### Lincoln Eastern Bypass

#### Key Issues –

The bypass will be a single carriageway road linking the existing Northern Relief Road to the A15 to the south, running through an area of predominantly arable farmland to the east of the city of and the villages of Canwick and Bracebridge Heath, and to the west of the outlying villages of North Greetwell, Cherry Willingham, Washingborough and Branston.

It will also provide a crossing of the River Witham, Lincoln to Market Rasen railway line and the Lincoln to Spalding railway line. A separate 3m wide combined cycle and pedestrian right of way (located on the western side of the carriageway) will be provided along the full length of the scheme to link up with existing public rights of way.

#### Purpose of the project

Lincolnshire County Council (LCC) is working in partnership with the City of Lincoln, North Kesteven District and West Lindsey District Councils to deliver a major road scheme called the Lincoln Eastern Bypass (LEB). This project is part of the joint vision to make Lincoln and the surrounding communities better places in which to work and live, and is an essential component of the Council’s strategy to encourage growth.

#### Description of the project

Key details of the project are as follows:

- **Location** – To the east of Lincoln and crossing the boundaries with West Lindsey District and North Kesteven District.
- **Stage** – Environmental Impact Assessment to accompany planning application.
- **Timescale** – 2012-2013.
- **Receptors** – Sensitive receptors include the Greetwell Quarry SSSI, the historic landscape and heritage buildings, and local residents.
Lessons learnt

Public Consultation:
In 2008 LCC undertook a public consultation exercise to capture the views of elected members, stakeholders and the public on three alternative routes for the Dual Carriageway LEB scheme. The aim was to help inform which route would be the subject of the 2009 planning application.
As the single carriageway option now being assessed follows the route of the 2009 scheme, it was considered by the Department for Transport, that Mouchel and LCC should conduct a limited, but focused, consultation exercise to ensure that it remains relevant to the development plans of local stakeholders and represented a good use of limited funds.

Archaeology and Cultural Heritage:
Lincoln and the surrounding area are rich in archaeological features and important cultural heritage assets. Extensive studies have identified many of these but unknown archaeological features may be present under the ground.
To mitigate for those archaeological features that will be destroyed or damaged by the road construction, an extensive programme of investigation and recording will be undertaken.
The impact of the new road on the historic landscape and setting of important heritage buildings will be mitigated with the use of landscape planting. However, despite this mitigation the road will still be visible within the landscape from some historic buildings both in adjacent villages and from some prominent features such as the Lincoln Castle tower.

Geology and Soil:
The route of the road does require construction across a small section of Greetwell Hollow Quarry. Although now disused the rock layers exposed by the quarry workings contain important geological features so the area has been designated as a Geological Site of Special Scientific Interest (SSSI).
To help mitigate for this loss, improved access to the remaining geological features will be provided making future scientific investigation easier and safer.

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Heritage assets were mapped over the entire route.

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