katharine.samms@environment-agency.gov.uk); CHRIS MAW
Subject: Planning Application S13/0775

FOR AND ON BEHALF OF K.J. PRATT

UD-90-2013-PLN
8.1.2

South Kesteven District Council,
District Council Offices,
St. Peter's Hill,
Grantham,
Lincs.

Dear Sir,

Planning Application S13/0775
Construction of Southern Quadrant Link Road (SQLR)
Comprising new 3km single carriageway between B1174 Spittlegate Level and A52
Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham
Lincolnshire County Council

The Board has no objection to the proposed development provided it is constructed in accordance with the submitted details and Drainage Design Strategy. However should anything change in relation to the method of surface water disposal and/or in relation to the flood risk assessment etc then this Board would wish to be reconsulted.

All drainage routes through the Site should be maintained both during the works on Site and after completion of the works. Provisions should be made to ensure that upstream and downstream riparian owners and those areas that are presently served by any drainage routes passing through or adjacent to the Site are not adversely affected by the development.

Drainage routes shall include all methods by which water may be transferred through the Site and shall include such systems as "ridge and furrow" and "overland flows". The affect of raising Site levels on adjacent property must be carefully considered and measures taken to negate influences must be approved by the Local Planning Authority.

Reason: To prevent an increase in the risk of flooding and/or waterlogging on adjacent property.

The Board's comments have been made following receipt of information through the planning process. The Board would wish to be re-consulted should the details of the application change, more details become available and/or when future applications are submitted for this site.

Regards

Ken Pratt

Kenneth J Pratt
Engineer to Board

Upper Witham Internal Drainage Board
J1 The Point,
Weaver Road,
Lincoln.
LN6 3QN

Tel 01522 697123

Lincolnshire Wildlife Trust



Sylvia Bland
Development Management Planner
South Kesteven District Council
Council Offices
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24 April 2013

Dear Mrs Bland

Application No: S13/0775/EIAFP
Proposal: Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way

Location: Grantham Southern Relief Road, Grantham
Grid Ref: 492032 333696

Thank you for consulting the Lincolnshire Wildlife Trust on the above application.

The route of the proposed new link road, bridge and roundabouts directly impacts on six non-statutorily designated nature conservation sites. Whilst we note the assessment of impacts in the Environmental Statement on five of these sites; Grantham BR Site of Nature Conservation Importance (SNCI), Saltersford Valley SNCI and Cold Harbour Road Verges Local Wildlife Site (LWS), Old Somerby West Road Verge LWS and Old Somerby Road Verge LWS/ Old Somerby Roadside Nature Reserve (RNR), we would wish to see further detail regarding the proposed mitigation and enhancement of these sites. It is mentioned in Table 8-8 of the Environmental Statement, that there will be a significant impact at the local level on non-statutory designated sites prior to mitigation. However, no mitigation has been recommended in Table 8-9 to alleviate this impact. Without further detail on the exact works proposed within the sites and methods of mitigation, we are not able to state whether we expect there to be any significant negative impacts on the nature conservation interest of the sites.

The sixth LWS which will be directly impacted by the proposed route of the link road is Whalebone Lane Verges LWS. This site was selected by the LWS Panel under the calcareous grassland criteria on 18 March 2013. As this site has only just been selected as a LWS it was not picked up by the data search but should also be included in the assessment of ecological impacts. If the route must cross the LWS, then we would expect appropriate mitigation and enhancement to be implemented. Along with the above mentioned sites, we would wish to see further information relating to potential impacts on this site and proposed methods of mitigation, compensation and enhancement as necessary. We would support the agreed methods being included within a Construction Environmental Management Plan.

The majority of the proposed bypass route is located in a priority area for lowland calcareous grassland re-creation. It is estimated that there is less than 100 hectares of this habitat remaining in Lincolnshire. Lowland calcareous grassland is a UK and Lincolnshire Biodiversity Action Plan (BAP) priority habitat. Re-creation of this habitat in the area would help to meet targets in the UK and Lincolnshire BAP. It would also fit in well with a partnership project called Life on the Verge (www.lifeontheverge.org.uk).

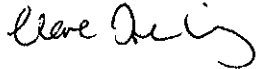
We would recommend that as much of the route corridor as possible is restored to calcareous grassland. Whilst we would support some tree and scrub planting to the west of the scheme around the Witham Valley, partly to replace habitats which will be lost during construction, we would recommend that the 'native low woodland planting' along the verges and embankments of the proposed route is not taken forward in the landscaping plans. We would strongly recommend that native species-rich calcareous grassland is created along the corridor of the route. Restoration of this habitat along the whole of the new road will provide an important link between existing calcareous grassland sites at Saltersford Valley LWS and Whalebone Lane Verges LWS with Cold Harbour Road Verges Local Wildlife Site (LWS), Old Somerby West Road Verge LWS and Old Somerby Road Verge LWS/ RNR. We appreciate that the soil type may not be suitable for calcareous grassland along the whole length of the link road but where it is not suitable alternative meadow seed mixes could be used to create neutral species rich grasslands. Species rich grasslands grow best when the nutrient levels are low so top soil should not be spread onto areas to be restored to grassland and should just be used in any areas of scrub and tree planting. If any areas of limestone are exposed in cuttings then these areas should be left without any soils placed on top to regenerate naturally. Or an appropriate native species seed mix, ideally of local provenance, could be used on the bare limestone. Planting of trees and scrub on verges which are also included as areas of grassland creation, would be contrary to the overall aim of creating good quality species-rich grassland. It would directly reduce the overall area available for grassland creation, as well as introducing future management problems relating to scrub encroachment and shading of the grassland.

We are pleased that other biodiversity enhancements have been proposed, such as the extension to Whalebone Spinney and the seeding of the detention ponds with a native wet grassland mix to maximise their biodiversity value whilst functioning as part of the SUDS scheme. Many non-native aquatic plant species are invasive in the wider environment and so care should be taken to use only native species if planting of the ponds is to take place. Whilst we would support the planting of native species-rich hedgerows as part of the landscaping scheme, we would wish to ensure that this is not to the detriment of other valuable habitats. In this case, we would be concerned that extension of the hedgerows on Whalebone Lane may negatively impact on the calcareous grassland for which this site was designated as a Local Wildlife Site.

With regards to protected species, we support the requirement for further pre-construction badger surveys and for further investigation of the trees and structures which have been identified as having potential for supporting bat roosts. The Phase 1 Habitat survey report produced by Mouchel states that '*activity transects should be undertaken to identify the main locations and level of bat foraging and commuting activity, and identify which bat species are using the Proposed Scheme area*'. The results of such a survey do not appear to be included within the information submitted as part of this Environmental Statement, we would therefore query whether any bat activity surveys have been carried out. It is important to be able to characterise the patterns of use of the area by bats, to ensure that mitigation can be implemented as appropriate to avoid the severing of any important commuting or foraging routes. The results of activity surveys should be used to inform the lighting scheme design. Whilst as a general rule, use of lighting and light spill should be kept to a minimum to reduce impacts on wildlife, the bat activity surveys may identify areas, such as the Witham Valley, where activity levels by species which are not tolerant to light are high and so lighting should be avoided entirely.

The Lincolnshire Wildlife Trust has concerns regarding impacts on non-statutory nature conservation sites in particular, and we therefore wish to register a holding objection to the scheme until the additional information as requested has been submitted and we are satisfied that there would be a net gain for biodiversity as a result of the development.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Clare Sterling'.

Clare Sterling
Conservation Assistant

Lincolnshire Wildlife Trust



Sylvia Bland
Major Applications Officer
South Kesteven District Council
Council Offices
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24 July 2013

**PLANNING APPLICATION ACCOMPANIED BY AN ENVIRONMENTAL STATEMENT
FURTHER INFORMATION IN RELATION TO AN ENVIRONMENTAL STATEMENT,
ACCOMPANYING A PLANNING APPLICATION, RECEIVED PURSUANT TO
REGULATION 22 OF THE EIA REGULATIONS 2011**

Application No: S13/0775/EIAFP
Proposal: Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way
Location: Grantham Southern Relief Road, Grantham
Grid Ref: 492032 333696

Thank you for consulting the Lincolnshire Wildlife Trust on the supplementary environmental information submitted in support of this application.

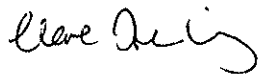
Having discussed the scheme and ecological issues with representatives from Mouchel, we are now largely satisfied with the information submitted and the assessment of impacts on the Local Wildlife Sites (LWSs). We understand that much of the detail of the scheme has yet to be decided and so detailed mitigation can not be included at this stage. We would therefore support the production of a Construction Environmental Management Plan or similar document, as required through a suitably worded condition, which provides additional details of the ecological mitigation and enhancements to be carried out. Information should be provided on seed mixes to be used and ongoing management to ensure that the habitats created reach their full potential and in the case of calcareous grassland, provide adequate compensation for the loss of existing areas of LWS quality habitat.

On a point of accuracy, the area indicated as Whalebone Lane Verges LWS in Appendix B Areas of Loss and Appendix C Ecological Constraints Map does not show the full extent of the LWS. This LWS actually extends further south to the northern edge of Whalebone

Spinney. Table 1.8 assesses the loss of Whalebone Lane Verges LWS as 1.3ha, however if the inaccurate boundary was used to reach this figure, the full impacts will be greater. As the proposed road is likely to impact on much of this length, mitigation and further compensation would be required here. These appendices were not included in the draft information we were sent and so this mistake was not apparent until now.

Provided that commitment is given to include details of mitigation and enhancement for the full extent of Whalebone Lane Verges LWS within the CEMP, we would be willing to remove our holding objection to the application. We would be pleased to have the opportunity to comment on the proposed mitigation and to input into the final details of the landscaping schemes to try to ensure the best outcomes for biodiversity.

Yours sincerely

A handwritten signature in cursive script, appearing to read 'Clare Sterling'.

Clare Sterling
Conservation Assistant

From: Clare Sterling [mailto:CSterling@lincstrust.co.uk]
Sent: 05 August 2013 15:36
To: Sylvia Bland
Cc: Martin Dale
Subject: RE: SQLR consultee responses x2

Dear Sylvia,

Thank you for sending that further information through. We are satisfied that the correct information on Whalebone Lane has now been received and will be used in the assessment and provision of mitigation. I can confirm that we have no further objection to the application.

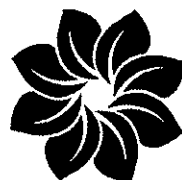
With regards to the amounts of replacement habitat creation, the supplementary ES specifies 25.3ha species rich grassland with minimum 3ha calcareous grassland. I asked for a minimum amount to be included at this stage even though exact amounts of losses are not fully known to ensure that there would be some calcareous grassland created, though we would hope for more than 3ha. In general terms though, we would expect at least double the amount of replacement habitat to be created as that lost. This replacement habitat once established should aim to be of equivalent, or better, quality than that lost. So where LWS quality calcareous grassland is to be lost, management needs to ensure that the replacement habitats are also of LWS quality.

I hope this helps with your planning conditions, if you have any queries please don't hesitate to contact me,

Kind regards
Clare

Clare Sterling
Conservation Assistant
Lincolnshire Wildlife Trust

01507 526667



GLNP
GREATER LINCOLNSHIRE
NATURE PARTNERSHIP

Major Applications Officer
South Kesteven District Council
Council Offices
St Peter's Hill
Grantham
NG31 6PZ

26 June 2013

Dear Sylvia Bland

Re: Local Sites and the Grantham Southern Quadrant Link Road

I understand that you are currently in discussions with Clare Sterling of the Lincolnshire Wildlife Trust regarding calcareous grassland road verge Local Wildlife Sites (LWSs). I am writing to clarify our understanding of the status of LWSs and the process behind their selection.

The Greater Lincolnshire Nature Partnership (GLNP) is the Local Sites partnership for Greater Lincolnshire (a term we use to describe Lincolnshire County, North East Lincolnshire and North Lincolnshire). As such we select sites of demonstrable substantive nature conservation interest from across the area, using the same set of selection criteria for all nine of the local authority areas. As a result we can confirm that the suite of LWSs in Greater Lincolnshire is representative of the best examples of each habitat at a county level (as well as the two unitary authority areas).

We have selection criteria for all of the important Greater Lincolnshire habitats as identified by our local Biodiversity Action Plan (BAP). This in turn is derived from the UK BAP. Therefore we can be confident that our LWSs are also important on a national scale.

Please see the guidelines for further information: www.glnp.org.uk/admin/resources/lws-guidelines-3rd-ed-full-6.pdf

We feel that the issue is the inconsistent use of the word 'local' in different policy and guidance documents. I can confirm that for the purposes of the Greater Lincolnshire Local Sites system, 'local' is at least equivalent to county level.

Yours faithfully

Fran Hitchinson
Nature Partnership Manager

Achieving more for nature

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T: 01507 528398 E: info@glnp.org.uk www.glnp.org.uk



From: Terry and Sonia [mailto:terry@moatfield.plus.com]
Sent: 22 April 2013 20:39
To: Sylvia Bland
Subject: Re: S13/0775 southern quadrant link road Grantham

Mrs Bland

I refer to previous emails and our telephone conversation earlier today.

The Ramblers concern in this application is with the retention of Footpath 13/1. As explained I gave input on this to both Roger Prescott(Mouchel) and Les Outram (LCC) before submission of the application. The proposed diversion of the footpath under the western end of the bridge, as shown on the application, is as we requested.

I do not therefore wish to add any comments on the application.

Regards
Terry Hollingworth
Grantham Group Ramblers Association

From: Chris Padley [mailto:christopher.padley1@ntlworld.com]
Sent: 19 April 2013 14:59
To: Sylvia Bland
Subject: Re: s13/0775 southern quadrant link road, grantham

Dear Ms Bland,

GRANTHAM SOUTHERN QUADRANT

Further to my email yesterday and your reply

It would have been very useful to be consulted at the earliest stage of a project like this and I had rather supposed that was what was happening through Roger Prescott of Mouchelle, who contacted me at very short notice (together with other public rights of way interested bodies) inviting us to a meeting. This was on a Friday and the meeting was on the following Monday. In the event, we were left waiting all that Monday to find out when and where the meeting would be, only to have it cancelled. I had supposed a new date would be arranged, but nothing occurred. I had also supposed that at the meeting there would be an opportunity to see the whole of the proposed development and make any comments then.

I'm sure you can understand that voluntary bodies like ours are only interested in consultations which take place early, and where there appears to be a genuine interest on the part of the authority to listen, and where the authority is open to the possibility that voluntary bodies have some useful experience, expertise or knowledge to contribute. We all get very irked by those consultations which, it transpires, are being conducted in order to tick a box which says, "we have consulted", or which are not in fact consultations at all but are there to explain what has already been decided. There did appear to be a genuine interest in a proper consultation over this but, if this was the case, unfortunately Mouchelle proved themselves not up to the task whatever the intention.

I look forward to receiving your response tomorrow. Is there anything I can help you with regarding the larger Southern Quadrant development and how it links with the road application re diversion of PROWs and new footpaths/cycleways?

I will first explain our general feelings about diversions where a new road cuts across an existing landscape and cuts the route of existing public footpaths (or bridleways):

We believe very strongly that the planning authority should seek a "strategic" diversion of the footpath(s), rather than make only the minimal diversion necessary to take the path to a safe crossing point of the new road (in the past, not even a safe crossing point has been sought in some cases). By strategic, we mean that the whole route of the path should be looked at with a fresh view and if necessary the whole route diverted, not just the part close to the road.

Thus, in a case such as this, where there is the opportunity to cross the road by a bridge it is obviously desirable that this should be used. However, rather start the diversion from where the old path meets the new road, and run the path along the side of the fence of the new road, to the bridge, and then back along the other side, we feel that the entire route of the path should be re-drawn so that it head from its beginning, directly towards the bridge, and then head directly from the bridge to its end. This, of course requires a much longer diversion, and sometimes will requires the involvement of landowners who would not otherwise be affected.

The advantages are clear. This approach avoids creating an route which is made very unpleasant to use by its closeness to a busy road and heavy traffic, and it avoid making the new path inconveniently long and twisting in its route. It also makes the approach to an under-road bridge more visible and less intimidating, if users can get a clear view.

This case is also an example of another situation where we have a general view, and that is where a large development is affecting either the whole route of a path or at least a very long length of it.

Again, we think a strategic view is needed, and one which might conclude that the entire route of the path is redrawn or even the old routes simply closed and new ones created which provide for the new needs of an entirely changed landscape. In the interests of encouraging walking and cycling as less environmentally damaging forms of transport, and in the interests of encouraging healthy life-styles, all development should have provision for pedestrians and cyclists to use not just for leisure, but their every day journeys to work, school, shops etc.. This requires the routes provided to be as short and direct as possible, in order to minimise journey times (important if these are to be an alternative to the car), and should be planned to feel safe from both motor traffic and anti-social behaviour. For the latter it is important that paths are open to view by passers by, from nearby houses and workplaces etc., have long sight lines along them, so that users are not faced with walking up to blind corners or are out of sight from the ends of the path. In an urban, or urban fringe, situation, these are especially important design features if women and children are to feel safe enough to walk and cycle.

I'm sure this is all well known design philosophy to you. This path comes under both of the general situations I have described above. At the time of writing I can only comment insofar as Mouchelle sent me a plan of their final design for the diversion of the public footpath in respect of the new road. I have not had time to find, let alone study, a plan of the whole development.

We were disappointed in the proposed diversion, because it does exactly what I advise against in our general view. From the north the path is left on its original route until it reached almost the fence line of the new road, and only then is it's route redirected towards the bridge by which it is to pass under the road. On the south side of the road, the path then more or less does the same thing in reverse. It is true that it does not return to its old route alongside the fence of the road, so will not be quite so affected by the noise and generally negative ambience of traffic caused by the road, but essentially it is the old unimaginative solution of making a diversion only very near to the new road, and thus making it longer than it need be, introducing unnecessary twists and turns, and also making the approach to the bridge relatively sudden. It is much better to approach under bridges of this kind if as a walker you can see it a long way ahead, and see through it. It is far more difficult for anyone acting in an anti-social way to remain unobserved in those circumstances, and users feel much more secure walking through a bridge when other users for a considerable distance on either side are able to see the bridge and see through it.

What is always required with this kind of development is for the planners (in the broadest sense of the term) to shake off the perception that here is a path that they are obliged to try and retain as far as possible on its original line. The proper way to think of it is here is an opportunity to incorporate into the design a high-quality and useful provision for foot and/or cycle travellers which may or may not best be met by retaining all or some of the existing route.

Finally, I am sorry not to have given a full response much earlier, but apart from the problems I have explained above, we are a small organisation reliant entirely on voluntary effort and we simply do not have the resources to respond properly to more than a fraction of the many diversion proposals that come to us across the county.

Thank you again for your consideration in inviting this response.

Yours sincerely

Christopher Padley

Rights of Way Officer
Lincolnshire Fieldpaths Ass.

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Ministry
of Defence

Mrs S Bland
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Development Services
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Defence
Infrastructure
Organisation

Safeguarding Department
Statutory & Offshore

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12 April 2013

Your Reference: **S13/0775/EIAFP**
Our reference: DIO/SUT/43/2/81 (2013/280)

Dear Mrs S Bland

MOD Safeguarding – RAF Syerston

Proposal: Construction of Southern Quadrant Link Road (SQLR) comprising new 3km single carriageway between B1174 Spittlegate Level and A52 Somerby Hill including a new bridge spanning the East Coast Main Line and River Witham. Works to include a new 5 arm roundabout at B1174 Spittlegate Level, improvements to the existing A52/B6403 roundabout, associated new junctions/access roads, new cycleway/footpath at Whalebone Lane, site compound/construction and storage areas, recontouring of ground levels, formation of attenuation ponds and diversion of public right of way

Location: Grantham Southern Relief Road, Grantham

Grid Ref: 492032, 333696

Planning Ref: **S13/0775/EIAFP**

Thank you for consulting the Ministry of Defence (MOD) on the above proposed development which was received by this office on 26/03/2013. I can confirm that the MOD has no safeguarding objections to this proposal.

Development & Growth

17 APR 2013

Admin Team

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

Yours sincerely

C-Duddy

Claire Duddy

OLD SOMERBY PARISH COUNCIL

Representations concerning application no.
S130775/EIAFP/SB/PC1.

The Parish Council has a very keen interest in the development of the Southern Quadrant. Our main concern relates to the impact upon the area, including this village, of the very considerable increase in vehicular traffic following on from the construction of 4,000 dwellings. Whilst we understand that full impact is unlikely to be felt for many years nevertheless it needs to be addressed now. We are not convinced that sufficient thought or planning has been given to this issue including the overall infrastructure with particular reference to the roads and how the increased traffic flow will be controlled. We really do need some re-assurances.

As you will know this Parish Council was the driving force behind the securing of the sponsorship for and the planning and the redevelopment of the roundabout in 2010. The sponsorship included on-going maintenance for 5 years, the provision of the boulders and stone and their transport to site, sponsorship signs and the planting. It is now maturing very nicely so naturally we have a very keen interest in any future development. We have been given some assurances from Les Outram, Senior Project Leader LCC and Mark Heaton, Area Highways Manager LCC very recently that the integrity of the roundabout will be preserved and that this Parish Council will be consulted in relation to its development. That has been noted and minuted.

22 April, 2013



David J. Holmes
Chairman Old Somerby Parish Council