

Section 73 Planning Statement

Southern Junction (M181 Terminal Junction) – PA/2017/1386

Issue | March 2026



Contents

Section 73 Planning Statement.....	1
1.0 Introduction.....	3
1.1 Overview.....	3
1.2 Background and Planning History	3
1.3 Pre Application Discussions	3
2. Description of Development & Proposed Variations	5
2.1 Approved Development (PA/2017/1386).....	5
2.2 Purpose of the Section 73 Application.....	5
2.3 Summary of Proposed Layout Changes.....	5
2.4 Updates Necessary Through Section 73.....	5
2.5 Overall Effect of Variations.....	6
3. Updated Planning Policy Context.....	9
4.0 Planning Consideration	18
5.0 Principle of Development	18
6.0 Overall Planning Balance and Conclusion.....	21
7.0 Planning Conditions - Justification for Varying Conditions.....	23
8.0 Conclusion	25
Appendix A - Planning Condition Table	27
Appendix B - Drawing Schedule	31
Appendix C - Phase 1 Compliance – Evidence Table.....	37

1.0 Introduction

1.1 Overview

This Planning Statement has been prepared in support of a Section 73 application to vary conditions attached to planning permission PA/2017/1386.

‘Planning permission for highway works to deliver a new terminating junction to the M181 motorway comprising a new at-grade roundabout to access the B1450 Burringham Road from the M181, new B1450 side roads and realignment of the existing B1450, two new additional roundabouts on the realigned B1450, drainage ponds and outfalls, landscaping and associated re-profiling and ancillary works at Lincolnshire Lakes, M181/B1450 Burringham Road, Burringham’

This Section 73 application does not seek to alter the description of development, nor the strategic purpose of the approved scheme. Instead, it seeks to:

- Introduce a formal Phasing Plan,
- Provide new technical drawings to support phased delivery,
- Revise condition triggers,
- Reflect the completion of Phase 1, and
- Ensure that Phase 2–3 works can be delivered in a logical, enforceable, modernised manner.

The variations are necessary due to updated delivery circumstances, funding dependencies, and changes to the wider Lincolnshire Lakes programme’s trajectory.

1.2 Background and Planning History

Planning permission PA/2017/1386 was granted 17 January 2019. That permission established the M181 terminating junction as critical enabling infrastructure for the Lincolnshire Lakes development for the delivery of Villages 2 and 6 identified within the Lincolnshire Lakes Area Action Plan

The previously approved but now-lapsed Maltgrade planning applications (PA/2015/0396 and PA/2015/0628) proposed a development of approximately 2,500 homes, arranged as two villages located to the east and west of the M181. Each village was to include its own local centre and be set within an extensive blue-green infrastructure network comprising lakes, wetlands and associated open spaces. A key feature of the proposals was a major recreational waterbody (Lake 5) positioned to the north-west of the M180/M181 junction.

Since the 2019 consent, Phase 1 (the M181 terminating junction) has been constructed (2024) through Grant made available by National Highways. The 2015 residential permissions have lapsed. A new full planning application (PA/2023/1124) is currently under consideration for the development of 593 dwellings, 200sqm commercial unit (Use Class E) and lake, along with associated infrastructure, east of the M181 (village 2) with further phases east and west of the M181 expected to come forward in future years.

Reflecting the above delivery trajectory and phasing, this Section 73 application is submitted to re-phase the remaining highway, drainage, NMU, landscaping and related works; provide additional drawings; and vary condition so that the permission remains deliverable and enforceable in line with the current forecast delivery programme. A grant under Section 73 would create a new standalone permission for the same development, subject to varied conditions, while leaving the original decision legally intact.

1.3 Pre Application Discussions

Extensive consultation supported the original permissions PA/2017/1386, PA/2015/0627, PA/2015/0396 and PA/2015/0628, including engagement with over 5,000 households, public exhibitions, and statutory consultation with the EA, Highways England, LLFA and other consultees. These consultation activities established the acceptability and principle of the scheme.

Section 73 – Planning Statement (PA/2017/1386)

Since this Section 73 application does not alter the approved development, no further public consultation has been undertaken or required. However, targeted engagement has been undertaken with the landowner, National Highways, and the LLFA to define the updated FRA Addendum, phasing logic, and associated condition variations forming the basis of this submission.

2. Description of Development & Proposed Variations

2.1 Approved Development (PA/2017/1386)

The approved scheme comprises the construction of the M181 terminating junction, the realignment of the B1450, new B1450 Eastern and Western Roundabouts, NMU provisions, drainage infrastructure and landscaping, forming a key component of the wider Lincolnshire Lakes Movement Framework. The development supports strategic access into and across the Lincolnshire Lakes area and maintains the functionality of the B1450 as a critical east–west route.

2.2 Purpose of the Section 73 Application

This Section 73 application seeks to vary multiple conditions to secure a phased delivery approach for the remaining works following the completion of the M181 terminating junction.

The application therefore seeks to introduce a formal Phasing Plan, updates condition triggers, introduces new drawings for phased delivery, redesign of the B1450 Eastern Roundabout and aligns drainage, NMU, CEMP, CTMP, noise, soils and archaeological requirements with phase specific delivery, ensuring the permission remains deliverable, proportionate and enforceable.

2.3 Summary of Proposed Layout Changes

The Section 73 application includes adjustments to the highway layout for Phases 2–3, including:

- Relocation(minor) and refinement of the B1450 Eastern Roundabout,
- Incorporation of temporary south west leg at the Eastern Roundabout in the interim between phases.
- Addition of a southern leg to the B1450 East Roundabout to support future access to Village 3.

These changes remain fully aligned with the scheme’s original purpose and maintain safe operation, connectivity and long term functionality.

2.4 Updates Necessary Through Section 73

(i) Introduction of Phasing

A formal three phase delivery structure:

- **Phase 1:** M181 terminating junction (completed),
- **Phase 2:** B1450 East Roundabout, B1450 East link, B1450 Spur East,
- **Phase 3:** B1450 West Roundabout, B1450 West link, NMU works.

Phasing allows the permission to be delivered proportionately and to align construction activities with housing delivery and sequential infrastructure requirements.

(ii) New Drawings

Additional updated drawings to:

- Detail the revised geometry of the B1450 Eastern Roundabout,
- Detail interim/temporary arrangements at the B1450 East Roundabout during phased delivery (continuation of B1450 via motorway overbridge).
- Detail the addition of a southern leg for future Village 3 access,
- Detail changes required to permanent arrangement to be delivered with Phase 3.

(iii) Updated Technical Submissions

To reflect phasing and refined design, the Section 73 package includes:

- A Flood Risk Assessment Addendum 2026 (read alongside the AECOM FRA, 2017, and the EWE 2021 Technical Note);
- A Transport Assessment Addendum 2026
- Road Safety Audit Stage 1 and Stage 2 Reports
- Drainage Strategy, Technical Notes and SuDs O&M Note
- Design Rationale Statement

2.5 Overall Effect of Variations

In summary, the variations provide a robust and enforceable framework for the phased construction, operation and completion of the remaining works preserving the approved development's essential purpose and strategic function, while aligning implementation with the latest technical evidence and delivery sequencing.

Agreed Package:

Drawings:

Planning/Layout :

Site Location Plan (60495832-M181-DRG-000003)

Phase 2 (Temporary)

Site Layout (Temporary Phase), Sheet 1 to 2 (SER-AWP-ZZ-01-DR-C-3001 to 3002)

Phase 3 (Permanent)

Site Layout (Permanent Phase), Sheet 1 to 2 (SER-AWP-ZZ-01-DR-C-3101 to 3102)

Road Geometry :

Phase 2 (Temporary)

Cross Sections (Temporary Phase) – Sheet 1 to 6 (SER-AWP-ZZ-01-DR-C-3041 to 3046)

Profiles (Temporary Phase) - Sheet 1 to 2 (SER-AWP-ZZ-01-DR-C-3025 to 3026)

Phase 3 (Permanent)

Cross Sections (Permanent Phase), Sheet 1 (SER-AWP-ZZ-01-DR-C-3141)

Roadworks:

Phase 2 (Temporary)

Site Clearance (Temporary Phase) - Sheet 1 to 2 (SER-AWP-ZZ-02-DR-C-3001 to 3002)

Fencing (Temporary Phase) - Sheet 1 to 2 (SER-AWP-ZZ-03-DR-C-3001 to 3002)

Road Restraint Systems (Temporary Phase) - Sheet 1 to 2 (SER-AWP-ZZ-04-DR-C-3001 to 3002)

Earthworks (Temporary Phase) - Sheet 1 to 2 (SER-AWP-ZZ-06-DR-C-3001 to 3002)

Pavement (Temporary Phase) - Sheet 1 to 2 (SER-AWP-ZZ-07-DR-C-3001 to 3002)

Kerbs & Footways (Temporary Phase) - Sheet 1 to 5 (SER-AWP-ZZ-11-DR-C-3001 to 3005)

Road Markings (Temporary Phase) - Sheet 1 to 2 (SER-AWP-ZZ-12-DR-C-3001 to 3002)

Traffic Signs (Temporary Phase) - Sheet 1 to 2 (SER-AWP-ZZ-12-DR-C-3010 to 3011)

Phase 3 (Permanent)

Site Clearance (Permanent Phase), Sheet 1 to 2 (SER-AWP-ZZ-02-DR-C-3101 to 3102)

Fencing (Permanent Phase), Sheet 1 to 2 (SER-AWP-ZZ-03-DR-C-3101 to 3102)

Proposed Road Markings (Permanent Phase), Sheet 1 to 2 (SER-AWP-ZZ-12-DR-C-3101 to 3102)

Traffic Signs (Permanent Phase), Sheet 1 to 2 (SER-AWP-ZZ-12-DR-C-3111 to 3112)

Kerbs and Footways (Permanent Phase), Sheet 1 to 3 (SER-AWP-ZZ-11-DR-C-3101 to 3103)

Pavement (Permanent Phase), Sheet 1 to 2 (SER-AWP-ZZ-07-DR-C-3101 to 3102)

Kerbs and Footways (Permanent Phase), Sheet 1 to 3 (SER-AWP-ZZ-11-DR-C-3101 to 3103)

Proposed Road Markings (Permanent Phase), Sheet 1 to 2 (SER-AWP-ZZ-12-DR-C-3101 to 3102)

Traffic Signs (Permanent Phase), Sheet 1 to 2 (SER-AWP-ZZ-12-DR-C-3111 to 3112)

Drainage:

Phase 2 (Temporary)

Temporary Phase - Southern Ditch Diversion Layout (SER-AWP-ZZ-05-D-C-3101)

Temporary Phase - Southern Ditch Diversion Longsection (SER-AWP-ZZ-05-D-C-3102)
Temporary Phase - Southern Ditch Diversion and Culvert Details (SER-AWP-ZZ-05-D-C-3103)
Temporary Phase - Proposed Drainage Layout-Sheet 1 & 2 (SER-AWP-ZZ-05-D-C-3104 to 3105)
Temporary Phase - Manhole Schedule (SER-AWP-ZZ-05-D-C-3106)
Temporary Phase - Pipe Schedule (SER-AWP-ZZ-05-D-C-3107)
Temporary Phase - Headwall Schedule (SER-AWP-ZZ-05-D-C-3108)
Temporary Phase - Ditches and Basin Levels Plan (SER-AWP-ZZ-05-D-C-3109)
Temporary Phase - Ditch Sections-Swale 1 (SER-AWP-ZZ-05-D-C-3110)
Temporary Phase - Ditch Sections-Swale 2 (SER-AWP-ZZ-05-D-C-3111)
Temporary Phase - Ditch Longsections-Swale 1&2 (SER-AWP-ZZ-05-D-C-3112)
Temporary Phase - Basin and Ditches Typical Details (SER-AWP-ZZ-05-D-C-3114)
Temporary Phase - Typical Drainage Details-Sheet 1 & 2 (SER-AWP-ZZ-05-D-C-3115 to 3116)
Temporary Phase - Hydrobrake Manhole Detail (SER-AWP-ZZ-05-D-C-3117)
Temporary Phase - DRAINAGE SUDS O&M LAYOUT – Sheet 1 & 2 (SER-AWP-ZZ-05-D-C-3118 to 3119)
Temporary Phase - Northern Ditch Isolation and Reconstruction Works-Sheet 1 (SER-AWP-ZZ-05-D-C-3120)

Phase 3 (Permanent)

Permanent Phase - Drainage Abandonment Plan (SER-AWP-ZZ-05-D-C-3601)
Permanent Phase - Proposed Drainage Layout (SER-AWP-ZZ-05-D-C-3602)
Permanent Phase - Typical Drainage Details (SER-AWP-ZZ-05-D-C-3603)
Permanent Phase - DRAINAGE SUDS O&M LAYOUT- Sheet 1 & 2 (SER-AWP-ZZ-05-D-C-3604 to 3605)

Landscape:

Phase 2 (Temporary)

Soft Landscape (Temporary) Sheet 1 & 2 (SER-BRO-ZZ-01-D-L-9001 to 9002)
Soft Landscape Planting Schedule (Temporary) (SER-BRO-ZZ-01-D-L-9005)

Phase 3 (Permanent)

Soft Landscape (Permanent) Sheet 1 & 2 (SER-BRO-ZZ-01-D-L-9003 to 9004)
Soft Landscape Planting Schedule (Permanent) (SER-BRO-ZZ-01-D-L-9006)

Lighting :

Phase 2 (Temporary)

Proposed Highway Lighting (Temporary Layout) – Sheets 1 & 2 (SER-SLDS-ZZ-13-D-C-1301-PH1 to 1302-PH1)
Proposed Electrical Schematics & Standard Details - Sheets 1 to 6 (SER-SLDS-ZZ-14-D-C-1401-PH1 to 1406-PH1)

Phase 3 (Permanent)

Proposed Highway Lighting (Permanent Layout) (SER-SLDS-ZZ-13-D-C-1301-PH2)
Proposed Electrical Schematics & Standard Details - Sheets 1 to 3 (SER-SLDS-ZZ-14-D-C-1401-PH2 to 1403-PH2)

Documentation

General

Planning Statement 2026 (*this document*)
Flood Risk Assessment Addendum – (AWP – M181-AWP-ZZ-XX-RP-C-3001, January 2026)
Transport Assessment Addendum – (LTP/25/6388 – Burringham Road East Roundabout TA Addendum, February 2026)

Drainage

Drainage Strategy and Technical Note Drainage Design Technical Summary (SER-AWP-ZZ-XX-TN-C-3001)
SuDS O&M Technical Note (SER-AWP-ZZ-XX-TN-C-3002)

Construction

Specification Appendices - M181 Southern Junction - Phase 2 B1450 Spur and East Roundabout (SER-AWP-ZZ-XX-SP-C-3101)

Lighting

Lighting - Conflict Area Calc - Roundabout and Residential Roads (Temp Layout) - 25-03-2026

Section 73 – Planning Statement (PA/2017/1386)

Lighting - Conflict Area Calc - Roundabout and Residential Roads (Perm Layout) - 25-03-2026

Lighting Specification Appendices– (SER-SLDS-ZZ-SPEC-D-C-PH1)

Landscaping

Design Rationale Statement – Landscape (SER-BRO-ZZ-01-R-L-9008)

Soft Landscape Specification (SER-BRO-ZZ-01-D-L-9007)

Road Safety Audit

Stage 1 and Stage 2 - Road Safety Audit Brief (SER-AWP-ZZ-XX-RP-C-3003)

Stage 1 and Stage 2 - Road Safety Audit Report (6388 Burringham Road Roundabout RSA 1 & 2 Report Final v1)

Stage 1 and Stage 2 – Road Safety Audit – Designers Response (SER-AWP-ZZ-XX-RP-C-3005)

3. Updated Planning Policy Context

3.1 Policy Overview

This section of the Planning Statement provides an overview of the spatial policy context for this development using both national and local planning policy. The LPA as decision-maker must make their determination in accordance with the relevant development plan unless material considerations indicate otherwise. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004:

“When making any determination under the planning acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise”.

For the purpose of section 38(6) of the Planning and Compulsory Purchase Act, the Development Plan for this application comprises the following:

- North Lincolnshire Core Strategy (June 2011);
- Lincolnshire Lakes Area Action Plan (2016)

Other material considerations also include:

- the National Planning Policy Framework (December 2024);
- Planning Practice Guidance ('PPG').

The original Planning Statement (AECOM 2017) provided a comprehensive review of national and local policy. Much of this remains relevant, including:

North Lincolnshire Core Strategy policies CS1, CS4, CS7, CS8, CS16, CS17, CS18, CS19

Saved Local Plan policies (T2, T6, T8, T9, LC1, LC2, LC12, DS7, DS13, DS14)

Lincolnshire Lakes Area Action Plan policies SS1, SS2, SS3, T1, T3, T5, G2, G3, G4, G5

And the overarching frameworks that emphasise sustainable transport, flood resilience and environmental enhancement.

However, this updated Section 73 Planning Statement now also reflects:

- Latest National Planning Policy Framework and Planning Practice Guidance,
- The fact that infrastructure phasing is now a material consideration.

The proposed variations do not alter the strategic objectives of the approved scheme nor introduce new land uses; therefore the scheme remains compliant with current policy.

3.2 National Planning Policy Framework (NPPF) – December 2024

The NPPF sets out the Government's planning policies for England and how these should be applied.

The National Planning Policy Framework (NPPF), updated in December 2024 and amended in February 2025, sets out the Government's planning policies for England and the principles that must guide both plan making and decision taking. The Framework continues to emphasise the need for the planning system to be proactive, positive and responsive, ensuring that development contributes to long term economic, social and environmental wellbeing. The NPPF is a material consideration in the determination of this planning application.

Sustainable Development

Paragraphs 1–10 reaffirm that the purpose of the planning system is to contribute to sustainable development. The NPPF identifies three overarching and interdependent objectives:

- **Economic** – ensuring that sufficient land and infrastructure are available to support growth, productivity and innovation.
- **Social** – supporting strong, healthy and inclusive communities through the delivery of homes, services and well designed places.
- **Environmental** – protecting and enhancing the natural, built and historic environment, improving biodiversity, and supporting the transition to a low carbon future.

The Framework makes clear that these objectives must be pursued in mutually supportive ways. Development proposals are expected to demonstrate how they contribute positively to all three dimensions.

The planning application (S73) submitted aligns with the economic, social and environmental objectives.

- **Economic:** The scheme remains critical enabling infrastructure for Lincolnshire Lakes; phasing improves deliverability to deliver economic growth in the area.
- **Social:** Safer access and NMU continuity secured at each stage through triggers.
- **Environmental:** FRA Addendum, SuDS, CEMP/CTMP addenda, updated noise standards, and phase based WSI ensure no new or greater effects to the environment.

Plan Making

In accordance with the NPPF's emphasis on maintaining up-to-date development plans to ensure effective delivery, this Section 73 application serves to keep the approved scheme aligned with the infrastructure strategy set out in both the Lincolnshire Lakes Area Action Plan and the Core Strategy - unlocking both residential and commercial development.

Decision Making

The application has been shaped by targeted and constructive engagement with the landowners, National Highways and the Lead Local Flood Authority, ensuring that the proposed amendments are informed by up-to-date information and reflect collaborative problem-solving. This approach directly supports the NPPF's emphasis on using current evidence, applying proportionate assessments, and securing robust, well-justified planning decisions.

Paragraphs 56 – 59 explains that local planning authorities should assess whether development that would otherwise be unacceptable can be made acceptable through the use of planning conditions or planning obligations. It clarifies that planning obligations should only be used where unacceptable impacts cannot be adequately addressed by a planning condition. We will work with the local planning authority to ensure appropriate planning conditions for the application and any section 106 contributions required.

Delivering a Sufficient Supply of Homes

While Paragraph 61 of the NPPF places substantial emphasis on the need to significantly boost the supply of homes, it is recognised that this application does not itself deliver new housing. However, the proposed road infrastructure is a critical enabling component that will unlock the delivery of allocated housing sites within the Lincolnshire Lakes Area Action Plan. By providing essential access and capacity improvements, the scheme will directly facilitate the implementation of residential development, thereby making an effective and meaningful contribution to meeting North Lincolnshire's identified housing needs in the medium and long term. As such, substantial weight should be afforded to the proposal's role in supporting and accelerating the delivery of these strategic housing allocations.

Build a Strong Competitive Economy

Consistent with the NPPF's paragraph 85 objective of building a strong and competitive economy, the proposal delivers essential infrastructure that supports future investment and enhances local productivity. The scheme secures strategic connectivity between the M181 and B1450 through clearly defined interim and final highway arrangements, ensuring that the network remains resilient throughout construction and into operation. The proposed phasing strategy further de-risks the delivery process, providing certainty for stakeholders and enabling the wider area to remain attractive for economic growth. In doing so, the development contributes to strengthening North Lincolnshire's economic competitiveness and its capacity to accommodate planned employment and housing growth.

Ensuring the Vitality of Town Centres

In line with the NPPF's objective of ensuring the vitality of town centres, the proposal supports sustainable movement patterns that enhance access to Scunthorpe and its services. The scheme delivers improved connectivity to and from the town without introducing any new retail floorspace and therefore raises no sequential or impact considerations. By strengthening sustainable access while avoiding any form of town-centre competition, the net effect of the development is supportive of Scunthorpe's ongoing vitality and resilience.

Promoting Sustainable Transport

In line with the NPPF's requirement to promote sustainable transport, the proposal does not alter the sustainable transport position previously established under the approved scheme. The adjoining residential development (PA/2023/1124) is expected to deliver new bus stops, which will further encourage public transport use and support a shift towards more sustainable travel choices.

Making Effective Use of Land

This Section 73 application seeks to vary multiple conditions to secure a phased delivery approach for the remaining works following the completion of the M181 terminating junction. The proposal does not require any additional land take and therefore remains fully consistent with the established site boundaries and surrounding character. This approach supports the NPPF's focus on using land responsibly while ensuring that development proceeds in line with available infrastructure capacity.

Achieving Well Designed Places

In accordance with Paragraph 131 of the NPPF, which highlights the importance of high-quality, well-considered design that promotes legibility and supports safe and efficient operation, the proposal retains the established design language of the approved scheme. The addition of new standalone drawings ensures that design parameters are clearly understood and capable of being robustly implemented. In addition, the phased approach of temporary to permanent layouts secures a coherent and safe operational environment throughout the construction period. Together, these measures ensure that the scheme is high-quality, functional and well-integrated design.

Meeting the Challenge of Climate Change, Flooding and Coastal Change

The proposal is in line with paragraph 164a, the Flood Risk Assessment (comprising AECOM 2017, EWE 2021 and the FRA Addendum) is updated. The package confirms that the scheme retains the established finished levels of 3.6m AOD, ensuring that the development remains resilient to future climate impacts and avoids increasing flood risk elsewhere.

Conserving and Enhancing the Natural Environment

In line with the NPPF's approach to protecting biodiversity, controlling pollution and applying the mitigation hierarchy, the proposal maintains the approved landscaping and ecology strategy to ensure that ecological benefits and environmental safeguards remain fully embedded within the scheme. In addition, the Construction Environmental Management Plan (CEMP) (and proposals for phase specific addendums) provides robust controls on dust, habitats and other environmental risks for each phase of construction, ensuring that potential impacts are appropriately avoided, minimised or mitigated throughout the delivery of the development.

Conserving and Enhancing the Historic Environment

The development will implement the approved Written Scheme of Investigation (AOC 2021) on a phased basis. This ensures that each stage of development is subject to timely archaeological notification through the North Lincolnshire Historic Environment Record (NLHER), accompanied by interim reporting and a final synthesis to secure a complete and accessible archive.

Section Summary

In summary, the proposed development is fully consistent with the aims, principles, and policy requirements of the National Planning Policy Framework.

3.3 Local Planning Policy

3.3.1 North Lincolnshire Core Strategy (2011)

The North Lincolnshire Core Strategy, adopted in 2011, is NLC's current development plan document. It sets out the long-term spatial planning framework for the development of North Lincolnshire up to 2026. It provides strategic policies and guidance to deliver the vision for the area, with a strong focus on the principles of sustainable development. NLC is preparing a new single Local Plan for North Lincolnshire, which, once formally adopted, will replace the Core Strategy.

The following policies from NLC's Core Strategy are relevant to the Proposed Scheme and will be considered

Policy CS1: Spatial Strategy for North Lincolnshire states that it will support Scunthorpe as a thriving place to live, work, and visit, and an important service centre serving the needs of local communities across North Lincolnshire.

Policy CS2: Delivering More Sustainable Development states that a sequential approach should be used for developments directed to those areas that have the lowest probability of flooding, taking account the vulnerability of the type of development proposed, its contribution to creating sustainable communities and achieving the sustainable development objectives of the plan. It also highlights that developments should make the best use of existing transport infrastructure, take account of local environmental capacity, and be designed to a high standard.

Policy CS4: Creating a Renaissance in North Lincolnshire supports transformational projects that contribute to the area's long-term regeneration. One of the major initiatives identified is the Lincolnshire Lakes development, which will establish a high-quality waterside environment to the west of Scunthorpe and improve the setting for new homes, employment, and ecological enhancement. Supporting infrastructure including new and improved roads and transport connections forms a fundamental part of delivering this vision and ensuring the development is accessible, well-connected, and resilient.

Policy CS5: Delivering Quality Design in North Lincolnshire addresses the need for new developments to be designed to a good quality and appropriate to their context. Opportunities for improving the character and quality of the local area through the design process should be explored.

Policy CS16: North Lincolnshire's Landscape, Greenspace and Waterscape is related to preserving and enhancing the surrounding network of local environments. The policy states the need for new developments to protect trees, hedgerows and historic landscapes where appropriate.

Policy CS17: Biodiversity states that the Council will promote effective stewardship of wildlife through ensuring development seeks to produce a net gain in biodiversity by designing in wildlife, and ensuring any unavoidable impacts are appropriately mitigated for.

Policy CS18: Sustainable Resource Use and Climate Change states that the council will actively promote development that utilises natural resources as efficiently and sustainably as possible, and that this will include the use of Sustainable Urban Drainage Systems (SuDS), supporting development that reduces the need to travel, and protecting and improving the quality of air, land, and water.

Policy CS19: Flood Risk states that the council will support development proposals that avoid areas of current or future flood risk, and which do not increase the risk of flooding elsewhere. This will involve a risk based sequential approach to determine the suitability of land for development that uses the principle of locating development, where possible, on land that has a lower flood risk, and relates land use to its vulnerability to flood.

Policy CS25: Promoting Sustainable Transport states that the Council will support and promotes a sustainable transport system that offers a choice of transport modes and reduces the need to travel through spatial planning and design.

Policy CS26: supports strategic transport infrastructure that improves North Lincolnshire's internal and external connectivity and strengthens access to key economic locations. It emphasises the need for transport projects to address and mitigate nature conservation, landscape, and flood-risk considerations. The policy also supports road and potential rail improvements that enable major regeneration initiatives, including enhanced access to Scunthorpe and strategic growth areas such as the Lincolnshire Lakes. These upgrades are essential for supporting economic growth and delivering wider regeneration objectives.

3.3.2 Lincolnshire Lakes Area Action Plan

The Lincolnshire Lakes Area Action Plan (LLAAP) establishes a policy framework through which the Lincolnshire Lakes development, which the Scheme forms a part of, should be delivered. The document forms part of the North Lincolnshire Local Development Framework and was adopted in May 2016. Those policies of particular relevance to the Scheme are summarised below.

AAP Policy SS1 – Delivering the Presumption in Favour of Sustainable Development

Policy SS1 confirms that the Council will take a positive and proactive approach to development proposals that accord with the LLAAP, reflecting the National Planning Policy Framework's presumption in favour of sustainable development. Proposals compliant with the LLAAP should be approved without delay unless material considerations indicate otherwise. This establishes a supportive context for the delivery of strategic transport infrastructure such as the Scheme.

AAP Policy SS2 – Concept Framework and Design Principles

Policy SS2 sets out the overarching design principles for the Lincolnshire Lakes development. It emphasises the retention of existing woodland, trees and hedgerows to create a parkland character, and the integration of existing drainage features to support sustainable drainage, ecological enhancement and distinctive landscape character. Flood mitigation is identified as a fundamental design consideration, alongside the creation of new habitats. The policy also requires developments to prioritise sustainable movement networks, including walking, cycling and public transport. These principles guide the design approach for the Scheme.

AAP Policy SS3 – Strategic Development Requirements

Policy SS3 identifies the strategic infrastructure necessary to support the LLAAP area, including two new roundabouts on the de trunked M181, an east–west strategic route to Scotter Road, and a primary route linking the new villages to the wider network. The Scheme directly contributes to the delivery of these essential transport components.

AAP Policy T1 – Strategic Highway South (De Trunked M181 South)

Policy T1 designates the former M181 as a key north–south strategic route connecting Scunthorpe to the M180. The southern section, which includes part of the Scheme, must operate with a 50 mph speed limit and be improved to ensure safe use by pedestrians and cyclists. The policy also requires new planting to soften the route’s appearance, enhance its gateway role and support biodiversity. The Scheme aligns with these requirements through its design and landscaping proposals.

AAP Policy T3 – De Trunked M181 Junction South

Policy T3 focuses on the new southern roundabout on the de trunked M181, requiring it to provide a strategic link to Scotter Road and improve access between Scunthorpe and the M180. The junction must act as a gateway to both Lincolnshire Lakes and Scunthorpe and be designed to DMRB or equivalent standards in agreement with National Highways (formerly Highways England). Landscaping is required to soften the junction’s appearance and enhance biodiversity. The Scheme directly delivers this policy requirement.

AAP Policy T5 – Strategic Route

Policy T5 sets out the requirements for the strategic route between the new M181 junction and Scotter Road. It specifies a 30–40 mph speed limit, junction improvements at Burringham Road/Scotter Road, and consideration of the Burringham Road bridge. A new junction or crossing point is required to connect Villages 2 and 3, and the route must be designed to DMRB standards. New planting is required to enhance the route’s gateway function and biodiversity. The Scheme forms a key part of this strategic corridor.

AAP Policy T9 – Pedestrian, Cycleways and Bridleways Network

Policy T9 requires the creation of a safe, attractive and functional network of pedestrian, cycle and bridleway routes throughout the LLAAP area. This network should utilise existing routes, including Sustrans Route 169, and provide connections between residential areas, lakes, centres and mixed use areas. Additional routes to the north of Village 5 and the Strategic Mixed Use Area will only be supported where adequate screening is provided. The Scheme supports this policy through improved active travel connections.

AAP Policy F1 – Strategic Flood Mitigation Strategy

Policy F1 establishes the flood mitigation approach for the LLAAP, based on improvements to the River Trent right bank defences and land raising within development areas. It requires a comprehensive strategy ensuring new development is defended in accordance with national policy and does not increase flood risk to existing communities. Each planning application must include a detailed Flood Risk Assessment aligned with LLAAP principles and Core Strategy CS19. The Scheme’s drainage and flood mitigation measures contribute to meeting these requirements.

AAP Policy G2 – Recreational Provision

Policy G2 states that recreational green space will primarily be provided within the new villages, with some areas located between villages to support connectivity. This ensures accessible recreational opportunities for new communities and contributes to the wider green infrastructure network.

AAP Policy G3 – Strategic Green Linkages

Policy G3 requires the creation or enhancement of strategic green corridors linking key destinations across the LLAAP area. These linkages follow existing landscape and drainage features such as Brumby Common Lane and Warping Drain. Local green linkages should also be developed within villages to form a multifunctional network. The Scheme must respect and integrate these strategic connections.

AAP Policy G4 – Ecological Enhancement and New Habitat Creation

Policy G4 identifies specific areas and features for ecological protection and enhancement, including ditches, swales, hedgerows, trees, Local Wildlife Sites and farmland. It encourages smaller scale biodiversity measures such as green roofs, habitat boxes and log piles. Planning applications must assess ecological impacts and incorporate appropriate habitat creation and enhancement measures. The Scheme's ecological design elements contribute to meeting these expectations.

AAP Policy G5 – Landscape Strategy

Policy G5 requires careful consideration of landscape features, strategic planting and sensitive edges within the LLAAP area. It also emphasises the importance of high-quality gateway treatments and landmark locations. The Scheme's landscape proposals support this strategic approach by enhancing key arrival points and integrating with the wider landscape framework.

AAP Policy D1 – Strategic Infrastructure and Development Phasing

Policy D1 sets out the phased delivery of the Lincolnshire Lakes development, with early phases (1–4) including the provision of strategic transport infrastructure and improved flood defences. These works form the foundation for subsequent development phases. The Scheme is therefore a critical early infrastructure component enabling the wider development to proceed.

3.3.3 North Lincolnshire Local Plan (May 2003)

The North Lincolnshire Local Plan (NLLP) (2003) is in the process of being replaced by the Local Development Framework, which includes the Core Strategy as detailed above. However many of the policies still contribute to the framework for development in the area. The key saved policies (saved as of September 2007) which are of relevance to this application are summarised below.

NLLP Policy T2 - Access to Development “All development must be provided with a satisfactory access. In larger developments it should be served adequately by: i) being readily accessible by a choice of transport modes; and ii) existing public transport services and infrastructure; or iii) additions or extensions to such services linked directly to the development; and iv) the existing highway network.”

NLLP Policy T6 - Pedestrian Routes and Footpaths “The safety, convenience and attractiveness of footpaths and pedestrian areas will be improved, and areas created, to form a pedestrian-friendly network throughout North Lincolnshire. Major new developments will be required to include links to nearby existing or proposed pedestrian routes.”

NLLP Policy T8 - Cyclists and Development “New developments will be required to: i) include cycle links with existing or proposed routes where such opportunity exists; and ii) ensure that the provision of cycle parking facilities are in accordance with the standards set out in Appendix 2.”

NLLP Policy T9 – Promoting Buses and Trains “The use of buses and trains will be encouraged as an alternative to the private car. In particular provision will be made for: i) bus priority routes between Scunthorpe town centre and its suburbs; ii) the provision and enhancement of bus stop facilities in the towns and rural areas; iii) new areas of development to be located and designed to allow convenient

access by bus and train; iv) convenient and safe passenger interchanges; v) the maintenance and enhancement of an adequate public transport network.”

NLLP Policy T14 - The North Lincolnshire Strategic Road Network (NLSRN) “Developments, which compromise the function of the NLSRN in traffic and safety terms, will not be permitted.”

NLLP Policy T15 – Highway Improvements and New Highway Construction “Where new highway infrastructure is being developed, or is included as an element of a development proposal, the design of the highway should take into account: a) the optimum ease and safety of movement for public transport, pedestrians, cyclists and those with a mobility handicap; and b) the need to conserve important architectural and historic buildings and areas, landscape, the natural environment and archaeological features”.

NLLP Policy R5 - Recreational Paths Network “The creation of a strategic network of recreational paths to provide linkages from the built up areas of North Lincolnshire to open spaces, woodland, riverside and water areas and the wider countryside will actively be pursued. Additional footpath links are to be created over the Local Plan period. In determining planning applications where development may either have implications for the maintenance of the recreational paths network, or offer opportunities to expand this network the following factors will be taken into account: i) favourable consideration will be given to development proposals which provide additional links to the recreational network; ii) the Council will seek to negotiate additional linkages to the recreational paths network, where appropriate; iii) favourable consideration will be given to development proposals which will improve the condition and appearance of existing links in the network; iv) existing rights of way will be protected from development that would remove or restrict the right of way; v) permission will not be granted for any development which would prejudice public access onto and through the recreational path network, unless specific arrangements are made for suitable alternative linkages; vi) where necessary, the diversion of footpaths will be required.”

NLLP Policy LC1 - Special Protection Areas, Special Areas of Conservation and Ramsar Sites “Proposals for development which may affect an SPA, a proposed SPA, a SAC or candidate SAC will be assessed according to their implications for the site’s conservation objectives. Proposals not directly connected with, or necessary for, the site, and which are likely to have a significant effect on the site (either individually or in combination with other proposals), will not be permitted unless it can be conclusively demonstrated that: i) there is no alternative solution; and ii) there are imperative reasons of overriding public interest for the development.”

NLLP Policy LC2 - Sites of Special Scientific Interest and National Nature Reserves aims to protect SSSIs, NNRs, and Nature Conservation Review (NCR) or Geological Conservation Review (GCR) sites.

NLLP Policy LC4 – Development Affecting Sites of Local Nature Conservation Importance “Any development or land use change which is likely to have an adverse impact on a Local Nature Reserve, a Site of Importance for Nature Conservation or a Regionally Important Geological Site will not be approved unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the intrinsic nature conservation value of the site or feature.”

NLLP Policy LC5 - Species Protection “Planning permission will not be granted for development or land use changes which would have an adverse impact on badgers or species protected by Schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended). Where development is permitted that may have an effect on those species, conditions or the use of planning agreements will be considered to: i) facilitate the survival of individual members of the species; and ii) reduce disturbance to a minimum; and iii) provide adequate alternative habitats to sustain at least the current levels of population.”

NLLP Policy LC7 - Landscape Protection “Where development is permitted within rural settlements or within the open countryside, special attention will be given to the protection of the scenic quality and distinctive local character of the landscape. Development which does not respect the character of the local landscape will not be permitted.”

NLLP Policy LC12 - Protection of Trees, Woodland and Hedgerows “Proposals for all new development will, wherever possible ensure the retention of trees, woodland and hedgerows... Landscaping and tree and hedgerow planting schemes will be required to accompany applications for new development where it is appropriate to the development and its setting.”

NLLP Policy HE9 - Archaeological Evaluation “Where development proposals affect sites of known or suspected archaeological importance, an archaeological assessment to be submitted prior to the determination of a planning application will be required. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.”

NLLP Policy DS3 - Planning Out Crime “New development should take into account personal safety and the security of people and property by: iv) ensuring that dark or secluded areas are not created by landscaping, planting or building; and v) ensuring that streets and paths are adequately lit.”

NLLP Policy DS7 - Contaminated Land “In the case of proposals for development on land known or strongly suspected as being contaminated, applicants will be required to demonstrate that the level of contamination can be overcome by remedial measures or improvements. Permission will only be granted on contaminated sites where a detailed site survey has been submitted, and a suitable scheme of remedial measures has been agreed to overcome any existing contamination.”

NLLP Policy DS13 - Groundwater Protection and Land Drainage “All development proposals must take account of the need to secure effective land drainage measures and ground water protection in order to control the level of water in the land drainage system.”

NLLP Policy DS14 - Foul Sewage and Surface Water Drainage “The Council will require satisfactory provision to be made for the disposal of foul and surface water from new development, either by agreeing details before planning permission is granted, or by imposing conditions on a planning permission or completing planning agreements to achieve the same outcome.” In addition to the policies listed above, policies H8, T18, T19, C3, LC6, and LC12 were identified in the NLC Planning Committee Report attached to previous application PA/2015/0627, but have not been discussed here.

3.3.4 Lincolnshire Lakes Strategic Design Guide Supplementary Planning Document

The Lincolnshire Lakes Strategic Design Guide Supplementary Planning Document (SPD) was adopted in November 2016 and forms part of the Local Development Framework for area. In relation to the Scheme, “The de-trunked M181 In order to achieve access to the Lincolnshire Lakes development area from the strategic road network and reduce the severance caused by the M181 running through the centre of the development area, a significant section of the M181 Motorway will be de-regulated to remove its motorway status and allow it to become part of the local road network. This will be undertaken with the cooperation of Highways England. To allow this to happen, two new roundabout junctions are required to be constructed allowing the current motorway to be divided into three sections; the southernmost roundabout will be constructed in the area where Burringham Road crosses the M181 The second northern roundabout will be constructed just to the north of the location where Brumby Common Lane crosses over the M181. Both roundabouts will provide the opportunity to provide access to the six villages and connections to Scotter Road which will allow the re-routing of traffic to enable better management of traffic flow and capacity on the local road network. The southern section of the M181 between this southern roundabout and the M180/ M181 interchange will remain as motorway. The southern roundabout will also provide access to villages 2, 3, 4 and 6. The section of the existing M181 between the two roundabouts will be reclassified and de-trunked to become an all-purpose road with a speed limit of 50-mph. Strategic junctions As described above, the proposed junctions on the de-regulated M181 will take the form of conventional large diameter roundabouts. The strategic junctions... will be required to safely accommodate pedestrians and cyclists; this is likely to be better achieved by the provision of traffic signal control with advance stop lines and Toucan crossing facilities.”

4.0 Planning Consideration

The previous sections sets out a review of relevant planning policy and guidance which have material consideration. The following section (5.0) assesses the compliance of the planning application with those relevant policies of the statutory development and other material considerations.

The assessment demonstrates that the proposed scheme generally accords with relevant policies and is in accordance with Section 38(6) of the 2004 Act and Section 70 (2) of the 1990 Act and should be granted planning permission. Any conflicts with the Development Plan or relevant national or local policies are outweighed by the benefits set out below.

The principal issues that are considered relevant for this development are:

- Principle of Development
- Transport, Highways, and Access
- Landscape and Ecology
- Flooding and Drainage
- Geology and Soil
- Overall Planning Balance and Conclusion

5.0 Principle of Development

The proposed Scheme delivers essential enabling infrastructure that will support the planned delivery of new housing, employment land, and recreational development across North Lincolnshire. Early provision of such infrastructure is critical to unlocking major regeneration sites, particularly the Lincolnshire Lakes, where significant upfront costs can otherwise delay implementation or affect scheme viability. By providing the required southern gateway access, the Scheme removes a key constraint to the phased buildout of the Lincolnshire Lakes allocation and acts as a vital component in delivering the comprehensive growth strategy set out within the Lincolnshire Lakes Area Action Plan (LLAAP). In accordance with Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning applications must be determined in line with the Development Plan unless material considerations indicate otherwise, with the North Lincolnshire Core Strategy (2011) and Lincolnshire Lakes Area Action Plan (2016) forming the adopted Development Plan for decision making purposes

The Scheme represents essential enabling infrastructure that will play a critical role in supporting the delivery of housing, employment and recreational development across North Lincolnshire. Major transformational projects such as Lincolnshire Lakes require significant up front infrastructure investment, which can otherwise delay or undermine development viability. By providing the necessary southern access arrangements, the Scheme directly addresses these early infrastructure requirements and facilitates the comprehensive delivery of the wider Lincolnshire Lakes Area Action Plan (LLAAP). The Scheme therefore forms a fundamental component of the strategic infrastructure framework underpinning the Lakes Lakes development.

The Lincolnshire Lakes development is consistently recognised within the North Lincolnshire planning framework as a flagship regeneration initiative with the potential to deliver substantial economic, social and environmental benefits. The North Lincolnshire Core Strategy (2011) identifies the development as a key driver for the regeneration of Scunthorpe and the wider area. Policy CS1: Spatial Strategy for North Lincolnshire highlights the importance of Lincolnshire Lakes in enhancing the image of Scunthorpe and providing an impressive gateway to the town, helping to place it on a new economic trajectory. Policy CS4: Creating a Renaissance in North Lincolnshire explicitly identifies Lincolnshire

Lakes as a major transformational project and confirms the Council's commitment to working with partners to secure its delivery.

The LLAAP provides further explicit support for the Scheme, having been prepared to ensure the coordinated delivery of the Lincolnshire Lakes development. Policy SS3: Strategic Development Requirements identifies the need for new strategic road infrastructure, including the new junctions and routes that form part of the Scheme. Policies T1: Strategic Highway South (De Trunked M181 South), T3: De Trunked M181 Junction South, and T5: Strategic Route directly reference the infrastructure delivered by the Scheme, confirming its central role in achieving the AAP's transport and movement objectives.

Support for the principle of the Scheme is also demonstrated through previous planning permissions. Planning application PA/2015/0627 granted consent for the highway layout that underpins the current proposals, supported by an Environmental Impact Assessment (EIA) which concluded that the development would not give rise to significant adverse environmental effects. Planning permission was subsequently granted subject to a Section 106 Agreement. Importantly, the Scheme does not introduce any significant design changes from the layout previously approved and assessed under PA/2015/0627.

Further reinforcement of the established principle is provided by the later planning permission PA/2017/1386, which has been implemented. Under this consent, the terminating junction roundabout on the de trunked M181 has already been constructed. The implementation of PA/2017/1386 confirms both the deliverability of the Scheme and the Council's continued support for its role in enabling the Lincolnshire Lakes development. The existence of an implemented permission is a material consideration that strongly supports the acceptability of the current proposals.

Taken together, the Local Development Framework comprising the Core Strategy and the LLAAP provides clear and consistent policy support for the delivery of the strategic infrastructure associated with the Scheme. The principle of development has also been firmly established through the granting and implementation of previous planning permissions, including PA/2015/0627 and PA/2017/1386.

5.1 Transport, Highways, and Access

The proposed Section 73 amendments reinforce national and local transport policy by providing a clear and coordinated phasing strategy that ensures essential highway works and mitigation are delivered proportionately and at the correct stages of development. The approach is fully aligned with the NPPF, which requires developments to deliver safe and suitable access for all users, minimise impacts on the transport network, and promote opportunities for sustainable and active travel. The introduction of a formal Phasing Plan, revised B1450 Eastern Roundabout design, and updated management documents including the CEMP, CTMP, NMU provisions, drainage and environmental controls ensures that both construction and operational impacts are effectively managed. This accords with the NPPF's expectation that planning conditions be reasonable, necessary and enforceable, while supporting safer and more efficient movement across the area.

The proposal also accords with North Lincolnshire Core Strategy policies CS1, CS4, CS7, CS8, CS16, CS17, CS18 and CS19, which collectively prioritise infrastructure-led growth, sustainable travel, and strategic improvements to the road network. The phased delivery of the M181 junction works and improved B1450 access supports the strategic network requirements of CS7 and CS17, while the incorporation of pedestrian and cycle infrastructure into each phase directly aligns with CS16's objective to encourage sustainable modes and reduce private car reliance. The inclusion of drainage,

soils and environmental safeguards within each phase also reflects the environmental principles embedded in CS18 and CS19.

In relation to the Lincolnshire Lakes Area Action Plan, the proposal remains consistent with Policies SS1, SS2 and SS3, which require the coordinated delivery of transport and movement infrastructure to support new communities. It further aligns with AAP Policies T1, T3 and T5 by providing high-quality, connected transport corridors serving Scunthorpe, the strategic road network and the wider development. Phase-specific NMU routes, green corridors and integrated drainage also support Policies G2–G5, ensuring transport infrastructure contributes to wider green infrastructure objectives and promotes active travel.

The amendments continue to comply with relevant Saved Local Plan Policies T2, T6, T8 and T9, which require safe access, improved pedestrian and cycle connections and enhanced public transport opportunities. The phased approach ensures access arrangements and NMU routes are delivered in a coordinated manner and integrated into the wider movement network. Junction improvements also help maintain conditions suitable for bus operation, consistent with Policy T9. Additional policies including LC1, LC2, LC12, DS7, DS13 and DS14 are supported through the embedding of environmental, amenity and design safeguards within the transport-related phasing structure.

Overall, the Section 73 proposals strengthen compliance with national and local transport policy by ensuring that infrastructure is delivered safely, proportionately and in an environmentally responsible manner. The phased strategy offers both certainty and flexibility while improving resilience, sustainability and the effectiveness of the highway network serving the Lincolnshire Lakes development.

The findings of the 2017 Transport Assessment remain fully applicable to the amended proposals. The 2026 TA Addendum demonstrates that both the temporary and permanent arrangements for the Burringham Road Eastern Roundabout operate within accepted capacity thresholds and without safety issues, consistent with the original AECOM evidence supporting PA/2017/1386. The addendum also confirms that the M181 terminating roundabout and the western Lincolnshire Lakes roundabout continue to perform satisfactorily in both phases, with results broadly comparable to the earlier full-development scenario. Overall, the amended scheme can accommodate projected traffic associated with the Lincolnshire Lakes development, and the original Transport Assessment conclusions remain robust and unchanged.

The lighting design prepared for the Section 73 application generally aligns with the principles, parameters and environmental context set out in the 2017 Lighting Assessment. While some of the British Standards and ILP Guidance Notes referenced in the 2017 study have since been superseded, the updated lighting design has been undertaken in accordance with the most current and applicable British Standards and industry guidance, ensuring that the scheme continues to reflect good practice. All proposed luminaires are flat-glass units installed at a 0° tilt angle, fully reflecting the 2017 Assessment's expectation that fittings would avoid upward light spill and prevent direct contribution to sky glow.

A minor variation from the 2017 Assessment relates to the Luminous Intensity (Glare) Class of one luminaire type. Manufacturer data currently available indicates a G3 classification rather than the G4–G6 range referenced in the original Assessment; however, the luminaires still meet the underlying intent of preventing upward light, and glare levels remain within acceptable British Standard limits. This does not alter the overall lighting effects or the conclusions of the 2017 Assessment.

As the lighting approach remains consistent with the already-approved scheme and continues to operate within the same environmental context, the original assessment remains a proportionate and robust basis for decision-making. The proposals therefore deliver an appropriate, low-impact lighting solution aligned with good practice and the parameters previously accepted by the local planning authority.

5.2 Landscape and Ecology

The Section 73 amendments do not alter the landscape or ecological baseline or the mitigation and enhancement strategy established through the approved Landscape and Ecology Masterplan. The updated temporary and permanent phase designs continue to follow the principles set out in the original scheme including compensatory tree and hedgerow planting, species-rich grassland creation, attenuation basin and marginal wetland planting, and ecology-led mitigation informed by survey recommendations and the CEMP. This approach remains fully aligned with the NPPF, which requires development to protect and enhance valued landscapes, deliver measurable biodiversity gains, and integrate green and blue infrastructure as part of well-designed, multifunctional places. The proposals also support North Lincolnshire Core Strategy Policies CS5, CS16, CS17, CS18 and CS19 by reinforcing landscape character, protecting ecological assets, and delivering high-quality green infrastructure and sustainable drainage features as part of the wider infrastructure-led growth strategy. In addition, the scheme accords with the LLAAP particularly Policies SS1, SS2, G2–G5 and ENV policies by providing coordinated landscape and ecological enhancements that form part of the wider network of green corridors, water-based habitat, and recreational routes serving the new communities. With phase-specific compliance secured under Condition 27 variation, the landscape and ecology measures will be delivered in an appropriate and controlled manner, and the original assessment conclusions remain valid.

5.3 Flooding and Drainage

The original 2017 drainage and flood risk assessments remain valid and continue to underpin the Section 73 proposals, as the variations do not alter the approved SuDS approach, attenuation provision, hydraulic performance or finished level strategy. The site's flood risk position, previously confirmed through the AECOM FRA (2017) and subsequent EWE Associates Note (2021), is reaffirmed through a 2026 FRA Addendum, which demonstrates that phased delivery and temporary arrangements including interim drainage and highway configurations do not increase flood risk on or off site. Updated drawings and a revised Drainage Strategy note provide clarity on phased implementation, while conditions have been amended to compliance-based, phased wording. Overall, the established conclusions on flood risk safety and drainage performance continue to apply without change, and the approach continues to accord with national policy (NPPF) by ensuring development is safe, resilient and does not increase flood risk elsewhere. It also aligns with Core Strategy Policies CS18 and CS19, which require safe, sustainable water management and robust flood mitigation, and is consistent with the LLAAP, which promotes integrated, strategic water and flood risk management across the wider area.

5.4 Geology and Soil

The Section 73 variations do not introduce any additional land take and therefore do not alter the original assessment of agricultural land quality. The site comprises areas of Grade 2 and Grade 3a Best and Most Versatile (BMV) land, and the previously identified loss of approximately 14 ha remains unchanged, having already been assessed as not significant in the context of the wider strategic need for the Lincolnshire Lakes development. The updated proposals also do not introduce any new contamination risks, with the findings of the 2017 Phase 1 Contaminated Land Assessment confirming no significant contamination, medium UXO risk, and generally suitable ground conditions remaining valid. Phase-specific compliance reporting secured through Condition 17 variation ensures appropriate soil management and verification measures are applied during each construction phase. The approach continues to align with the NPPF, which requires that BMV land is protected where possible and that land stability, soil resources and contamination risks are appropriately considered and mitigated. It also accords with North Lincolnshire Core Strategy Policies CS17, CS18 and CS19 by supporting responsible use of natural resources, safeguarding soil quality, and ensuring ground conditions do not constrain safe development. In addition, the proposals remain consistent with the LLAAP, which seeks to ensure that land, soil and environmental safeguards are integrated into the phased delivery of the wider development. Overall, the original conclusions remain valid and the Section 73 amendments maintain compliance with all relevant national and local policy.

6.0 Overall Planning Balance and Conclusion

The Section 73 proposal represents a policy compliant refinement of an already consented and partially implemented strategic infrastructure scheme. The amendments do not alter the fundamental

purpose or design intent of the development; instead, they introduce a clearer, more coordinated and phased delivery framework that strengthens certainty, improves environmental management, and maintains full alignment with the adopted Development Plan. The principle of the development is firmly established through the LLAAP, the North Lincolnshire Core Strategy, and the implemented permission PA/2017/1386, all of which identify this infrastructure as essential to unlocking the wider Lincolnshire Lakes allocation and enabling significant housing, employment and recreational growth across the area.

Across all relevant technical topics including transport, lighting, landscape and ecology, flooding and drainage, geology and soils, and agricultural land the supporting assessments confirm that the Section 73 amendments do not give rise to new or heightened environmental, operational or amenity impacts. The original 2017 assessments remain valid, supported by targeted addenda that verify compliance under both the temporary and permanent phases. The scheme continues to deliver safe and efficient transport movements, robust flood resilience, high quality green infrastructure, and environmentally responsible construction practices. Phase specific conditions (including those relating to transport, drainage, landscape, ecology, soils and environmental management) ensure that mitigation and enhancement measures are secured and delivered in a controlled and enforceable manner throughout the build programme.

In planning balance terms, the benefits of the proposal are substantial. The scheme is a critical enabler of the Lincolnshire Lakes development, unlocking strategic growth areas identified at the heart of the Development Plan and supporting wider economic, social and environmental objectives for North Lincolnshire. The Section 73 amendments introduce no adverse impacts and, where changes occur, they improve phasing coordination, environmental safeguards and delivery certainty. When assessed against the statutory tests in Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004, the scheme clearly accords with the Development Plan and is supported by strong material considerations relating to regeneration, infrastructure delivery and the demonstrated acceptability of the proposals.

7.0 Planning Conditions - Justification for Varying Conditions

7.1 Drawings and Documents (Condition 2 and others)

This application seeks to update numerous conditions and provide new drawings and plans that incorporate:

- Phasing,
- Updated geometry,
- Updated drainage, lighting, services and signage design.

These additions ensure that the permission remains enforceable and aligned with the deliverable design.

A schedule of submitted drawings (Drawing Schedule 31.03.2026) and documents can be found in Appendix B.

7.2 Flood Risk and Drainage (Conditions 3, 5, 28, 29)

The application seeks to:

- Update Condition 3 wording to reference:
 - AECOM FRA (2017),
 - EWE Associates Flood Risk Technical Note (2021),
 - **and the New FRA Addendum (2026).**
- Drainage conditions (5, 28, 29) are converted into compliance-based, phasing-compatible conditions ensuring:
 - Each phase has operational drainage before use,
 - Lifetime maintenance standards remain fully met.

7.3 Highways, NMU and Signage (Conditions 5, 8, 9)

This application seeks to:

- Provide new drawings for approval that reflect:
 - Phasing and updated drainage, geometry, lighting, services and signage design,
 - Maintaining continuity of the B1450,
 - Requiring signage and marking to be complete for each phase prior to opening.
- Condition 5 is removed, Phase 1 extents have been completed and full compliance with the approved technical details (secured through DISCO PA/2021/2211). All details previously approved under Condition 5 are therefore already fixed and should now be treated as part of the approved scheme. To reflect this, Condition 2 (Approved Plans) to be updated to incorporate:
 - all drawings and documents previously approved under DISCO PA/2021/2211, where still relevant, and
 - the new drawings submitted as part of this Section 73 application, ensuring that the Approved Plans schedule accurately represents the complete, deliverable and up to date scheme.
- Vary Condition 8 to introduce phased delivery, so the connection of the motorway junction can be brought into use once Phase 1 – the ‘M181 terminating junction’ – and Phase 2 – ‘B1450 Spur East’, ‘B1450 East Roundabout’ and ‘B1450 East’ – are complete, provided the B1450 is not severed and any unbuilt arm(s) remain closed until completion of Phase 3.
- Vary Condition 9 to require completion of the final NMU, pedestrian, access and local road signing works within three months of Phase 3 completion, and to clarify that advance direction signs (ADS) and any other signing/markings for Phases 1 and 2 must be installed prior to the opening of each respective phase.

7.4 Construction Management (Conditions 11, 15)

This application seeks to:

- Vary Condition 11 (CTMP) to adopt a phased approach tied to the Phasing Plan: require a brief CTMP Addendum to be approved in writing by the LPA before each subsequent phase starts; the approved CTMP/Addendum must be implemented for the duration of that phase and not amended without prior LPA approval.
- Vary Condition 15 (CEMP) on the same basis: require a brief CEMP Addendum to be approved in writing by the LPA before each subsequent phase, primarily to update any drawing references and confirm any phase-specific measures; the approved CEMP/Addendum must be implemented for the duration of that phase and not amended without prior LPA approval.
- Provide Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan) and deliver the scheme in accordance with it.
- Retain the Phase 1 documents:
 - CTMP: Lincolnshire Lakes Traffic Management Plan Rev 1.0 (30/11/2021).
 - CEMP: SLR/AC/41059 Rp 002 (13/08/2021).

7.5 Soil Verification and Contamination (Condition 17)

This application seeks to vary Condition 17 wording to adopt a phased soil verification approach tied to the approved Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan), requiring a soil verification plan to be approved before any importation of soils for each phase and allowing the condition to be discharged in part on a phase-by-phase basis.

7.6 Road Lighting (Condition 19)

This Application seeks to remove condition 19 , Phase 1 extents have been completed and full compliance with the approved technical details 60495832-M181-DRG-001300.

All details previously approved under Condition 19 are therefore already fixed and should now be treated as part of the approved scheme. To reflect this, Condition 2 (Approved Plans) to be updated to incorporate:

- drawings 60495832-M181-DRG-001300 previously approved, and
- the new drawings submitted as part of this Section 73 application, ensuring that the Approved Plans schedule accurately represents the complete, deliverable and up to date scheme.

7.7 Noise (Condition 20)

This application seeks to:

- Vary Condition 20 wording to update the referenced policy and technical standards to current documents (NPPF (latest), PPG Noise, ProPG (2017), BS 4142 (current edition), WHO Environmental Noise Guidelines (2018), BS 8233 (current edition), BS 5228-1/-2 (current editions), ISO 1996-2:2017).
- Require a brief phase-specific Noise Impact Assessment addendum/technical note to be approved by the local planning authority prior to the commencement of each phase, so that conclusions and mitigation remain current if later phases are delivered after a significant interval.
- Retain the Phase 1 documents: Environmental Noise Solutions Ltd, Noise Impact (NIA/8456/19/8430/v2) Lincolnshire Lakes, date 4 June 2020.

7.8 Archaeology (Conditions 21–24)

This application seeks to:

- Vary Condition 21 to secure phase-by-phase implementation of the already-approved WSI (AOC, Dec 2021; Project No. 53011), tied to the approved Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan).
- Vary Condition 22 to require phase-specific written confirmation to the LPA that archaeological evaluation/mitigation will be delivered in accordance with the WSI and varied Condition 21.
- Vary Condition 23 so that no stage of any phase is brought into operation until that phase's mitigation and post-excavation assessment are completed and arrangements for analysis, publication/dissemination and archive deposition are secured.
- Vary Condition 24 to require per-phase deposition of reports/outputs with the North Lincolnshire Historic Environment Record (and OASIS, where applicable) within six months of starting that phase's archaeological works, or within an alternative LPA-agreed timeframe.

7.9 Landscaping & Ecology (Conditions 25, 27)

This application seeks to:

- Remove Condition 25, Phase 1 extents have been completed and full compliance with the approved technical details (secured through DISCO PA/2020/1064). All details previously approved under Condition 25 are therefore already fixed and should now be treated as part of the approved scheme. To reflect this, Condition 2 (Approved Plans) to be updated to incorporate:
 - all drawings and documents previously approved under DISCO PA/2020/1064, where still relevant, and
 - the new drawings submitted as part of this Section 73 application, ensuring that the Approved Plans schedule accurately represents the complete, deliverable and up to date scheme.
- Vary Condition 27 so that, prior to first use of each phase (as defined on the approved Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan), the applicant submits a Phase Landscaping & Ecology compliance evidence demonstrating implementation of the approved landscaping and ecology proposals for that phase. (This replaces the single trigger tied only to first use of the terminating junction)

8.0 Conclusion

This Section 73 application:

- Retains the strategic purpose and benefits of the approved 2017 scheme,
- Reflects completion of Phase 1,
- Introduces a workable, enforceable, proportionate phasing approach,
- Updates conditions and drawings to match the actual deliverable programme,
- Ensures policy compliance under contemporary national and local planning frameworks,
- Ensures environmental safeguards remain robust, and
- Supports the wider Lincolnshire Lakes infrastructure delivery programme.

The proposed variations are necessary, justified, technically sound and policy compliant, and therefore it is respectfully requested that North Lincolnshire Council grants permission for this Section 73 application.

Appendix A - Planning Condition Table

Planning permission PA/2017/1386 (2017) is subject to 29 conditions.

This Section 73 application seeks to:

- i. vary Conditions 2, 5, 19, 25 and 28 to incorporate additional/substitute drawings;
- ii. to introduce phased, compliance-based triggers for Conditions 3, 8, 9, 11, 15, 17, 20–24, 28 and 29; and
- iii. to provide evidence to support Phase 1 compliance for the relevant conditions.
- iv. The table below lists each condition, the proposed variation (where applicable), and the current status assuming approval of this s.73 application.

Condition	Status	Summary of Proposed Amendments
Condition 2 Approved Plans	Compliance	Updated drawing schedule to include latest relevant documents and drawings including those approved under discharged conditions (C5, C19, C25, C28).
Condition 3 Flood Risk Assessment	Discharged: DISCO PA/2020/1064 DISCO PA/2021/1627	Vary Condition 3 to confirm that the development will be carried out in accordance with: the approved Flood Risk Assessment (M181 Terminal Junction – Flood Risk Assessment; AECOM, July 2017); Flood Risk Technical Note (EWE Associates Limited, 8 Sept 2021, ref. 001, 2020/2596), together with an FRA Addendum (AWP – M181-AWP-ZZ-XX-RP-C-3001, January 2026)
Condition 5 Approved Details	Discharged: DISCO PA/2021/2211	Remove and provide updated Approved Plans schedule to include new Drainage drawings submitted with this application (Appendix B).
Condition 8 Opening tied to completion of C5 works		Vary wording to introduce phased delivery, so the connection of the motorway junction can be brought into use once the 'M181 terminating junction' and the second-phase B1450 Spur East, 'B1450 East Roundabout' and 'B1450 East' are complete (per Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan)provided the B1450 is not severed and any unbuilt arm(s) remain closed while Phase 3 is Complete.
Condition 9 Within 3 months of opening – complete residual items		Vary condition wording to align with the approved proposed Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan), requiring completion of the final NMU, pedestrian, access and local road signing works within three months of Phase 3 completion, and clarifying that advance direction signs (ADS) and any other signing/markings for Phases 1 and 2 must be installed prior to opening of each respective phase.

Section 73 – Planning Statement (PA/2017/1386)

<p>Condition 11</p> <p>Construction Phase Traffic Management Plan</p>	<p>Discharged:</p> <p>DISCO PA/2021/2211</p> <p>Evidence of Phase 1 compliance provided with this application.</p>	<p>Vary condition wording to adopt a phased Construction Phase Traffic Management Plan (CTMP) approach tied to the proposed Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan), retaining the approved CTMP for Phase 1 and requiring a brief CTMP Addendum for each subsequent phase to be approved in writing by the local planning authority before that phase commences, with any updates also requiring approval before they take effect.</p>
<p>Condition 15</p> <p>Construction Environment Management Plan</p>	<p>Discharged:</p> <p>DISCO PA/2021/1494:</p>	<p>Vary condition wording to align the CEMP with the proposed Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan), retaining the approved CEMP for Phase 1 (SLR/AC/41059 Rp 002, dated 13 August 2021) and requiring a brief CEMP Addendum for each subsequent phase to be approved in writing by the local planning authority before that phase commences, primarily to update drawing references and confirm any phase specific measures.</p>
<p>Condition 17</p> <p>Soil Verification Plan</p>	<p>Evidence of Phase 1 compliance provided with this application.</p>	<p>Vary condition wording to adopt a phased soil verification approach tied to the proposed Phasing Plan(SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan), requiring a soil verification plan to be approved before any importation of soils for each phase and allowing the condition to be discharged in part on a phase-by-phase basis.</p>
<p>Condition 19</p> <p>Approved Lighting Scheme</p>	<p>Evidence of Phase 1 compliance provided with this application.</p>	<p>Remove and provide updated Approved Plans schedule to include new Drainage drawings submitted with this application (Appendix B).</p>
<p>Condition 20</p> <p>Noise Impact Assessment</p>	<p>Discharged:</p> <p>DISCO PA/2020/1064</p>	<p>(i) update the referenced policy and technical standards to current documents (NPPF (latest), PPG Noise, ProPG (2017), BS 4142 (current edition), WHO Environmental Noise Guidelines (2018), BS 8233 (current edition), BS 5228 1/ 2 (current editions), ISO 1996 2:2017), and</p> <p>(ii) require a brief phase-specific Noise Impact Assessment addendum/technical note to be approved by the local planning authority prior to the commencement of each phase, so that conclusions and mitigation remain current if later phases are delivered after a significant interval.</p>

<p>Condition 21</p> <p>Archaeology – WSI</p>	<p>Discharged:</p> <p>DISCO PA/2021/2211</p> <p>Evidence of Phase 1 compliance provided with this application.</p>	<p>Vary condition wording to secure phased implementation of the already-approved Written Scheme of Investigation (WSI) — “M181 Terminal Junction, Lincolnshire Lakes, North Lincolnshire: Archaeological Watching Brief and Geoarchaeological Assessment, Written Scheme of Investigation” (AOC Archaeology Group, December 2021, AOC Project No. 53011) — tied to the approved Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan).</p> <p>The variation requires, for each Phase:</p> <ul style="list-style-type: none"> (i) written notification to the NLHER before archaeological works commence, including a staff list (roles/qualifications) and a Phase timetable; (ii) delivery of the archaeological/geoarchaeological works in accordance with the WSI; and (iii) submission of a Phase Completion Report to the LPA and NLHER, with a development-wide synthesis and archive deposition on completion of the final Phase. No re-approval of the WSI is sought. <p>For the avoidance of doubt, Discharge PA/2021/2211 remains effective for completed works (Phase 1). The re cast condition clarifies that each subsequent Phase will follow the WSI’s phase end reporting (and OASIS upload, as applicable), with a development wide synthesis and archive upon completion of the final Phase.</p>
<p>Condition 22</p> <p>Archaeology – implementation confirmation</p>	<p>Evidence of Phase 1 compliance provided with this application.</p>	<p>Vary condition wording so that, for each Phase, the applicant (or successors) provides written confirmation to the LPA that the archaeological evaluation and mitigation will be implemented in accordance with the approved WSI and varied Condition 21, in line with the approved details and timings for that Phase; no variation shall take place without the prior written consent of the LPA.</p>

<p>Condition 23</p> <p>Archaeology – post-investigation, publication & archiving secured</p>	<p>Evidence of Phase 1 compliance provided with this application.</p>	<p>Vary to operate on a Phase-by-Phase basis, such that no stage of any Phase is brought into operation until the archaeological mitigation investigation and post-investigation assessment for that Phase are completed in accordance with the programme set out in the approved WSI and Condition 21, and provision for analysis, publication/dissemination and archive deposition has been secured.</p>
<p>Condition 24</p> <p>Archaeology – HER deposit</p>	<p>Evidence of Phase 1 compliance provided with this application.</p>	<p>Vary condition wording to apply per Phase, requiring that a copy of any analysis, reporting, publication or archiving required as part of the mitigation strategy for that Phase is deposited with the North Lincolnshire Historic Environment Record within six months of commencement of that Phase’s archaeological programme of work, or such other period as may be agreed in writing by the LPA (with OASIS upload referenced where applicable).</p>
<p>Condition 25</p> <p>Approved Landscaping and Ecology (L&E) Scheme</p>	<p>Discharged:</p> <p>DISCO PA/2020/1064</p>	<p>Remove and provide updated Approved Plans schedule to include new Drainage drawings submitted with this application (Appendix B).</p>
<p>Condition 27</p> <p>L&E Compliance</p>	<p>Evidence of Phase 1 compliance provided with this application.</p>	<p>Vary condition wording so that, prior to first use of each defined Phase (rather than only prior to first use of the terminating junction), the applicant submits a Phase Landscaping & Ecology Compliance Report to the LPA demonstrating evidence of compliance with the previously approved landscaping and ecology proposals insofar as they relate to that Phase</p>
<p>Condition 28</p> <p>Approved Drainage Scheme</p>	<p>Discharged:</p> <p>DISCO PA/2021/2211</p>	<p>Converting to a compliance condition and updated drawing schedule to include new landscaping drawings submitted with this application to reflect phasing.</p>
<p>Condition 29</p> <p>Drainage – completion prior to first use; retention and maintenance</p>		<p>Vary condition to a phase by phase implementation trigger tied to the Phasing Plan (SER-AWP-ZZ-XX-SK-D-0002- Phasing Plan) Drainage for each phase is completed and operational prior to first use of that phase; any temporary drainage (eastern roundabout south west leg) operates until the permanent system is commissioned and then is decommissioned.</p>

Appendix B - Drawing Schedule

Drawing No:	Title	Rev
Phase 1		
M181-AWP-01-01-DR-D-0201	M181 Junction - Proposed 2D Layout-Sheet 1	C1
M181-AWP-01-01-DR-D-0521	Proposed Geometry Strings - Sheet 1	C1
M181-AWP-01-01-DR-D-0301	Long Section Reference Plan	C1
M181-AWP-01-01-DR-D-0302	Long Section - Sheet 1	C1
M181-AWP-01-01-DR-D-0303	Long Section - Sheet 2	C1
M181-AWP-01-01-DR-D-0321	Cross Section Overview Plan	C1
M181-AWP-01-01-DR-D-0328	Cross Section - Central Roundabout - Sheet1	C1
M181-AWP-01-01-DR-D-0329	Cross Section - Central Roundabout - Sheet2	C1
M181-AWP-01-01-DR-D-0330	Cross Section - Central Roundabout - Sheet3	C1
M181-AWP-01-01-DR-D-0331	Cross Section - Central Roundabout - Sheet4	C1
M181-AWP-01-01-DR-D-0351	M181 Typical Sections Sheet 1	C1
M181-AWP-01-02-DR-D-0001	Site Clearance - General - Sheet 1	C1
M181-AWP-01-02-DR-D-0002	Site Clearance - General - Sheet 2	C1
M181-AWP-01-02-DR-D-0003	Site Clearance - General - Sheet 3	C1
M181-AWP-01-02-DR-D-0101	Site Clearance - Drainage and Ducting - Sheet 1	C1
M181-AWP-01-02-DR-D-0102	Site Clearance - Drainage and Ducting - Sheet 2	C1
M181-AWP-01-02-DR-D-0103	Site Clearance - Drainage and Ducting - Sheet 3	C1
M181-AWP-01-03-DR-D-0001	Proposed Fencing and Gates - Sheet 1	C1
M181-AWP-01-04-DR-D-0001	Road Restraint Systems - Sheet 1	C1
M181-AWP-01-05-DR-D-0030	Diversion Layout of Existing Ditches	C1
M181-AWP-01-05-DR-D-0031	Diversion of Existing Ditches - Long Sections	C1
M181-AWP-01-05-DR-D-0032	Diversion of Existing ditches-Construction details-Sheet1	C1
M181-AWP-01-05-DR-D-0033	Diversion of Existing ditches-Construction details-Sheet2	C1
M181-AWP-01-05-DR-D-0034	Diversion of Existing ditches-Construction details-Sheet3	C1
M181-AWP-01-05-DR-D-0035	Diversion of Existing ditches-Construction details-Sheet4	C1
M181-AWP-01-05-DR-D-0036	Diversion of Existing ditches-Construction details-Sheet5	C1
M181-AWP-01-05-DR-D-0037	Diversion of Existing ditches-Construction details-Sheet6	C1
M181-AWP-01-05-DR-D-0001	Drainage Layout - Sheet 1	C1
M181-AWP-01-05-DR-D-0002	Drainage Layout - Sheet 2	C1
M181-AWP-01-05-DR-D-0011	Pipe Schedules	C1
M181-AWP-01-05-DR-D-0020	Manhole Schedule	C1
M181-AWP-01-05-DR-D-0050	Drainage - Proposed hydrobrake MH details-Sheet 1	C1
M181-AWP-01-05-DR-D-0060	Drainage - Standard Details - Sheet 1	C1
M181-AWP-01-05-DR-D-0061	Drainage - Standard Details - Sheet 2	C1
M181-AWP-01-05-DR-D-0062	Drainage - Standard Details - Sheet 3	C1
M181-AWP-01-05-DR-D-0070	SUDS O&M Layout - Sheet 1	C1
M181-AWP-01-05-DR-D-0071	SUDS O&M Layout - Sheet 2	C1
M181-AWP-01-07-DR-D-0001	Pavements - Sheet 1	C1
M181-AWP-01-07-DR-D-0002	Pavements - Sheet 2	C1
M181-AWP-01-07-DR-D-0003	Pavements - Sheet 3	C1
M181-AWP-01-07-DR-D-0201	Pavements - Milling and Regulating - Sheet 1	C1
M181-AWP-01-07-DR-D-0202	Pavements - Milling and Regulating - Sheet 2	C1
M181-AWP-01-07-DR-D-0203	Pavements - Milling and Regulating - Sheet 3	C1
M181-AWP-01-06-DR-D-0101	Earthworks - Pavement Foundations - Sheet 1	C1
M181-AWP-01-06-DR-D-0102	Earthworks - Pavement Foundations - Sheet 2	C1
M181-AWP-01-06-DR-D-0103	Earthworks - Pavement Foundations - Sheet 3	C1
M181-AWP-01-11-DR-D-0001	Kerbs and Footways - Sheet 1	C1
M181-AWP-01-11-DR-D-0002	Kerbs and Footways - Sheet 2	C1
M181-AWP-01-11-DR-D-0003	Kerbs and Footways - Sheet 3	C1
M181-AWP-01-12-DR-D-0001	Traffic Signs Layout - Sheet 1	C1
M181-AWP-01-12-DR-D-0002	Traffic Signs Layout - Sheet 2	C1

M181-AWP-01-12-DR-D-0003	Traffic Signs Layout - Sheet 3	C1
M181-AWP-01-12-DR-D-0004	Traffic Signs Layout - Sheet 4	C1
M181-AWP-01-12-DR-D-0005	Traffic Signs Layout - Sheet 5	C1
M181-AWP-01-12-DR-D-0006	Traffic Signs Layout - Sheet 6	C1
M181-AWP-01-12-DR-D-0007	Traffic Signs Layout - Sheet 7	C1
M181-AWP-01-12-DR-D-0101	Traffic Sign Schedule - Sheet 1	C1
M181-AWP-01-12-DR-D-0102	Traffic Sign Schedule - Sheet 2	C1
M181-AWP-01-12-DR-D-0201	Road Markings - Sheet 1	C1
M181-AWP-01-12-DR-D-0202	Road Markings - Sheet 2	C1
M181-AWP-01-12-DR-D-0203	Road Markings - Sheet 3	C1
FNd 527_310	Highway Landscapes	/.
FNd 527_305	Highway Landscapes (5 of 5)	A
M181-AWP-01-01-DR-D-0101	Statutory Undertakers Plans - Existing-Sheet 1	C1
M181-AWP-01-01-DR-D-0102	Statutory Undertakers Plans - Existing-Sheet 2	C1
M181-AWP-01-01-DR-D-0103	Statutory Undertakers Plans - Existing-Sheet 3	C1
M181-AWP-01-01-DR-D-0104	Statutory Undertakers Plans - Existing-Sheet 4	C1
M181-AWP-01-01-DR-D-0105	Statutory Undertakers Plans - Existing-Sheet 5	C1
M181-AWP-01-01-DR-D-0106	Statutory Undertakers Plans - Existing-Sheet 6	C1
M181-AWP-01-01-DR-D-0107	Statutory Undertakers Plans - Existing-Sheet 7	C1
M181-AWP-01-01-DR-D-0151	Proposed New Supplies - Sheet 1	C1
M181-AWP-01-01-DR-D-0152	Proposed New Supplies - Sheet 2	C1
M181-AWP-01-01-DR-D-0251	Proposed Contour Plan-Sheet 1	C1
M181-AWP-01-01-DR-D-0501	Proposed Design Strings - Sheet 1	C1
M181-AWP-01-06-DR-D-0001	Earthworks - Excavations - Sheet 1	C1
M181-AWP-01-06-DR-D-0002	Earthworks - Excavations - Sheet 2	C1
M181-AWP-01-06-DR-D-0003	Earthworks - Excavations - Sheet 3	C1
M181-AWP-01-06-DR-D-0201	Verges and Landscape Areas - Sheet 1	C1
M181-AWP-01-06-DR-D-0202	Verges and Landscape Areas - Sheet 2	C1
M181-AWP-01-06-DR-D-0203	Verges and Landscape Areas - Sheet 3	C1
M181-AWP-01-13-DR-D-0201	Proposed Lighting and Ducting - Sheet 1	P01
M181-AWP-01-13-DR-D-0208	Proposed Lighting and Ducting - Sheet 8	P01
M181-AWP-01-13-DR-D-0209	Proposed Lighting and Ducting - Sheet 9	P01
Phase 2		
SER-AWP-ZZ-01-DR-C-3001	Site Layout (Temporary Phase) - Sheet 1	M2
SER-AWP-ZZ-01-DR-C-3002	Site Layout (Temporary Phase) - Sheet 2	M2
SER-AWP-ZZ-01-DR-C-3025	Profiles (Temporary Phase) - Sheet 6	P02
SER-AWP-ZZ-01-DR-C-3026	Profiles (Temporary Phase) - Sheet 7	P02
SER-AWP-ZZ-01-DR-C-3030	Contour Plan (Temporary Phase) - Sheet 1	P02
SER-AWP-ZZ-01-DR-C-3031	Contour Plan (Temporary Phase) - Sheet 2	P02
SER-AWP-ZZ-01-DR-C-3041	Cross-Sections (Temporary Phase) - Sheet 1	P02
SER-AWP-ZZ-01-DR-C-3042	Cross-Sections (Temporary Phase) - Sheet 2	P02
SER-AWP-ZZ-01-DR-C-3043	Cross-Sections (Temporary Phase) - Sheet 3	P02
SER-AWP-ZZ-01-DR-C-3044	Cross-Sections (Temporary Phase) - Sheet 4	P02
SER-AWP-ZZ-01-DR-C-3045	Cross-Sections (Temporary Phase) - Sheet 5	P02
SER-AWP-ZZ-01-DR-C-3046	Cross-Sections (Temporary Phase) - Sheet 6	P02
SER-AWP-ZZ-02-DR-C-3001	Site Clearance (Temporary Phase) - Sheet 1	P02
SER-AWP-ZZ-02-DR-C-3002	Site Clearance (Temporary Phase) - Sheet 2	P02
SER-AWP-ZZ-03-DR-C-3001	Fencing (Temporary Phase) - Sheet 1	P02
SER-AWP-ZZ-03-DR-C-3002	Fencing (Temporary Phase) - Sheet 2	P02
SER-AWP-ZZ-04-DR-C-3001	Road Restraint Systems (Temporary Phase) - Sheet 1	P02
SER-AWP-ZZ-04-DR-C-3002	Road Restraint Systems (Temporary Phase) - Sheet 2	P02
SER-AWP-ZZ-05-D-C-3101	Temporary Phase - Southern Ditch Diversion Layout	P02
SER-AWP-ZZ-05-D-C-3102	Temporary Phase - Southern Ditch Diversion Longsection	P02
SER-AWP-ZZ-05-D-C-3103	Temporary Phase - Southern Ditch Diversion and Culvert Details	P02
SER-AWP-ZZ-05-D-C-3104	Temporary Phase - Proposed Drainage Layout-Sheet	P02

SER-AWP-ZZ-02-DR-C-3102	Site Clearance (Permanent Phase) - Sheet 2	P02
SER-AWP-ZZ-03-DR-C-3101	Fencing (Permanent Phase) - Sheet 1	P02
SER-AWP-ZZ-03-DR-C-3102	Fencing (Permanent Phase) - Sheet 2	P02
SER-AWP-ZZ-05-D-C-3601	Permanent Phase - Drainage Abandonment Plan	P01
SER-AWP-ZZ-05-D-C-3602	Permanent Phase - Proposed Drainage Layout	P01
SER-AWP-ZZ-05-D-C-3603	Permanent Phase - Typical Drainage Details	P01
SER-AWP-ZZ-05-D-C-3604	Permanent Phase - DRAINAGE SUDS O&M LAYOUT-Sheet 1	P01
SER-AWP-ZZ-05-D-C-3605	Permanent Phase - DRAINAGE SUDS O&M LAYOUT-Sheet 2	P01
SER-BRO-ZZ-01-D-L-9003	Soft Landscape (Permanent) Sheet 1	P01
SER-BRO-ZZ-01-D-L-9004	Soft Landscape (Permanent) Sheet 2	P01
SER-BRO-ZZ-01-D-L-9006	Soft Landscape Planting Schedule (Permanent)	P01
SER-SLDS-ZZ-02-D-C-0201-PH2	Proposed Site Clearance - Permanent Layout - Sheet 1 of 1	P1
SER-SLDS-ZZ-13-D-C-1301-PH2	Proposed Highway Lighting - Permanent Layout - Sheet 1 of 1	P1
SER-SLDS-ZZ-14-D-C-1401-PH2	Proposed Electrical Schematics & Standard Details - Sheet 1 of 3 (Permanent)	P1
SER-SLDS-ZZ-14-D-C-1402-PH2	Proposed Electrical Schematics & Standard Details - Sheet 2 of 3 (Permanent)	P1
SER-SLDS-ZZ-14-D-C-1403-PH2	Proposed Electrical Schematics & Standard Details - Sheet 3 of 3 (Permanent)	P1
LLHI-AWP-01-01-DR-D-0202	M181 Junction - Proposed 2D Layout-Sheet 2	P03
LLHI-AWP-01-01-DR-D-0203	M181 Junction - Proposed 2D Layout-Sheet 3	P03
LLHI-AWP-01-01-DR-D-0522	Proposed Geometry Strings - Sheet 2	P02
LLHI-AWP-01-01-DR-D-0523	Proposed Geometry Strings - Sheet 3	P02
LLHI-AWP-01-01-DR-D-0332	Cross Sections - West Roundabout - Sheet1	P02
LLHI-AWP-01-01-DR-D-0333	Cross Sections - West Roundabout - Sheet2	P02
LLHI-AWP-01-01-DR-D-0334	Cross Sections - West Roundabout - Sheet3	P02
LLHI-AWP-01-01-DR-D-0335	Cross Sections - West Roundabout - Sheet4	P02
LLHI-AWP-01-01-DR-D-0336	Cross Sections - West Roundabout - Sheet5	P02
LLHI-AWP-01-01-DR-D-0337	Cross Sections - West Roundabout - Sheet6	P02
LLHI-AWP-01-01-DR-D-0338	Cross Sections - West Roundabout - Sheet7	P02
LLHI-AWP-01-01-DR-D-0102	Statutory Undertakers Plans - Existing-Sheet 2	P02
LLHI-AWP-01-01-DR-D-0103	Statutory Undertakers Plans - Existing-Sheet 3	P02
LLHI-AWP-01-01-DR-D-0152	Proposed New Supplies - Sheet 2	P02
LLHI-AWP-01-01-DR-D-0153	Proposed New Supplies - Sheet 3	P02
LLHI-AWP-01-01-DR-D-0252	Proposed Contour Plan-Sheet 2	P03
LLHI-AWP-01-01-DR-D-0253	Proposed Contour Plan-Sheet 3	P03
LLHI-AWP-01-01-DR-D-0303	Long Sections-Sheet 2	P02
LLHI-AWP-01-01-DR-D-0304	Long Sections-Sheet 3	P02
LLHI-AWP-01-01-DR-D-0502	Proposed Design Strings - Sheet 2	P02
LLHI-AWP-01-01-DR-D-0503	Proposed Design Strings - Sheet 3	P02
LLHI-AWP-01-02-DR-D-0003	Site Clearance - General - Sheet 3	P03
LLHI-AWP-01-02-DR-D-0004	Site Clearance - General - Sheet 4	P03
LLHI-AWP-01-02-DR-D-0103	Site Clearance - Drainage and Ducting - Sheet 3	P03
LLHI-AWP-01-03-DR-D-0002	Proposed Fencing and Gates - Sheet 2	P04
LLHI-AWP-01-03-DR-D-0003	Proposed Fencing and Gates - Sheet 3	P04
LLHI-AWP-01-04-DR-D-0002	Road Restraint Systems - Sheet 2	P03
LLHI-AWP-01-04-DR-D-0003	Road Restraint Systems - Sheet 3	P03
LLHI-AWP-01-05-DR-D-0002	Junction Drainage Layout - Sheet 2	T5
LLHI-AWP-01-05-DR-D-0003	Junction Drainage Layout - Sheet 3	T4
LLHI-AWP-01-05-DR-D-0012	Junction Drainage Pipe Schedule - Sheet 2	T5
LLHI-AWP-01-05-DR-D-0014	Junction Drainage Pipe Schedule - Sheet 4	T2
LLHI-AWP-01-05-DR-D-0022	Junction Drainage Manhole Schedule - Sheet 3	T1
LLHI-AWP-01-05-DR-D-0025	Junction Drainage Manhole Schedule - Sheet 6	T2

LLHI-AWP-01-05-DR-D-0040	Drainage Layout - Attenuation Pond 1	T2
LLHI-AWP-01-05-DR-D-0042	Attenuation pond 1/2 Construction Details-Sheet 1	T1
LLHI-AWP-01-05-DR-D-0044	Attenuation pond 1/2 Construction Details-Sheet 3	T1
LLHI-AWP-01-05-DR-D-0050	Drainage - Proposed hydrobrake MH details-Sheet 1	T1
LLHI-AWP-01-05-DR-D-0051	Drainage - Proposed hydrobrake MH details-Sheet 2	T1
LLHI-AWP-01-05-DR-D-0053	Drainage - Proposed hydrobrake MH details-Sheet 4	T1
LLHI-AWP-01-05-DR-D-0071	SUDS O&M Layout (SHT2)	P2
LLHI-AWP-01-05-DR-D-0072	SUDS O&M Layout (SHT3)	P2
LLHI-AWP-01-05-DR-D-0202	Proposed Lighting and Ducting - Sheet 2	P01
LLHI-AWP-01-05-DR-D-0203	Proposed Lighting and Ducting - Sheet 3	P02
LLHI-AWP-01-05-DR-D-0204	Proposed Lighting and Ducting - Sheet 4	P01
LLHI-AWP-01-05-DR-D-0210	Proposed Lighting and Ducting - Sheet N-1	P01
LLHI-AWP-01-06-DR-D-0002	Earthworks - Excavations - Sheet 2	P04
LLHI-AWP-01-06-DR-D-0003	Earthworks - Excavations - Sheet 3	P04
LLHI-AWP-01-06-DR-D-0004	Earthworks - Excavations - Sheet 4	P04
LLHI-AWP-01-06-DR-D-0102	Earthworks - Pavement Foundations - Sheet 2	P02
LLHI-AWP-01-06-DR-D-0103	Earthworks - Pavement Foundations - Sheet 3	P02
LLHI-AWP-01-06-DR-D-0202	Verges and Landscape Areas - Sheet 2	P03
LLHI-AWP-01-06-DR-D-0203	Verges and Landscape Areas - Sheet 3	P02
LLHI-AWP-01-06-DR-D-0204	Verges and Landscape Areas - Sheet 4	P02
LLHI-AWP-01-07-DR-D-0002	Pavements - Sheet 2	P02
LLHI-AWP-01-07-DR-D-0003	Pavements - Sheet 3	P02
LLHI-AWP-01-07-DR-D-0004	Pavements - Sheet 4	P02
LLHI-AWP-01-11-DR-D-0002	Kerbs and Footways - Sheet 2	P02
LLHI-AWP-01-11-DR-D-0003	Kerbs and Footways - Sheet 3	P02
LLHI-AWP-01-11-DR-D-0004	Kerbs and Footways - Sheet 4	P02
LLHI-AWP-01-12-DR-D-0002	Traffic Signs Layout - Sheet 2	P06
LLHI-AWP-01-12-DR-D-0003	Traffic Signs Layout - Sheet 3	P05
LLHI-AWP-01-12-DR-D-0004	Traffic Signs Layout - Sheet 4	P04
LLHI-AWP-01-12-DR-D-0101	Traffic Sign Schedule - Sheet 1	P05
LLHI-AWP-01-12-DR-D-0102	Traffic Sign Schedule - Sheet 2	P04
LLHI-AWP-01-12-DR-D-0103	Traffic Sign Schedule - Sheet 3	P05
LLHI-AWP-01-12-DR-D-0104	Traffic Sign Schedule - Sheet 4	P02
LLHI-AWP-01-12-DR-D-0202	Road Markings - Sheet 2	P03
LLHI-AWP-01-12-DR-D-0203	Road Markings - Sheet 3	P03
LLHI-AWP-01-12-DR-D-0204	Road Markings - Sheet 4	P03
FNd_527_301	Highway Landscapes (1 of 5)	A
FNd_527_302	Highway Landscapes (2 of 5)	A

Appendix C - Phase 1 Compliance – Evidence Table

Condition no. (abridged wording)	Evidence to be submitted	Documents
<p>Condition 4 (Implement FRA mitigation)</p> <p>Implement and maintain all flood-mitigation measures as set out in the approved FRA.</p>	<p>Provide Phase 1 asbuilt levels/mitigation confirmation and maintenance responsibilities; confirm tie in to approved FRA.</p>	<p>As Built Records: M181-AWP-01-01-DR-D-0251_C02 - Proposed Contour Plan.pdf M181-AWP-01-01-DR-D-0301_C02 - Proposed Long Sections - Sheet 1.pdf M181-AWP-01-01-DR-D-0302_C02 - Proposed Long Sections - Sheet 2.pdf M181-AWP-01-01-DR-D-0321_C02 - Cross Section Overview.pdf M181-AWP-01-01-DR-D-0328_C02 - Cross Section - Central Roundabout - Sheet 1.pdf M181-AWP-01-01-DR-D-0329_C02 - Cross Section - Central Roundabout - Sheet 2.pdf M181-AWP-01-01-DR-D-0330_C02 - Cross Section - Central Roundabout - Sheet 3.pdf M181-AWP-01-01-DR-D-0331_C02 - Cross Section - Central Roundabout - Sheet 4.pdf</p>
<p>Condition 6 – RSA 1/2 compliance</p> <p>Complete Stage 1/2 Road Safety Audit for all works under Condition 5 and implement approved recommendations</p>	<p>Phase 1 submission/evidence: Provide Phase 1 RSA1/2 updates and Designers' Responses where design evolved; implement recommendations as applicable.</p>	<p>Stage 1 - 2015 [M181 RSA1 Report v02 FINAL RSA stage 1 report.pdf] [47071554-M181-DOC-011 v0 RSA1 designer response.pdf]</p> <p>Stage 2 - 2017 [60495832-M181-REP-RSA2_DR RSA stage 2 designers response .pdf] [M181 RSA2 Report v02 FINAL RSA stage 2 report.pdf]</p> <p>Stage 2 - (Update 2021) [4182 RSA 2 M181 Terminal Junction, Scunthorpe - Final Issue 1.pdf] [LLHI - M181 - RSA2 Designers Response 25.06.21.pdf]</p>
<p>Condition 10 – RSA Stage 3</p> <p>Undertake Stage 3 Road Safety Audit on completed construction works and implement any required changes.</p>	<p>Submit RSA3 (dated 10/06/2025) and Designers' Response actions log (agreed 25/07/2025) and evidence of implementation.</p>	<p>Stage 3 4182 RSA 3 M181 Terminal Junction, Scunthorpe - Final Issue 1.pdf M181-AWP-ZZ-XX-RP-C-0004_P01 - M181 RSA 3 DRR SH Approval 25.7.25.pdf</p>
<p>Condition 17 – Soil verification plan (imported/site-won soils)</p> <p>Submit and implement approved soil verification plan before importing soils; comply fully prior to use.</p>	<p>Submit - Phase 1 Verification Plan Submit - CL:AIRE MMP - Dunelm Submit Verification Report – Dunelm</p> <p>Including additional testing undertaken.</p>	<p>M181 Southern Junction (Phase 1) - Soil Verification Plan.pdf DUN_D30566 M181 Scunthorpe MMP_01_00 (3) 2.pdf D30566_MMP Verification Report_M181 Scunthorpe_01_00.pdf</p> <p>Additional Testing: 11884.1EshM181Env 11884.2EshM181Env 11885.1EshM181ts 11885.2EshM181ts</p>
<p>Condition 19 – Lighting to approved drawing</p> <p>Install scheme lighting in accordance with approved drawing 0495832-M181-DRG-001300.</p>	<p>As built Lighting Drawings</p>	<p>As built Lighting Drawings</p>
<p>Condition 22 – Archaeology – implementation confirmation</p> <p>Provide written confirmation that archaeological works will be implemented in accordance with the approved WSI.</p>	<p>Provide Phase 1 implementation confirmation</p>	<p>Email - Memo - AW 29 May 2024 - "I understand you have been appointed" Email - Memo - AW 28 Feb 2025 - "Comfortable with Approach"</p>

<p>Condition 23 – Archaeology – post-investigation, publication & archiving secured</p> <p>No part of the development to open until archaeological investigation, post-excavation work, and archiving provisions are complete.</p>	<p>Provide Phase 1 post-assessment and secured publication/archiving provisions.</p> <p>a) Completed the archaeological mitigation fieldwork and the post investigation assessment in line with the programme in the approved WSI; and</p> <ul style="list-style-type: none"> • Archaeological watching brief undertaken: 1 Jul – 21 Oct 2024. • Watching Brief Report issue: 29 Nov 2024 • OASIS submission: 03 Dec 2024 • Geoarchaeology (post-investigation assessment): 23 Feb 2026. <p>b) Secured provision for analysis, publication/dissemination and archive deposition.</p> <ul style="list-style-type: none"> • Timetable / UPD: Phase 2 analysis to be completed by January 2027. Publication phase to be completed by April 2027. • Further work required: <ul style="list-style-type: none"> - Full pollen analysis of CH1 and targeted pollen samples from CH2 cores. - Up to 15 ostracod/diatom samples. - Two radiocarbon dates. - Documentary research. • OASIS: Update confirmed • Archive deposited : by April 2028, assuming no further work is required. 	<p>AOC Archaeology - 53125 M181 Scunthorpe - Watching Brief Report - November 2024 Post Investigation Assessment and UPD - Feb 2026</p>
<p>Condition 24 – HER deposit</p> <p>Submit all archaeological reports and archives to the NLHER within six months of commencing archaeological works, or other agreed period.</p>	<p>Post Investigation Assessment and UPD – suggests April 2028 – LPA note and confirm agreement.</p>	
<p>Condition 27 – L&E – compliance report prior to first use</p> <p>Submit evidence of compliance with the approved landscaping/ecology scheme before the terminating junction is first used.</p>	<p>Phase 1 L&E compliance: asb uilt plans, planting schedule, photos, ecologist notes/reports.</p>	<p>Ecology: 240704_424.065288.00001_Scunthorpe Pre-Commencement Surveys_v1.pdf 240731_Pre-commencement_works_check_Ecology_report_v1.pdf 240813_Final_Pre-commencement_works_check_ecology_report_v1.pdf</p> <p>Landscaping: Photographs: 1000002280.jpg, 1000002281.jpg, 1000002285.jpg, 1000002290.jpg, 1000002291.jpg, 1000002293.jpg Landscape Order info : N T Killingley_PO 4697-2 - M181 Planting, DN17 2AD.pdf Proof native origin letter: UK native origin - 4697-1.jpeg</p>

<p>Condition 29 – Drainage – completion prior to first use; retention and maintenance</p> <p>Install, complete, and thereafter maintain the approved drainage scheme before first use.</p>	<p>Phase 1 drainage as-builts, hydraulic checks/commissioning note, and O&M extract.</p>	<p>M181-AWP-01-05-DR-D-0001_C04 – Drainage Layout – Sheet 1 M181-AWP-01-05-DR-D-0002_C04 – Drainage Layout – Sheet 2 M181-AWP-01-05-DR-D-0011_C04 – Drainage Pipe Schedules M181-AWP-01-05-DR-D-0020_C05 – Drainage Manhole Schedules M181-AWP-01-05-DR-D-0030_C02 – Diversion Layout of Existing Ditches M181-AWP-01-05-DR-D-0031_C02 – Diversion of Existing Longsections M181-AWP-01-05-DR-D-0032_C02 – Culvert Construction details – Sheet 1 M181-AWP-01-05-DR-D-0033_C02 – Culvert Construction details – Sheet 2 M181-AWP-01-05-DR-D-0034_C02 – Culvert Construction details – Sheet 3 M181-AWP-01-05-DR-D-0035_C02 – Culvert Construction details – Sheet 4 M181-AWP-01-05-DR-D-0036_C02 – Culvert Construction details – Sheet 5 M181-AWP-01-05-DR-D-0037_C02 – Culvert Construction details – Sheet 6 M181-AWP-01-05-DR-D-0050_C03 – Proposed Hydrobrake MH Details M181-AWP-01-05-DR-D-0060_C02 – Drainage Standard Details – Sheet 1 M181-AWP-01-05-DR-D-0061_C02 – Drainage Standard Details – Sheet 2 M181-AWP-01-05-DR-D-0062_C02 – Drainage Standard Details – Sheet 3 M181-AWP-01-05-DR-D-0070_C02 – SUDS O&M Layout – Sheet 1 M181-AWP-01-05-DR-D-0071_C02 – SUDS O&M Layout – Sheet 2</p> <p><i>Drainage is to be accepted into National Highways assets June 2026.</i></p>
---	--	---