

LINCOLNSHIRE COUNTY COUNCIL

LINCOLN EASTERN BYPASS

STATEMENT OF REASONS

Lincolnshire County Council (A15 Lincoln Eastern Bypass) (Classified Road) (Side Roads) Order 2014

Lincolnshire County Council (A15 Lincoln Eastern Bypass) Compulsory Purchase Order 2014

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1. Introduction.

1.1. This Statement introduces the Lincolnshire County Council's (LCC) proposals as published in October 2014 in respect of the two Orders listed on the front cover of this Statement for the provision of the Lincoln Eastern Bypass Scheme; hereafter called the LEB. This Statement identifies but does not address in detail any of the applications made for planning permission which allows for the construction of the LEB as currently envisaged. This Statement relates to the current proposals for the LEB and supersedes the Statement of Reasons published in respect of the previous proposals and is brought forward following the receipt of the Secretary of State's decision letter in respect of the previous proposals. Those earlier proposals were considered at a Public Inquiry held during February 2014 and in respect of which the Inspector's Report and the Secretary of State's decision letter were received by LCC on the 9th July 2014.

1.2. The decision of the Secretary of State, following the recommendation of the Inspector, was to confirm the Scheme to cross the River Witham [namely the Lincolnshire County Council (River Witham Bridge) Scheme 2013] as being required and justified to allow for the provision of the LEB but not to confirm the Lincolnshire County Council (A15 Lincoln Eastern Bypass) (Classified Road) (Side Roads) Order 2013 and the Lincolnshire County Council (A15 Lincoln Eastern Bypass) Compulsory Purchase Order 2013.

1.3. The reason relied on by the Inspector and accepted by the Secretary of State for not confirming either the SRO or the CPO is set out in the Inspectors report (see document 1) and related to one specific element of the then published proposals. In all other respects and in relation to all objections raised against the LEB at the previous Inquiry the Inspector found the LCC's proposals for LEB to be sound and justified which the Secretary of State accepted as is clear from the decision letter.

1.4. The point of concern is set out clearly in the Inspectors report. Although the Inspector found that the LCC proposals generally were robust, including the provision of reasonably convenient alternative access for all users including those following the closure of Hawthorn Road (see section 3 of the report) a concern remained for non-motorised users. Paragraph 8.95 summarises the position as follows;

“In relation to the stopping up of the highways, another reasonably convenient route will be available or will be provided in all cases, except in respect of Hawthorn Road. The provision of a left in left out junction and the availability of safe alternative routes using the surrounding local highway network would ensure reasonably convenient routes for people travelling by motor vehicles. To the east of the bypass the NMU bridge would fail to provide users with a safe connection to Hawthorn Road. LCC has not shown how this significant deficiency is to be overcome. I conclude, on the evidence available, that the statutory test has not been satisfied and the Side Roads Order is not able to be confirmed. In the event the Secretary of State disagrees with my conclusion on the NMU bridge the Order is able to be confirmed subject to the proposed modifications identified in paragraph 8.92 above.”

1.5. In respect of the CPO the Inspector found that the CPO was justified but for the difficulty that had been identified in respect of the SRO. Accordingly it was on the basis of the inability to confirm the SRO on the issue identified above that led to the CPO being rejected. Paragraph 8.99 noted;

“However, in the event the SRO is not confirmed there would be a serious impediment to implementation of the Scheme. For that reason the CPO should not be confirmed. In the alternative, if the Secretary of

State decides to confirm the SRO the impediment would be removed and enable the CPO to be confirmed without modification."

1.6. Taken together the only issue found to be wanting related to the safe treatment of Non Motorised Users to the east of the LEB in the vicinity of Hawthorn Road and in all other respects the position was found to be acceptable. That decision letter and the findings of the Inspector are highly material considerations to take into account in respect of how LCC should proceed with a Scheme that enjoys a great deal of public support and for which the need was not questioned.

1.7. LCC was not asked to explain how that deficiency relied on by the Inspector could be remedied despite the fact that the Inspector raised that consideration specifically in paragraph 8.64 of the Report and further that LCC would have been able to demonstrate that the remedy could be achieved within existing highway boundaries using permitted development powers. LCC has therefore revisited the LEB proposals to the extent necessary to address the specific area of concern raised in the Inspectors report and in the light of the Secretary of State's decision and has adopted the appropriate course of action to bring the LEB forward in an efficient and expedient way. That course of action allows the LCC to rely on the original planning permission granted in 2013 in respect of the LEB proposal, subject to a number of small variations, although it does necessitate a change to the proposals in the vicinity of Hawthorn Road. Although that change does not alter the proposals in so far as that road will be closed on the western side and reprovided as a non motorised user (NMU) route it does alter the location of the NMU route, thereby requiring a new planning permission for that crossing point alone.

1.8. Accordingly, in order to proceed with the LEB and to meet the limited concern raised by the Inspector and accepted by the Secretary of State LCC has adopted the following course of action.

1.9. LCC has reviewed the Secretary of State's decision and identified that the only area of concern was limited to the treatment of users of the new NMU route at the point where users would need to cross the road at Hawthorn Road. It has therefore examined the 2013 planning permission and has concluded that it is sufficient to allow the LEB to be built; although that examination has identified that some alterations could be adopted that will improve the proposals and they will be brought forward separately from the promotion of these new Orders as they do not affect the Orders. There are four specific matters in that respect and they are being considered under the provisions of Section 73 of the Town and Country Planning Act 1990 and for which applications were made in August 2014. Those four matters are set out below in paragraph 1.19.

1.10. Secondly, LCC has reviewed the position in respect of the NMU provision at Hawthorn Road and following consultation with the Parish Councils of Cherry Willingham and Reepham and also the newly created Hawthorn Road Residents Group (representing the same two Parish Councils and Mrs Louise Carder, Mr Alex Lake and Mrs Anne Welbourn) LCC has decided to adopt a different alignment for that proposal. Planning permission for that alteration was sought on the 26th August 2014 and was granted on the 6th October 2014. The new alignment will be located to the south of the existing Hawthorn Road and will therefore remove the need for the majority of Non Motorised Users to cross Hawthorn Road on the eastern side of the Bypass and will therefore remove that potential conflict which the Inspector found to be harmful. In addition those wishing to cross Hawthorn Road would be able to make use of a designated crossing point located further to the east than previously shown. Taken together those measures address the Inspector's only remaining concern in full.

1.11. Having examined the existing planning permission for LEB and having submitted the planning application for the NMU bridge to replace that granted planning permission in 2014 LCC has identified the necessary alterations for

which a SRO needs to be published and for which the land and other interests have to be acquired through the use of compulsory purchase powers. LCC has therefore identified all the land required and has included that within the CPO published in October 2014.

1.12. That examination has been undertaken in the light of the Inspectors report and the confirmation by the Inspector and the Secretary of State that the areas of land required for LEB are as set out in the previous Orders that were examined through the inquiry held in February 2014.

1.13. LCC has accordingly published the SRO to reflect as closely as possible the SRO that has already been examined at Inquiry and in relation to the CPO the order as now published relates as closely as possible to that which was examined. In respect of the CPO the only difference relates to the British Railways Board (Residuary) Ltd land which is referred to below. In addition in bringing forward this Statement of Reasons, although it is the statement that relates to the current proposals and the current Orders it has reused, without alteration as much of the previous version as is possible although it has been updated where necessary.

1.14. The SRO and the CPO have both been published, subject to the specific changes outlined below, in the same form as they were published previously and they are supported by essentially the same documentation. The River Witham Bridge Scheme has not been republished as that Order was confirmed by the Secretary of State following the previous Inquiry; see specifically section 9 below.

1.15. The changes that need to be identified fall into two main categories. The first is those changes which were brought before the previous Inspector or were identified by her and which were reported as being acceptable in the Inspector's report. These are identified in paragraphs 3.58 to 3.81 and 8.88 and 8.90 of the report. All those alterations have now been incorporated into the published

Orders as required; these changes relate exclusively to the SRO given the fact that the Bridge Scheme was confirmed and no changes were suggested in respect of the CPO.

1.16. The second category relates to alterations brought forward following the decisions being issued on the previous Orders. These changes relate to the SRO and mainly the consequential alteration related to the new location for the NMU bridge at Hawthorn Road, as no alteration is required to either the Bridge Scheme (now confirmed) or to the CPO as previously drafted. Further small alterations have been identified to allow for further access provision but the new NMU requirements are described first. The new route of the proposed NMU will be aligned through an area of land that was required for the LEB in any event and therefore is contained within the CPO already and any additional landscape measure required as part of the new NMU proposal can be accommodated within the existing land take.

1.17. The changes for the NMU bridge at Hawthorn Road can be summarised in the following way and the required alteration when compared with the previous SRO is that a new Site Plan 1 and Schedule 1 has been brought forward to replace the previous version to reflect the new location for the NMU bridge.

(i). The creation of a bridleway reference letter C on the Site Plan 1 (as an alteration to that shown on the earlier order) over the bridge to connect to the NMU route either side of the bypass.

(ii). The realignment of the eastern NMU route to take it to the south of the existing Hawthorn Road to permit the NMU bridge to connect to the NMU route within the land already contained within the CPO.

(iii). The realignment of the western NMU route to take it south of the existing Hawthorn Road to permit the NMU bridge to connect to the NMU route within the land already contained within the CPO.

(iv). The creation of the eastern NMU route along the northern side of Hawthorn Road to allow the NMU route to be extended eastwards along Hawthorn Road to relocate the crossing point of Hawthorn Road for those users who wish to continue to cross Hawthorn Road as opposed to travel along it.

1.18. As a consequence of the NMU bridge relocation the height of the bridge above the LEB will be at a different level when compared with the previous proposal and will necessitate a change in levels. That has been adopted as the consultation process with those affected, including the Parish Councils preferred that location even though the level difference was found to exist. The planning and environmental effect of that change has been examined through the planning process and was taken into account as part of the planning decision in respect of the new application made for the new NMU Bridge in the revised location which was granted planning permission on 6th October 2014.

1.19. As indicated above there have been four other alterations that have come forward during the reassessment of the LEB proposals. None of the four matters affect either the SRO or the CPO now being promoted and none of the four required a new planning application to be made in respect of the main route of the LEB. All four were considered to be sufficiently different when compared with the original proposals to require an application under Section 73 of the 1990 Act as referred to above. Those four matters are as follows. First, the relocation of the new NMU crossing bridge to the south has been accommodated within the overall design of the LEB proposals which has resulted in some changes in the vicinity of Hawthorn Road. Secondly the provision of a new acoustic fence alongside part of the main route where none had previously thought to be

required. Thirdly the minor diversion of a public right of way along the River Witham to avoid the location of one of the bridge piers on the River Witham bridge. Fourthly an application has been made to vary two conditions dealing with the removal of the use of low noise surfacing and the detail of design of structures. The four matters were granted planning consent on 6th October 2014.

1.20. In bringing forward the CPO LCC would draw attention to the fact that there is one alteration that has had to be made to the CPO when compared with the previous version considered at the Inquiry. That alteration is of a limited nature and arises from a change in the ownership of ten plots of land located near to the River Witham. The change to the CPO does not affect any matter that the Inspector dealt with at the Inquiry and it does not relate to any land in the vicinity of Hawthorn Road. The change arises because some of the land previously in the ownership of British Railways Board (BRB) (Residuary) Ltd was transferred to the Secretary of State for Transport following the dissolution of BRB in September 2013. That land therefore now falls to be considered as Crown Land and accordingly it is not intended to acquire title to that land through the use of the CPO. The plots of land, namely Plots 2/11 to 2/11H inclusive and Plot 2\15 remain within the CPO as there are other interests which need to be acquired to enable the LEB to proceed. In respect of the Crowns interests discussions have commenced with the relevant authorities to enable LCC to acquire the land.

1.21. The design that is being pursued and for which the Orders are being promoted is based on the appropriate design speed for the proposals as they are being brought forward. LCC is mindful, however of certain suggestions that were made at the Inquiry that there may be a need for or advantages arising from the use of reduced speed limits at certain locations, with Hawthorn Road being the location mentioned most frequently in that respect. LCC has promoted the LEB, in respect of both the main line and it's connecting roads, on the correct and appropriate basis given it's location and has utilised the appropriate design speed

allowing for the relevant speed limits to be adopted. Although the speed limit for the main line of the LEB is set and will be 60mph LCC will however examine the question of the appropriate speed limit to be imposed on those roads crossing the main line to see if a reduction is advantageous. That assessment falls to be carried out under separate procedures from the promotion of the Orders and cannot be undertaken in any event until it is determined that the Scheme should proceed. Further it cannot be introduced until six months from the date that it is anticipated to open as any consent given for the reduction to be adopted would expire before the road was built.

1.22. At the Public Inquiry LCC submitted several undertakings to satisfy Objector's concerns (Document 03). These were given in the following terms and LCC would intend to be bound by such Undertakings in respect of the new Orders if the affected person still requires them:

- Land required for a period of time only would in the first instance be offered back to the previous owner
- With regard to Plot 2\3A other areas owned by the Church Commissioners and currently tenanted by JA Ward would be investigated as alternative locations for disposal of material. Should this not be possible then the placement of the material would be agreed with the landowner
- Liaison would continue with the Church Commissioners regarding the proposed development access on Bloxholm Lane
- Any diversions of water mains under the Classified Road would be to water industry standards

1.23. LCC propose to construct a new single carriageway road known as Lincoln Eastern Bypass (the "LEB") linking the existing Northern Relief Road (A158) at Wragby Road East to the A15 to the south of Lincoln. It will cross predominantly arable land and provide a crossing of the River Witham, the Lincoln to Market Rasen railway line, the Lincoln to Spalding railway line and a number of arterial routes into Lincoln. The scheme will be located to the east of

the City of Lincoln and the villages of Canwick and Bracebridge Heath and to the west of the outlying villages of North Greetwell, Cherry Willingham, Washingborough, Heighington and Branston.

1.24. This Statement sets out the reasons for building the LEB and the need for a Compulsory Purchase Order to enable the land to be acquired to permit the works to be carried out

1.25. In addition to promoting a Compulsory Purchase Order, LCC have made the Lincolnshire County Council (A15 Lincoln Eastern Bypass) (Classified Road) (Side Roads) Order 2014 (“the Side Roads Order”) in order to carry out works to existing highways as well as private means of access which are necessary to enable the LEB to be built.

1.26. The route of the LEB which is the subject of the Compulsory Purchase Order has emerged following public consultation and public exhibitions held along the route.

1.27. Planning permission for the LEB was applied for by LCC on the 5 December 2012 and was granted on the 10th June 2013, that planning permission will continue until 10th June 2016. LCC intends, subject to the decision on the CPO and the SRO and given that the River Witham Bridge Scheme was confirmed to implement the LEB at the earliest opportunity and the current programme expects construction to commence during Summer 2015.

1.28. This Statement describes the land to be acquired under the CPO and sets out LCC’s purpose in seeking acquisition and the justification for the use of compulsory purchase powers. The Statement describes the scheme and explains the planning position and policy context within which the planning decision has been taken. Other matters are also considered including the Human Rights implications and other special considerations.

1.29. The Statement also describes the Side Roads Order and the requirements that arise in order for LCC to construct the LEB.

1.30. LCC has published this Statement of Reasons to accompany the CPO and the SRO and copies of it will be served directly on all owners and occupiers directly affected by the LEB as well as various statutory bodies. Copies will be placed on deposit at Lincolnshire County Council, County Offices, Newland, Lincoln LN1 1YL. Copies will also be available for inspection at the following locations: Lincoln City Council, City Hall, Beaumont Fee, Lincoln LN1 1DF; North Kesteven District Council, District Council Offices, Kesteven Street, Sleaford Lincolnshire NG34 7EF; West Lindsey District Council, The Guildhall, Marshall's Yard, Gainsborough Lincolnshire DN21 2DH and will also be available on LCC's website:- www.lincolnshire.gov.uk/leb.

1.31. The purpose underlying the publication of this Statement of Reasons is to explain LCC's proposals and to provide sufficient detail about the extent and nature of the land required for the proposals as well as the effects of the works on side roads, including those that are to be stopped up, to permit the proposals to be understood.

2. Description of the Land, its location, topographical features and use.

2.1. The scheme for the LEB requires the acquisition of land and rights in respect of which LCC has made the Lincolnshire County Council (A15 Lincoln Eastern Bypass) Compulsory Purchase Order 2014 ("the Order"). The land and new rights proposed to be acquired ("the Order Land") have an area of 104 hectares, the extent of which is shown on the plan to the Order which comprises five sheets. The Order land is in approximately 25 separate freehold/leasehold ownerships, although some additional land held by the Crown will be needed for the Scheme and although this is shown on the Order plans it falls outside the

CPO as title to that land is not being acquired through the CPO; it had been shown on the previous compulsory purchase order prior to the transfer of ownership to the Crown. It remains in the CPO to the extent that it is necessary to acquire other existing interests over the land. The majority of the freehold of the land is held by the Church Commissioners and Jesus College, Oxford and is let on agricultural tenancies.

2.2. The Order Land is located between the A158 Wragby Road East roundabout and the A15 Sleaford Road. The Order Land is located within the following administrative areas running from the north to the south, namely in the Parish of Greetwell in the District of West Lindsey, the Parish of Canwick, the Parish of Branston and Mere and the Parish of Bracebridge Heath all in the District of North Kesteven and in the Abbey Ward in the District of Lincoln all in the County of Lincolnshire.

2.3. Topography of the land along the northern and southern extents of the LEB is raised on a plateau, with land sloping and dropping into the valley of the River Witham along the central portion of the proposed bypass.

2.4. Land use in the immediate vicinity of the LEB is predominantly arable farmland with various habitats sparsely represented including improved and semi improved grassland, broadleaved woodland and plantation, and hedgerows. An area of farmland along the River Witham is classified as Flood Plain Grazing Marsh.

2.5. The principal watercourses in the area of the LEB (from north to south) comprise the Reephams Beck, Wragby Road Ditch, Greetwell Fields Drain, North Delph, River Witham (Environment Agency designated 'Main River'), South Delph (Environment Agency designated 'Main River'), Soak Dyke (also known as Canwick Fen Drain), Branston Brook Tributary and the Ashfield Beck. Additionally, there is a network of smaller streams, drains and ditches throughout

and within close proximity to the corridor of the LEB. One notable flood plain and flood risk area has been identified in the area which is associated with the River Witham/ Delph System/ Canwick Fen drain corridor.

2.6. A single Site of Special Scientific Interest (SSSI), Greetwell Hollow Quarry, abuts the western edge of the proposed Greetwell Road roundabout and is designated for its geological interest; this is described in the designation as being in a favourable condition. There are five non statutory designated sites, but no statutory sites, for ecology and nature conservation within the area of the LEB. These include three Sites of Nature Conservation Interest (SNCIs) - Greetwell Wood, Washingborough Junction and Canwick Hall Woods - plus two Local Wildlife Sites (LWS) - Witham Corridor and Greetwell Junction Railway Embankment.

2.7. A single Scheduled Monument - Greetwell Medieval Village, Cultivation and Post Medieval Garden Remains – is to the east of the proposed Greetwell Road roundabout but is physically unaffected by the scheme. Archaeological remains have been found in the LEB area dating as far back as the Mesolithic period. Additionally, Lincoln was an important town in Roman Britain with areas of settlement and consequently potential artefacts and findspots are likely.

2.8. There are a number of Public Rights of Way that are within, cross or close to the LEB boundary.

2.9. The proposed scheme lies within an Air Quality Management Area (AQMA) declared for PM10 in 2008 where it crosses Lincoln City Council boundaries.

3. The Enabling Powers.

3.1. The Highways Act 1980 empowers LCC to acquire land compulsorily which it requires to construct and improve the highway.

3.2. Section 239 of the 1980 Act enables the Council as the Highway Authority for the area to “acquire land required for the construction of a highway, other than a trunk road, which is to become maintainable at the public expense”, as well as any land required for the improvement of a highway.

3.3. Section 240 of the 1980 Act provides that LCC as Highway Authority may acquire land required for the use in connection with the construction or improvement of a highway.

3.4. Section 246 of the 1980 Act allows LCC to acquire land for the purpose of mitigating any adverse effect that the existence or use of the highway may have on its surroundings.

3.5 Section 250 of the 1980 Act allows LCC as the acquiring authority to acquire rights over land, both by acquisition of those already in existence and by the creation of new rights.

3.6. Section 260 of the 1980 Act allows LCC to override restrictive covenants and third party rights where land acquired by agreement is included in a compulsory purchase order.

3.7. Section 14 of the 1980 Act authorises LCC as the Highway Authority to stop up, divert, improve or otherwise deal with a highway that crosses or enters the route of the road to be provided.

3.8 Section 125 of the 1980 Act empowers LCC to deal with any private means of access affected by the new road including the provision of a new means of access.

3.9 The River Witham Bridge Scheme was confirmed pursuant to Section 106(3) of the 1980 Act.

3.10. The purpose of seeking to acquire land and new rights compulsorily is to enable the LEB to be constructed. These proposals would enable LCC to provide the Scheme that would meet its statutory purposes.

4. A Brief Description of Existing Land Ownership.

4.1. The Order Land being the land and interests and new rights over land proposed to be acquired compulsorily pursuant to the CPO constitutes approximately 104 hectares.

4.2. The Order Land is in various ownerships with the majority being in arable use. It also includes highway and other uses. Full details of the Order Land appear in the schedule to the Order. Details of known interests and new rights to be acquired are recorded in the schedule. The Order Land is in approximately 25 separate ownerships (both leasehold and freehold). All land ownership information has been obtained from an inspection of Land Registry title documents and information provided by owners and occupiers following service of requests by LCC under the relevant powers.

4.3 Details of the interests to be acquired and land over which rights are to be acquired are more particularly described in the schedule annexed to the Order. Land is required for the construction of the Scheme and that will be retained in perpetuity. Other land and rights are required to permit the Scheme to be constructed including licence areas. These licence areas are capable of being offered back to the owners on the completion of the works; subject to any ongoing rights for matters such as maintenance. The areas are as set out in Table 1 below.

Table 1- Areas required for construction work which are capable of being offered back to the owners

Plot Number	Purpose for which freehold title is required
1/1A	Essential licence for the storage of topsoil
1/5C	Essential licence for the storage of topsoil
1/8A	Essential licence for the storage of topsoil
2/1A	Essential licence for the storage of topsoil
2/2A	Essential licence for the storage of topsoil
2/3B	Essential licence for site compound/ construction area
2/6A	Essential licence for site compound/ construction area
2/6B	Essential licence for the storage of topsoil
2/6C	Licence required to construct a private means of access to be used by the owner (and any lessee or tenant of the owner) and a right required for the construction and maintenance of the bypass
2/6D	Licence required to construct a private means of access to be used by the owner (and any lessee or tenant of the owner) and a right required for the construction and maintenance of the bypass
2/7A	Essential licence for site compound/ construction area
2/7B	Essential licence for the storage of topsoil
2/7C	Essential licence for site compound/ construction area
2/8A	Essential licence for site compound/ construction area
2/8B	Essential licence for site compound/ construction area
2/9C	Essential licence for site compound/ construction area
2/9D	Essential licence for site compound/ construction area
2/10A	Essential licence for site compound/ construction area
2/10B	Essential licence for site compound/ construction area
2/12C	Essential licence for site compound/ construction area
2/12D	Essential licence for site compound/ construction area
2/12F	Essential licence for site compound/ construction area
2/12H	Essential licence for site compound/ construction area
2/12J	Essential licence for site compound/ construction area
2/13B	Essential licence for site compound/ construction area
2/13C	Essential licence for site compound/ construction area
2/13E	Essential licence for site compound/ construction area
2/13G	Essential licence for site compound/ construction area
2/16A	Essential licence for site compound/ construction area
3/1A	Essential licence for the storage of topsoil
3/4A	Essential licence for site compound/ construction area
3/4B	Essential licence for the storage of topsoil
3/5	Essential licence for the storage of topsoil
3/6A	Essential licence for the storage of topsoil
3/7A	Essential licence for the storage of topsoil
3/8A	Licence to construct a private means of access for use by the owner (and any lessee or tenant of the owner)
3/8B	Essential licence for working space in connection with the construction of the private means of access
4/2A	Licence to construct a private means of access for use by the owner (and any lessee or tenant of the owner)
4/2B	Essential licence for working space in connection with the construction of the private means of access
4/2C	Essential licence for working space in connection with the construction of the private means of access
4/2D	Essential licence for working space in connection with the construction of the

	private means of access
4/3A	Licence to construct a private means of access for use by the owner (and any lessee or tenant of the owner)
4/3B	Essential licence for working space in connection with the construction of the private means of access
4/3C	Essential licence for working space in connection with the construction of the private means of access
4/4A	Licence to construct a private means of access for use by the owner (and any lessee or tenant of the owner)
4/4B	Essential licence for working space in connection with the construction of the private means of access
4/4C	Essential licence for working space in connection with the construction of the private means of access
4/5B	Essential licence for the storage of topsoil
4/5C	Licence to construct a private means of access for use by the owner (and any lessee or tenant of the owner)
4/5D	Essential licence for working space in connection with the construction of the private means of access
4/5E	Essential licence for working space in connection with the construction of the private means of access
5/1A	Licence to construct a private means of access for use by the owner (and any lessee or tenant of the owner)
5/1B	Essential licence for working space in connection with the construction of the private means of access
5/3A	Essential licence for the storage of topsoil
5/5A	Essential licence for the storage of topsoil
5/5B	Essential licence for the storage of topsoil

Table 2 – former BRB (Residuary) Ltd land

2/11C	Essential licence for site compound/construction area
2/11D	Essential licence for site compound/ construction area
2/11F	Essential licence for site compound/ construction area
2/11G	Essential licence for site compound/ construction area
2/11H	Essential licence for site compound/ construction area

4.4 The areas required for the site compounds/ construction areas and also for storage of topsoil, referred to in the two Tables above, are necessary to provide the essential means for the Scheme to be carried out as planned.

4.5. The Inspector in respect of the previous compulsory purchase order considered the question of whether the acquisition of the land specified in that compulsory purchase order before that Inquiry was justified and met the various tests set out in the relevant guidance. Concluding at paragraph 8.96 of the Inspectors Report the following view was reached:-

“Examination of the Schedule and plans accompanying the Order produces no evidence of any proposal to purchase land or rights other than those necessary to implement the Scheme. There have been no assertions to the contrary other than those that I have considered and reported on. I am satisfied that the Order addresses no more land than is necessary and that the acquiring authority, LCC, has a clear idea of how it intends to use the land”.

4.6. The proposal for the LEB remains exactly the same, and no major change is therefore required to the planning permission which exists for the proposal although some small changes are intended pursuant to the section 73 application and the application for the revised NMU bridge (both granted consent on 6th October 2014), but for the alteration required to accommodate the revised NMU bridge and the additional access provision. Similarly the land required to allow it to proceed is unchanged. The same conclusion should therefore be reached.

5. The Need for the Scheme.

5.1. The purpose of this section of the Statement of Reasons is to demonstrate the overall need for the LEB and consequently the need to use a Compulsory Purchase Order. This has been undertaken under the following headings:

- Transport Problems and Issues.
- The need for the Scheme

Transport Problems and Issues

5.2 Lincoln suffers from a number of transport related problems and issues that have a significant impact on journey reliability, journey times and network reliability throughout the city. These, in turn, have a negative impact on the wider Lincoln economy and act as a restraint to regeneration and the city's

development aspirations. A number of the problems are long-standing and these were identified and investigated as part of the development of the Lincoln Integrated Transport Strategy.

5.3 Lincoln's city centre currently suffers from high levels of congestion from local and strategic traffic movements which impacts on the quality of life for local residents, acts as a constraint to the economy and reduces the attractiveness of the city for visitors and investors. Traffic currently using the city centre causes congestion, impacts on air and noise quality, reduces the quality of life for residents, and makes access to jobs and facilities in the city centre more difficult for its residents and those who live nearby.

5.4 A lack of route choice has long been identified as a problem for north-south movements. A number of key strategic north-south routes converge on the city centre and with few viable alternative routes, this results in significant levels of strategic traffic being channelled through the centre of Lincoln.

5.5 In addition, the lack of alternative river crossings means that strategic traffic, including large numbers of long distance HGVs, are also forced to converge on the A15 within the city centre. This intrusion of strategic traffic has been identified as a key constraint to Lincoln's continued success and a key driver for the promotion of the Lincoln Integrated Transport Strategy, including the LEB.

5.6 A number of the transport problems and challenges facing Lincoln are expected to increase over the mid to long term, which will place further stress on the highway network and likely have a significant impact on the local economy and Lincoln's development aspirations. Traffic levels are forecast to continue to grow within the Lincoln Area, heightened by population growth, and this will lead to increased problems and pressure on the highway network. Much of the network already operates above capacity during peak periods, resulting in little scope for increased demand to be accommodated on the existing network. A

continued lack of route choice will also exacerbate the problems on existing routes.

5.7 Significant housing and economic development is targeted for the Lincoln area as in July 2008, Lincoln was afforded Growth Point status by the Government. Consultation on the Preliminary Draft Central Lincolnshire Local Plan (Document 38) will take place from 1 October 2014 for 6 weeks. This Plan will set out the housing growth scenarios for levels of growth until 2036. These range from 25000 units to 47500 depending on the level of economic influence on the housing growth figure. This figure will be refined after the consultation process and ahead of further consultation in the summer of 2015. The North East and South East Quadrant development sites and the Western Gateway Corridor, located to the east and west of Lincoln, are likely to remain key to the delivery of these growth aspirations. These urban extensions have the potential to accommodate a significant level of development within the Lincoln area and the implementation of the Transport Strategy (including LEB) will be necessary to facilitate and support their delivery in a safe and acceptable manner.

5.8 The additional development will place further pressure on the existing transport infrastructure and exacerbate the problems and challenges detailed earlier. An increase in travel demands, particularly at peak periods, is likely to result in increased congestion on the network, longer peak periods, and increased suppressed demand. The off-peak network still has significant available capacity, but will become increasingly congested as traffic levels rise and the peaks spread. Failure to provide appropriate infrastructure will mean that Lincoln will not meet the growth or economic targets promoted in regional and local plans.

The need for the Scheme

5.9 As described, the LEB forms an intrinsic part of the Lincoln Integrated Transport Strategy and is a key intervention that will help achieve the transport aims and objectives identified in the Strategy as well as the development aspirations for Lincolnshire. The LEB is necessary to help alleviate the problems caused by congestion and support the delivery of national and local policy agendas identified for the Lincoln area up to 2031.

5.10 Without the addition of the LEB, the existing problems are forecast to increase and the challenges currently facing Lincoln will be exacerbated. The traffic flows are predicted to increase and by 2032 (the LEB Design Year) the additional stress on the network will result in slower average speeds and longer journey times across the Lincoln Policy Area. The predicted increase in traffic flows would have a detrimental impact on all users of the network. Public transport would experience the same increase in journey times as private car users, impacting on the efficiency and reliability of services. It is also likely that pedestrians and cyclists would suffer through increased levels of severance, impacting on the attractiveness of cycling and walking within and around Lincoln.

5.11 The Lincoln Integrated Transport Strategy includes a large number of sustainable transport measures designed to improve conditions in the city and to assist businesses with their economic growth strategies. The LEB will be fundamental in the successful delivery of the other measures outlined by the Lincoln Integrated Transport Strategy by removing the extraneous traffic from the centre and creating the conditions necessary for their implementation. Together, these measures will help to mitigate the impact of the predicted increase in traffic flows and allow LCC and its partners to 'lock in the benefits' of the LEB. The delivery of the wider measures is a key requirement specified by DfT as part of the funding conditions for the Scheme and as such LCC and its partners are committed to their implementation.

5.12 The forecast future conditions would also have a detrimental impact on the growth strategy for Lincoln and specifically for the Growth Point agenda in the Lincoln Policy Area. The LEB is a key infrastructure development that will facilitate the growth aspirations and the economic development of Lincoln and the Lincoln Policy area. Any deterioration of conditions in the City Centre would have a detrimental impact on local businesses and the amenity of users of the public realm, so that, for example, the experience of visitors would be worsened. This would reduce the ability of Lincoln to attract investment from the business community and detract from Lincoln's setting as a tourist destination. Any impact on this sector would have serious implications for the local and regional economy.

5.13 The CPO is necessary to facilitate the LEB and satisfies the statutory requirements for use of CPO powers pursuant to the 1980 Act as was accepted by the previous Inspector; see paragraphs 3.53 and 3.54 of the Inspector's Report. As highlighted earlier, concluding at paragraph 8.96 of the Inspectors Report the following view was reached:-

“Examination of the Schedule and plans accompanying the Order produces no evidence of any proposal to purchase land or rights other than those necessary to implement the Scheme. There have been no assertions to the contrary other than those that I have considered and reported on. I am satisfied that the Order addresses no more land than is necessary and that the acquiring authority, LCC, has a clear idea of how it intends to use the land”.

5.14 The LEB scheme forms an intrinsic part of the LITS which is fundamental in facilitating Lincoln's continued economic development. The scheme will act as a catalyst for the further development and implementation of a number of wider initiatives and schemes (as detailed within the LITS) as well as providing the necessary infrastructure to help deal with the transport problems detailed above.

As such the scheme is an important part of the Central Lincolnshire Local Plan and has three clear objectives, they are as follows:

- Objective 1: To support the delivery of sustainable economic growth and the Growth Point agenda within the LPA through the provision of reliable and efficient transport infrastructure.
- Objective 2: To improve the attractiveness and liveability of central Lincoln for residents, workers and visitors by creating a safe, attractive and accessible environment through the removal of strategic through traffic (particularly HGVs).
- Objective 3: To reduce congestion, carbon emissions, improve air and noise quality within the LPA, especially in the Air Quality Management Area in central Lincoln, by the removal of strategic through traffic (particularly HGVs).

5.15 The scheme will have an important impact on Lincoln and will achieve the objectives listed above by:

- Facilitating sustainable development by improving access to potential growth areas and underpinning the LITS, which will deliver more sustainable and reliable transport options in the area.
- The scheme is forecast to remove up to 26% of traffic from key routes in the city centre (including HGV traffic) and allow LCC and its partners to 'lock in' benefits for sustainable transport and the environment in the city.
- The scheme will remove up to 26% of traffic from city centre (including HGV traffic) and analysis concludes that there will be benefits to air quality within central Lincoln.

5.16 The Inspector considered the question of the Need for the Scheme as part of the assessment of the Orders before the previous Inquiry. It is clear from paragraph 8.2 of the Inspector's Report that the merits of the LEB Scheme were assessed as part of that and paragraphs 8.10 to 8.12 provide a clear conclusion on the Need for the LEB to proceed and the benefits that will arise there from. The significance of the LEB to Lincoln is clear from those conclusions. The

position has not changed with regard to Need with the publication of the new Orders other than the new Orders deal with the single remaining point that the Inspector had reservations about.

5.17 As noted elsewhere LEB forms a key delivery item in the Lincoln Integrated Transport Strategy. Another key element of the Strategy, Lincoln East West Link (EWL) is due to commence construction in November 2014. In addition a scheme which is fundamental to the success of EWL, Canwick Road Improvements is due to start by the end of 2014. Both of these schemes are linked to the successful delivery of LEB and the ability to deliver other elements of the Strategy in that the LEB is expected to remove sufficient volumes of traffic from the city centre to allow these schemes to operate successfully.

6. Description of the Scheme.

6.1 The proposed LEB will provide a new 7.5km single carriageway relief road that will link the junction of the A15 and A158 Wragby Road East to the A15 Sleaford Road. The new route will have a design speed of 100kph (with the understanding that there will be a 60mph speed limit) and a separate 3m wide combined cycle, equestrian and pedestrian right of way (located on the western side of the carriageway) will be provided along the full length of the scheme, to link up with existing public rights of way. The pedestrian, equestrian and cycle route is referred to as the NMU. The scheme will comprise the following elements (north to south: starting from the Wragby Road Roundabout):

Wragby Road East Roundabout to Greetwell Road:

1. Wragby Road Roundabout: From A158 Wragby Road East, the single carriageway layout ties into the existing roundabout as a fourth arm. The diameter of the existing roundabout remains unaltered.
2. Hawthorn Road Junction: The western side (residential side) of Hawthorn

Road will be stopped up. A left in left out only junction with auxiliary diverge lane on the eastern side with the LEB will be added and a segregation island included to block right turns in and out of the junction. A new NMU bridge over the LEB will be provided to cross the bypass to the south of the line of the existing Hawthorn Road to provide access to the NMU and maintain the current NMU provision along Hawthorn Road.

3. The existing public footpath located to the north of Hawthorn Road will be stopped up where it crosses the LEB and access provided to the NMU on both sides of the LEB.

4. Greetwell Road Footbridge: A NMU bridge on the north side of the Greetwell Road Roundabout over the LEB will provide access to the NMU and maintain the current NMU provision along Greetwell Road.

Greetwell Road Roundabout to Washingborough Road Roundabout:

5. Greetwell Road Roundabout: A new four arm roundabout will provide a link from the LEB to Greetwell Road.

6. Lincoln to Market Rasen Railway Bridge: The structure will carry the LEB over the Lincoln to Market Rasen railway line and the Viking Way, a nationally recognised long distance trail. A link will be provided to the Viking Way from the NMU.

7. Northbound overtaking lane provided between the River Witham Bridge and Greetwell Road Roundabout: This will address the lack of overtaking opportunities for northbound traffic over the length of the LEB.

8. River Witham Bridge: The River Witham Bridge is the largest structure on the scheme and will carry the LEB over the River Witham floodplain on an embankment, with the bridge travelling over the North Delph, River Witham, and South Delph.

9. Lincoln to Spalding Railway Bridge: To the south of the river, the bypass will cross under the Lincoln to Spalding railway line.

10. South Delph Footbridge: The NMU bridge will cross the South Delph watercourse away from the northbound carriageway and provide access from the

NMU to the existing Sustrans cycleway/footway that runs parallel to the River Witham.

Washingborough Road Roundabout to Lincoln Road Roundabout:

11. Washingborough Road Roundabout: The LEB joins the B1190

Washingborough Road at a new four arm roundabout.

12. A climbing lane has been provided on the southbound exit from Washingborough Road roundabout with an 8% gradient.

13. Heighington Road Overbridge: The LEB will pass under Heighington Road through a new bridge, with only NMU access to Heighington Road.

14. Lincoln Road Roundabout: A new four arm roundabout will be constructed where the LEB crosses the B1188 Lincoln Road.

15. Lincoln Road Subway: An underpass is proposed for non-motorised users to cross the LEB north of Lincoln Road.

Lincoln Road Roundabout to Sleaford Road Roundabout:

16. Bloxholm Lane Footbridge: A new NMU bridge will be provided over the LEB at Bloxholm Lane, adjacent to the original line of Bloxholm Lane. Bloxholm Lane will be diverted to tie in to the new roundabout. A field access will be provided on Bloxholm Lane to the west of LEB.

17. Sleaford Road Roundabout: A new four arm roundabout will be constructed to join the LEB with the A15 Sleaford Road and the realigned Bloxholm Lane.

Development of the Scheme

6.2 The LEB has a long history, but the current proposals are the result of a staged process to develop the Lincoln Integrated Transport Strategy (LITS) for the Lincoln area, in addition to constraints on funding. The LITS resulted in the formulation and appraisal of a number of transport schemes of which the LEB was identified as a fundamental infrastructure improvement. It is important to note that to date and in line with best practice, the LEB has been through a

thorough design, planning and DfT funding application process, which has included the following stages:

1. Policy and Strategy review
2. Initial Feasibility
3. Preparation of Objectives
4. Outline Design
5. Public Consultation
6. Design Review and Value Engineering
7. Best and Final Bid Stage
8. Application for Planning Permission (granted on 10 June 2013)
9. Subsequently the Scheme has been examined by an independent Inspector in the context of the publication of a CPO a SRO and a Scheme to cross the River Witham.
10. Additional planning applications as a result of objections to the Orders.

6.3 A summary of the pertinent design stages undertaken and subsequent design outcomes is provided below:-.

6.3.1 The LEB was initially granted planning permission in April 2005 for a route between the A158 Wragby Road East and the A15 Sleaford Road. However this corridor was revisited in light of Lincoln being granted Growth Point status. Five potential broad corridors for the LEB were identified and there was a Stage 1 Scheme Assessment in December 2007 which highlighted that two corridors would provide the most robust economic case and were considered the most feasible/ deliverable.

6.3.2 A second assessment investigated potential route options (X, Y, Z) within the preferred corridors. Each of the route options under investigation was consistent with the extant route (which had planning permission) between the A158 Wragby Road East and B1190 Washingborough Road, but varied in alignment from Washingborough Road southwards. The assessment concluded

that the three route options under investigation were robust schemes and should be progressed to the public consultation stage of the scheme development process. Each route option offered High Value for Money and provided other significant benefits when appraised against the Government's 5 key National Transport Objectives.

6.3.3 In February 2008 public consultation was undertaken to engage elected members, selected stakeholders and the wider public to gauge opinion on the three routes for the LEB. Feedback from the public consultation was used to inform the decision on route selection. The public consultation results showed that Route Z had the greatest support. When considered against regional housing targets, Lincoln's new Growth Point status and LCC's aspirations for future growth as one of the Eastern Sub-areas Principal Urban Areas, the requirement for additional housing allocations needed to be considered as part of the scheme development process. In this instance Route Z, which is the furthest option to the east, was viewed as the preferred route option. This was endorsed by the County Council's partners and the Environment Agency prior to a Preferred Route Announcement that was made in November 2008.

6.3.4 Between August 2009 and November 2009 the scheme taken forward to Major Scheme Business Case (MSBC)/ Planning stage utilised a 7.85km dual carriageway with a 70mph speed limit, linking the existing Northern Relief Road at the junction of the A15 and A158 Wragby Road East in the north to the A15 Sleaford Road in the south. A separate 3.0m wide combined cycle and pedestrian right of way was provided along the full length of the scheme to link up with existing public rights of way. The MSBC was submitted to central government in 2009 and the scheme was granted planning permission in 2010.

6.3.5 In February 2011, as a result of the government spending review in 2010 the dual carriageway LEB was not taken forward to the Programme Entry funding stage with the Department for Transport (DfT). DfT announced that funding

would be available through the development pool process for schemes that looked to revise the total cost required from DfT and asked for Expressions of Interest (EoI) from scheme providers. As a result, the LEB design was revised to reduce the overall cost and a number of options were evaluated. A revised proposal in the form of the EoI was put forward that included reducing the LEB design to a single carriageway scheme. It was identified that this would offer significant cost savings without significantly affecting the ability of the scheme to deliver the overall scheme objectives. In addition, the EoI also identified a number of areas where the scheme had been further altered from the initial programme entry scheme design to further reduce the overall costs, these were:

- The treatment of side roads and radial routes which will cross the route were reconsidered with regard to the size and type of junctions and crossings provided along the route. The decision was also taken to keep the Wragby Road Roundabout at its existing diameter.
- The Greetwell Road improvement scheme was omitted from the scope of works and treated as a separate scheme.
- A reduction in design speed (i.e. stopping sight distance and horizontal radius) in order to reduce the earthworks costs associated with the dual carriageway scheme design.

6.3.6 In March 2011, following the submission of the EoI and approval from DfT to prepare a Best and Final Bid business case, an exercise was undertaken to assess all possible changes in scope and value engineering options in order to develop the most effective solution in relation to the overall scheme objectives, the wider aims of the LITS and the value for money objectives. The exercise considered:

- i) a partial dual carriageway,
- ii) removing the proposed NMU route;
- iii) reducing/removing lighting across the length of the route;
- iv) reducing the length of the route,
- v) single carriageway with future proofed structures for dualling in the future; and

vi) single carriageway with single carriageway structures.

An assessment was undertaken for these options but all except vi) were discarded on the basis of feasibility, value for money, or contribution to scheme objectives. Option vi) was taken forward at that stage as the revised LEB scheme.

6.3.7 Between June and August 2011, as part of the Best and Final Bid process a consultation exercise was undertaken with the specific aim of ensuring that the revised scheme was relevant to the economic regeneration plans of key stakeholders. The scheme was supported by all key stakeholders and there were no changes to the scheme design following the stakeholder consultation. However, the design was revisited as per the value engineering options identified at the EoI and Value Engineering stages for the Best and Final Bid Submission which was submitted in September 2011. At that stage the LEB scheme included the following changes to that proposed within the dual carriageway Major Scheme Business Case at Programme Entry:-

- (i) 7.5km single carriageway within extant redline planning boundary to reduced design speed (85kph).
- (i) Hawthorn Road junction to be reduced to a left in left out junction with auxiliary diverge lane and tapered merging lane (this removes the need for a bridge and associated earthworks).
- (iii) Single carriageway bridge over the Lincoln to Market Rasen railway line
- (iv) Single carriageway viaduct over the River Witham
- (v) Single carriageway bridge under the Lincoln to Spalding railway line
- (vi) Climbing lane introduced on southbound exit from Washingborough roundabout
- (vii) 8% gradient introduced within climbing lane on southbound exit from Washingborough roundabout to minimise depth of the cutting.
- (ix) Reduced width on Heighington Road Overbridge.

6.3.8 In November 2011- the BaFB scheme was successful and achieved Programme Entry status, following which a review of the design was undertaken to ensure that it remained robust. Given that dualling of LEB remains a long term aspiration of LCC, the design was revised to incorporate potential future proofing measures to minimise where possible the costs and impacts of future dualling, to a large extent, whilst remaining within the land acquisition requirements that are justified by the single carriageway scheme. The main exception to this is the need to acquire land to permit future widening in the cut running up to Heighington Road which would otherwise be very difficult and costly to achieve in the future.

6.3.9 The following elements were incorporated into the single carriageway scheme design:

- Vertical Alignment revised to allow a revised design speed of 100kph (60mph speed limit) to be incorporated (at minimum increase to the scheme cost).
- Northbound overtaking lane introduced between River Witham Bridge and Greetwell Road Roundabout.
- NMU route moved to the main carriageway verge.
- Link to Viking Way revised to permit satisfactory safety fencing layout.
- Link to the South Delph Footbridge revised to permit satisfactory safety fencing layout.
- Heighington Road Bridge, Structure under Lincoln to Spalding railway line, Greetwell Road Footbridge, Bloxholm Lane Footbridge and Lincoln Road Subway expanded to accommodate future dual carriageway width.
- All new roundabouts constructed to the diameter required for the dual carriageway scheme
- Drainage designed for the dual carriageway scheme

6.3.10 As noted earlier, a previous set of Orders (CPO, SRO and Bridge Scheme) were published on 25 July 2013. A number of objections were received

to the Orders relating to the closure of Hawthorn Road to all traffic on the western side. To try to mitigate some of these concerns a planning application was submitted to incorporate within the scheme a new Non-Motorised User (NMU) bridge to the north of Hawthorn Road. Planning permission was granted on 15 January 2014 under reference PL/0245/13 (W42/130726/13).

6.3.11 Although the Inspector for the previous Orders agreed that the scheme was 'much needed' and that virtually all objections had been satisfactorily dealt with by the Council, she did however have a concern over the proximity of the proposed location of the NMU crossing on Hawthorn Road to the bypass. As a result of this single remaining concern a review of NMU provision took place in the area. Following consultation with Cherry Willingham and Reepham Parish Councils, a decision was taken to relocate the NMU bridge from the north of Hawthorn Road to the south and thus remove the need for the majority of users to cross Hawthorn Road at all. This is the subject of the planning application (reference PL/0194/14) granted planning consent at LCC's Planning and Regulation Committee on 6 October 2014.

Assessment of the Scheme

6.4 An Environmental Impact Assessment describing the environmental effects of the Scheme has been prepared as part of the planning application submitted in December 2012. The following is a summary of the Environmental Statement.

6.5 Flooding and Drainage

Most of the scheme is located in an area at low risk of flooding. However, the new bridge and associated embankments over the Witham Valley, partially sit within the River Witham floodplain. To ensure there is no increased risk of flooding due to the presence of the new road, measures such as compensatory flood storage will be introduced. The road will have a comprehensive drainage

system to remove surface water from the carriageway. This will drain into holding ponds to ensure too much flow doesn't reach the local watercourses. Measures will also be put in place to ensure that any pollutants such as oil from the road surface do not affect the local water environment. With various protection measures in place the impacts on the water environment will either be neutral or slight adverse.

6.6 Geology and Soils

The historical maps indicate that apart from a disused landfill site near the Washingborough Road junction, the route chosen for the Proposed Scheme has generally been occupied by agricultural land and farms with no significant industrial uses being identified and therefore no other source of contamination is likely to be encountered. Once further studies of the disused landfill have been undertaken, measures will be agreed with LCC to ensure there will be no impact on the environment from construction close to this site. The route of the road requires construction across a small section of Greetwell Hollow Quarry, although now disused the rock layers exposed by the quarry workings contain important geological features so the area has been designated as a Geological Site of Special Scientific Interest (SSSI). About 18% of the rock outcrop will be covered by the road and its embankment. However, to help mitigate for this loss improved access to the remaining geological features will be provided making future scientific investigation easier and safer.

6.7 Landscape and Visual Impact

The road passes through a number of Local Landscape Character Areas from the Upland Plateau to the north, through the Valley Slopes of the Witham Gap to the Fenland to the south. The road will have an impact on the landscape but for much of it the use of measures such as earth bunds and landscape planting means that this impact will be minimal, with the exception of the actual crossing of the Witham Valley. Here it will not be possible to mitigate the impact of the bridge on the wider landscape. An assessment was undertaken of the visual

impact of the road on views from houses, local footpaths and the city of Lincoln. The impact on people's views will be most significant during the construction phase and the few years immediately after its completion. By the time of the Design Year (15 years after scheme opening) all impacts on receptors will be reduced to neutral or only slight adverse with the exception of 3 of those receptors and 6 footpaths which will experience a moderate or large adverse impact.

6.8 Noise and Vibration

The impacts from noise and vibration will be felt both during the construction phase and operational phase once the road is open to traffic. The contractor will liaise with the council to agree working hours and working practices prior to construction. These measures will help to minimise noise impact at properties in the study area as a result of construction activities although some temporary disturbance will be experienced during this construction phase. A detailed assessment has revealed that there are likely to be noise impacts as a result of the traffic using the new road based on using a standard tarmac surface. In the short term, by 2017, after opening the road only 1% of the identified sensitive receptors, mainly residential houses, will experience a major adverse impact from noise (an increase of over 5d decibels (db)), while for 91% of receptors the impact will be negligible and in a high number of cases, beneficial as traffic volumes reduce on surrounding roads. In the long term, by 2032, it is expected that still only 1% would experience major adverse impacts.

To mitigate for the expected traffic noise, specialist Low Noise Surfacing will be used on sections of the road which will reduce the noise level to the extent that most properties in the 1% will have the impact reduced to moderate (an increase of between 5 and 9.9 db) rather than major.

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6.9 Air Quality

Similarly to noise, there will be an impact on air quality during both the construction and operational phases of the road. The construction phase of the

scheme is likely to give rise to dust and to minimise this impact, the contractor will liaise with the Council to agree working practices and dust control measures prior to construction. During the operational phase dust will be less of an issue but smaller particles and pollutants such as Nitrogen Oxides may cause an impact. A detailed assessment has concluded that air quality impacts from traffic will be negligible for those receptors close to the road and beneficial for those close to surrounding roads, such as in Lincoln city centre, where congestion will be greatly reduced by the new road.

6.10 Archaeology and Cultural Heritage

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

6.11 Nature Conservation

The area through which the road will pass is largely arable farmland with little ecological value. However, a number of small areas of habitat such as woodland and hedgerows will be impacted by the new road and the River Witham will be crossed by a new bridge. There is only one statutory designated site which is affected by the road and that is the Greetwell Hollow Quarry SSSI. Although this is designated for its geological features it is used by bats and there are great crested newts in a small pond within the quarry. Impacts on species and habitats during construction will be controlled and minimised through adherence to a Construction Environmental Management Plan. The residual impact of the road

on the bats and designated sites will be negligible. Great Crested Newt surveys were carried out in April 2013 and Great Crested Newts were not found to be present within 500 metres of the LEB route. The results of the surveys, predominantly undertaken during optimal weather conditions and dates, would seem to indicate their likely absence. Where impacts on protected species (Bats and Badgers) have been assessed as likely, mitigation plans and the required consents will be agreed with Natural England to ensure the impact on these species is minimised. The potential mitigation will include the relocation of some species and the creation of additional habitats including bat boxes (Hibernacula) for the bats.

6.12 Land use, Community and Private Assets

During construction there will be some temporary impact in the form of severance and disturbance to local communities. There will also be some loss of agricultural land to accommodate the road and the impact of this varies from negligible to major, depending on the percentage of the land holding lost. Overall the impact on land use, community and private assets is assessed to be negligible.

6.13 Effects on all Travellers

The new road will have an impact on travellers using existing roads and public rights of way. During the construction phase this will result in some frustration and stress as congestion may increase as roads and paths are temporarily closed. This will be mitigated with the use of a Traffic Management Plan. Once operational, the road will still cause some delays to user of local roads that will cross the new bypass, but users of the existing A15 and other city centre roads will greatly benefit from a reduction in congestion and therefore frustration and stress. The incorporation of the NMU route way into the scheme will provide benefits to pedestrians and cyclists.

6.14 Interactions and Cumulative impacts

No significant cumulative impacts are anticipated for the scheme, provided that all the environmental commitments are followed.

Scheme Cost

6.15 The Scheme cost is £95.858m

Funding

6.16 A BaFB application was made to the Department for Transport for funding in September 2011. The BaFB scheme was successful and achieved Programme Entry status in November 2011, with central government contributing £49.950 m to the scheme. LCC will contribute £11.914m and there will be third party contributions of £33.994m

6.17 In paragraph 6.8 reference is made to the use of low noise surfacing which was the intention at the time the environmental assessment was made. Subsequently the decision has been made that should the Scheme proceed then the same benefits can be achieved by using a different approach. The figures as set out in the environmental assessment therefore remain the same. This is the subject of the Section 73 application discussed in paragraph 1.19 which was granted consent on 6th October 2014.

7. The Need for and Justification of the Compulsory Purchase Order.

7.1 The case for the use of compulsory purchase powers is identical to that presented to the previous Inspector in relation to the previous Orders. That Inspector did not find the case presented as failing in terms of the provision of the LEB but only recommended that the Orders should not be confirmed on the basis of a single element of the SRO which might therefore be an impediment to the Scheme being able to progress. Such a finding is therefore entirely dependent on the failing that was found to exist in the SRO and not in relation to the use of a

CPO. The justification and need for the use of the CPO is therefore identical to that which existed in respect of the previous CPO.

7.2 The purpose of seeking to acquire land and new rights compulsorily is to enable the LEB to be constructed. These proposals would enable LCC to meet its statutory purposes within the shortest realistic timescale in the most appropriate way.

7.3 LCC recognises that a CPO for the LEB can only be made if there is a compelling case in the public interest which justifies the acquisition of private rights and interests in land and the creation of new rights sought to be acquired. A compelling case exists here. A CPO is necessary and justifiable in the public interest.

7.4 The extent of the freehold land and land over which rights are required, other than Crown Land, to construct the LEB scheme is shown on the Compulsory Purchase Order Map. This land is predominantly arable farmland in various ownerships but with the majority of the land belonging to two owners. Negotiations for the necessary land acquisitions will be progressed but in order to ensure that possession and ownership can be obtained it is necessary to make the Compulsory Purchase Order. The CPO is the only way to guarantee that the land required for the scheme is available to the LCC. As set out above in paragraph 5.13 and as was accepted by the previous Inspector the objectives of the proposals and therefore the fundamental need for the CPO to enable LCC to meet those objectives and to bring forward the advantages that will entail justify the use of compulsory purchase powers.

7.5 In bringing forward the Scheme LCC has had to bear in mind that the Scheme, as a single carriageway proposal, does not provide the same capacity as a dual carriageway would. In the recent past planning permission has been granted for a dual carriageway proposal and such a provision could still be

justified in traffic terms and as a solution to the problems facing Lincoln. The reality is, however that such a provision will not be brought forward due to current financial constraints on spending although finance is available for the Scheme as presently promoted. LCC has made no secret of the fact that if and when finances are available in the future it sees the LEB as capable of being upgraded to full dual carriageway status. Accordingly LCC has followed an approach in bringing forward the Scheme that seeks to minimise any future changes to the current proposals if dualling was to take place and to avoid making design decisions now that would frustrate or prevent such future provision.

7.6 LCC has referred to this as future proofing the scheme in respect of possible additional provision. The particular elements that fall to be considered as such are listed below. Several of those elements are needed now to enable the Scheme to work but some do require additional land to avoid the possibility of the Scheme preventing or rendering difficult, unviable or impossible the future provision of a dual carriageway scheme.

7.7 The four roundabouts on the Scheme at Greetwell Road, Washingborough Road, Lincoln Road and Sleaford Road are key locations where congestion could occur if adequate provision is not made as part of the Scheme; experience from the Western Bypass supports a conclusion that a lack of capacity may have that effect. The provision allowed for in the Scheme for those roundabouts has taken into account the future growth expectations for Lincoln and the size of the roundabouts has been increased to cater for that anticipated growth with the Scheme in place. It is normal to assess the adequacy of the capacity of a roundabout using the Ratio of Flow to Capacity calculation where a figure of 0.85 is taken as the figure not to exceed as performance falls away above that level. An assessment of each of the roundabouts indicates that the provision made is necessary to avoid hitting that 0.85 figure on the day of opening.

7.8 In respect of the Greetwell Road roundabout in addition to the extra capacity the western arm has allowed for future dualling of Greetwell Road. The land required for that future dualling is needed now to provide the necessary visibility for motorists on the approach to the roundabout to allow for adequate sight lines and to enable appropriate landscape mitigation to be carried out for the Scheme.

7.9 The design of the Greetwell Road NMU bridge, which will carry pedestrians safely across the scheme, has included a longer central span than required for the single carriageway. Future widening could therefore take place without having to rebuild the bridge. The provision, due to the topography of the ground, the levels involved and the need to cater for the anticipated usage of the footbridge, would not make any material difference to the land required to provide that necessary for the Scheme.

7.10 The Scheme crosses the Lincoln to Market Rasen Railway on a bridge. The construction of the bridge has the potential to disrupt the operation of the railway which has the potential to be costly and difficult. The provision made in the Scheme is required to allow the Scheme to be built but with a small additional area of land necessary to widen the bridge to permit enhanced sight lines for motorists needed for future widening. The acquisition of that additional width now, which is only an additional 5 metres, will avoid the need for any future interruption with the railway and the consequences of such additional disruption. Future dualling would not therefore be prevented by any such consideration.

7.11 The bridge to carry the Heighington Road across the Scheme has been examined with great care. The Scheme is in deep cut at this point and the bridge is necessary to maintain the existing network of roads. The bridge itself has been over widened to accommodate a future dual carriageway should that come forward rather than simply allowing for the Scheme. The construction of that bridge will enable the Heighington Road to be maintained throughout the

construction period by means of diversion into the adjacent land. If such widening had to take place in the future with the Scheme in place that would not be possible as the diversion route would not be available and that may render any future widening unviable or at best costly or difficult to achieve. If it were possible then future widening at this point may well take more land than that shown in the CPO for the Scheme and accordingly the proposals as shown are the most appropriate to provide for the Scheme.

7.12 Crossing the Lincoln to Spalding Railway is subject to the same approach as set out in respect of the Lincoln to Market Rasen Railway. The need to avoid duplication of effects with all the consequential effects is important in ensuring that any future enhanced provision is not frustrated. The two span structure under the railway through Network Rail land if constructed as part of the Scheme will prevent any future disruption.

7.13 The Bloxholm Lane NMU Bridge has been treated in the same way as explained in respect of the Greetwell Road NMU Bridge and essentially the same considerations apply. The only additional point is that the provision as envisaged in the Scheme will ensure that there will be no requirement to interfere with the landscape planting that is due to take place with the Scheme should dualling take place in the future.

7.14 The Lincoln Road Subway is to be built longer than strictly required for the single carriageway. This is necessary for two reasons. First it is required as part of the Scheme to ensure the structural stability of the subway given the depth of it and secondly it will mean that it does not need to be interfered with if dualling takes place.

7.15 The drainage system has been designed to cater for a potential dual carriageway. By following that approach now it will ensure that the system is adequate for the Scheme as shown now but additionally it enables the

environmental benefits associated with it to be achieved. It will be unnecessary to alter that system in the future and therefore it will avoid any effect on the ecology of the system and any protected species that may have become established in it.

7.16 The cut south of Washingborough Road Roundabout has been designed so that any widening can be achieved within the land take. An engineering judgment has been applied to this to seek to ensure that the provision of the Scheme does not prejudice the possibility of the future widening taking place. Although it means additional land is required now the Scheme would avoid the complication of seeking to carry out additional works later which has the potential to disrupt significantly the operation of the Scheme. It may not be possible to achieve future widening without closing the road provided by the Scheme if that land is not acquired now and built as shown on the Scheme drawings. In addition the cut slopes are likely to attract ecological gain if provided now which would inevitably be lost if widening was to take place in the future.

7.17 The eastern NMU route at the northern end of the Scheme has been located to avoid any future disruption should a dual carriageway be provided. That has permitted the NMU route to follow the existing ground profile and avoid any excessive change of levels which is important for the anticipated users. The Scheme as drawn avoids the need to interfere with a pumping station and a balancing pond that has the potential to be expensive and disruptive to any future provision.

7.18 The above explains why it is necessary to acquire the land as shown in the CPO now to allow the Scheme to proceed and without it the Scheme may by its provision frustrate any future ambitions.

8. The Need for and Justification of the Side Roads Order.

8.1. The purpose of the Side Roads Order is to maintain access to all land and property directly affected by the Scheme and to make necessary changes to the highway network. In order to build the new road, it is necessary to improve, or stop up existing highways and construct new highways to link into the new road. It will also be necessary to stop up some existing private means of access to land or premises and to replace those where necessary with new means of access. To enable it to carry out those works LCC is promoting the Side Roads Order.

8.2. The Classified Road will commence at the existing roundabout where the A15 / A158 Wragby Road joins the A158 Northern Relief Road and will run in a southerly direction. The scheme will tie into the existing A15/A158 roundabout through the construction of a new arm on the southern side of the roundabout. A 3.0m wide cycle, equestrian and pedestrian facility (known as the NMU) will be provided for the full length of the Classified Road on the western side and between Wragby Road East and Greetwell Road on the eastern side to mitigate the severed existing facilities.

8.3 Public Footpath 140 will be retained and linked into the NMU on both sides of the scheme.

8.4 The Classified Road runs south until the intersection with Hawthorn Road where a new left in left out junction will be constructed onto the southbound carriageway on the eastern side. The cycle, equestrian and pedestrian facility provided on the eastern side runs parallel to the Classified Road until the junction with Hawthorn Road. The existing PMA (b) will be stopped up and replaced by a new PMA Reference 1.

8.5 On the western side (residential side) of the Classified Road, Hawthorn Road will be stopped up from a point 66 metres east of its junction with St Augustine Road for a distance of 108 metres in an easterly direction. The cycle, equestrian and pedestrian facility to the west of the Classified Road runs parallel to the new

carriageway for the entire length until the roundabout with Greetwell Road. A link from the cycle equestrian and pedestrian facility will be provided to Hawthorn Road on the south side of Hawthorn Road.

8.6 A new NMU bridge will be accessed from a ramp adjacent to Hawthorn Road 56 metres east of St Augustine Road. An access ramp for a length of 68 metres runs from Hawthorn Road to the NMU bridge which will cross the Classified Road on an east west alignment south of the location of the current Hawthorn Road. That new bridge will run for a distance of approximately 51 metres to a point where it joins via another ramp the route of the Greetwell Fields access way/bridleway before connecting back to the existing Hawthorn Road. That new NMU bridge will be elevated above the existing ground level in order to provide headroom across the Classified Road and access to it will be by sloped ramps and steps where required (Plan 1 reference C).

8.7 The Classified Road turns south west slightly as it cuts through Greetwell Fields Track Public Highway. That track will be stopped up from a point 90 metres north of junction with Greetwell Road for a distance of 680 metres and be replaced with a new highway with the status of a bridleway on the eastern side of the Classified Road between Hawthorn Road and 90m north of Greetwell Road (Plan 1 reference B). The public highway element will be replaced by the Classified Road. On the western side of the Classified Road a turning head will be provided on Greetwell Fields Track at its western junction with the Classified Road.

8.8 Public Footpath 139 from its junction with the west side of Greetwell Fields Track will be diverted for a distance of 120 metres in a southerly direction to facilitate the realignment of the adjacent Greetwell Fields Drain (Plan 1 reference A).

8.9 The Classified Road continues in a southerly direction raised over the cavity of Greetwell Quarry on an embankment. A new 4 arm roundabout junction is to be provided where the Classified Road crosses Greetwell Road. A NMU bridge on the north side of the Greetwell Road Roundabout will be constructed over the Classified Road. The bridge will provide a link from Greetwell Road on the eastern side of the Classified Road to the cycle equestrian and pedestrian facility on the western side of the Classified Road and then back onto Greetwell Road (Plan 2 reference A).

8.10 The Classified Road continues to run in a southerly direction, passing over the Lincoln to Market Rasen Railway and Public Footpath 138 (Viking Way) via a new structure. A link will be provided to the Viking Way route from the cycle, equestrian and pedestrian facility on the western side of the Classified Road. An access track from Greetwell Hall is to be stopped up, where the Classified Road cuts through it (Plan 2 reference (a)). A new Private Means of Access, (Plan 2 reference 1), will proceed northwards from the track parallel to the Classified Road until Public Footpath 138 where it will run co-linear with Public Footpath 138 under the new structure that crosses the Lincoln to Market Rasen Railway. It then runs co-linear to the Classified Road to reconnect in to the private means of access on the western side of the Classified Road.

8.11 The Classified Road continues on an embankment to a new multi-span structure to be constructed to carry the Classified Road over the River Witham, the North and South Delphs, Public Footpaths 9/18 and 26/102, and the Sustrans Cycle Route. Footpath 26/102 will be diverted over a distance of 30m around the supporting bridge structure (Plan 2 reference B).

8.12 A link will be provided to the Sustrans cycle route from the cycle, equestrian and pedestrian facility on the western side of the Classified Road. The access will be via a new cycle equestrian and pedestrian facility (Plan 2

reference C) running down the embankment and over the South Delph via a new NMU bridge.

8.13 As the Classified Road continues south it passes under the Lincoln to Spalding Railway through a new structure before forming a new 4 arm roundabout junction with the B1190 Washingborough Road. The existing access under the railway line (Plan 2 reference (b)) will be stopped up. Access to the field north of Washingborough Road (B1190) from a point 189 metres south-west of the existing Lincoln to Spalding Railway Bridge (Plan 3 reference (a)) will be stopped up. A new access to the balancing ponds will be provided (Plan 3 reference 1). There will be a new access track provided from Lincoln Road Washingborough to the fields and balancing ponds to the north of the Lincoln to Spalding railway line (Plan 2 reference 2). A new Private Means of Access 94 metres east of the Anglian Water Services entrance will be provided to the field to the west of the Classified Road (Plan 3 Reference 2).

8.14 The Classified Road from the new B1190 Washingborough Road roundabout continues in a south-westerly direction in a deep cutting. The Classified Road passes under Heighington Road and continues until the B1188 Lincoln Road, where a new 4 arm roundabout junction is to be constructed. A new link will be provided from the cycle, equestrian and pedestrian facility on the western side to connect to Heighington Road.

8.15 An access track from the B1188 Lincoln Road on the eastern side of the Classified Road will be stopped up at the point it is bisected by the Classified Road (Plan 4 reference (a)). A private means of access will be added from the existing track to the land on the north eastern side of the Classified Road (Plan 4 reference 1).

8.16 A private means of access will be constructed from the B1188 Lincoln Road on the western side of the new four arm roundabout and will run alongside the

B1188 Lincoln Road and north parallel to the Classified Road to a point 668m from the new four arm roundabout to link back into the existing access track (Plan 4 reference 2).

8.17 A cycle equestrian and pedestrian route will be constructed from the B1188 on the eastern side of the Classified Road to provide a link to the cycle equestrian and pedestrian route located on the western side of the Classified Road. The two will be linked by a subway that will be constructed under the Classified Road (Plan 4 reference A).

8.18 A private means of access will be constructed on the western side of the Classified Road (Plan 4 Reference 3) to replace the stopped up private means of access at Plan 4 Reference (d). A private means of access will also be constructed on the eastern side of the Classified Road from the B1188 (Plan 4 reference 4). It will run south parallel to the Classified Road to a point 1029m from the new four arm roundabout. This will replace the stopped up private means of accesses located at Plan 4 references (e) and (f).

8.19 The Classified Road continues in a south-westerly direction before turning to follow a southerly route generally at existing ground level. A new four arm roundabout will be constructed between the new Classified Road, A15 Sleaford Road and Bloxholm Lane. Bloxholm Lane will be stopped up where the Classified Road crosses its route and realigned on the eastern side to link into the new four arm junction (Plan 5 references A and B). A new NMU bridge will be constructed over the Classified Road (Plan 5 reference C) to provide cycle equestrian and pedestrian access from Bloxholm Lane to A15 Sleaford Road west of the new four arm roundabout. A link from the new NMU bridge will be provided to tie into the cycle equestrian and pedestrian facility on the western side of the Classified Road (Plan 5 reference D).

8.20 A private means of access from Canwick Manor will be stopped up where it is bisected by the Classified Road (Plan 5 reference (a)) and replaced with a new track running along the western side of the Classified Road (Plan 5 Reference 5).

8.21 Private means of access located on the stopped up Bloxholm Lane (Plan 5 references (b) and (c)) and be replaced by new accesses (Plan 5 references 2 and 3).

8.22 A field access to the south of A15 Sleaford Road (Plan 5 reference (d)) will be stopped up and replaced with new access (Plan 5 reference 1).

8.23 A new field access will be provided into the severed field to the north of Bloxholm Lane (Plan 5 reference 4)

9. River Witham Crossing (Formerly The Need for and Justification of the River Witham Bridge Scheme)

9.1 The Secretary of State confirmed the Order in respect of this Scheme following the previous Inquiry and accordingly there is no such Scheme being promoted at this time by the LCC. This section of the Statement of Reasons simply repeats that which was set out in the documentation presented in respect of the previous Orders (with minor amendments requested by the Department for Transport) to ensure that all can understand the position. A Scheme to cross the River is required for the LEB, but given the Secretary of State's previous decision a separate Scheme is not required to be promoted at this stage. The Department for Transport has confirmed that point and that there is no need for a further Bridge Scheme to be brought forward. The Department has further confirmed that the Bridge Scheme that has been approved is not time limited and will not therefore expire.

9.2. As part of the proposals to provide the LEB it is necessary for the Scheme to cross the River Witham and other nearby watercourses. It is necessary therefore to construct a bridge to cross over the River Witham, which is designated as a navigable river, as well as crossing the North and South Delph Drains and the Canwick Fen Drain (also known as Soak Drain), which run parallel to the river itself. LCC is therefore promoting the Scheme under Section 106(3) of the Highways Act 1980 to provide statutory authority for the construction of the bridge across the river. The bridge will be extended to cross the other watercourses at the same time.

9.3. The River Witham is a main river that runs west to east through the Lincoln Gap between Washingborough Road and Greetwell Road. The river is navigational, having historically been used as a trading route and currently being used by leisure craft. The proposed bypass route crosses the River Witham to the east of Lincoln City centre, and to the north of the B1190 Washingborough Road. At this point the River Witham runs parallel to the South Delph (otherwise known as the Sincil Dike), approximately 50 metres to the south of it, and the North Delph. The South Delph is also a main river. Between the River Witham and the South Delph is an earth embankment which was once a former railway line – this is now a Sustrans route. Soak Dyke (also known as Canwick Fen Drain) also runs parallel to and to the south of the South Delph and drains into it further to the east where it is eventually becomes known as the Longstrongs Delph. There are a number of other smaller drainage ditches in the vicinity.

9.4. The River Witham Bridge will be formed as a five span bridge crossing the various watercourses. The Sustrans cycle route and other footpaths located alongside the North Delph and River Witham will not be affected directly by the construction of the bridge and will remain generally on their existing horizontal alignments.

9.5. The technical details of the proposed bridge are as follows:-

POINTS OF COMMENCEMENT AND TERMINATION

Commencing from a point to the north of the River Witham 140 metres north of the middle of the Sustrans cycle route (measured along the line of the proposed highway).

The bridge will pass over the North Delph, the River Witham, the South Delph, and Soak Dyke/ Canwick Fen Drain.

Terminating on the south side of the River Witham at a point 85.2 metres south of the middle of the Sustrans cycle route (measured along the line of the proposed highway).

SPANS

A five span structure, from the north the individual spans are 36.23 metres, 39.42 metres, 52.00 metres, 52.00 metres and 36.27 metres. The span over the River Witham is 52.00 metres. The overall span of the structure is 215.92 metres.

HEADWAY AND WATERWAY

The Headway shall not be less than 5.20 metres above normal water level of 2.90 metres Above Ordnance Datum. This Headway shall be maintained over 50 percent of the River Witham width at normal water level.

OVERALL DIMENSIONS

The overall Bridge width will vary from 15.800 metres excluding parapets at the south abutment end to 16.970 metres excluding parapets at the north abutment. The Bridge will carry a 7.3 metre wide carriageway, bordered on either side by hard strips of one metre in width. A 4.0 metre wide cycle / footway will be provided on the west side. On the east side, there will be a hardened verge that varies in width from 2.500 metres at the south abutment to 3.670 metres at the north abutment.

9.6 The bridge structure has been designed at the appropriate standard for the road provision required. The land take is required to allow for the bridge to be built and maintained.

9.7 The Scheme proposals have been submitted to the Environment Agency, the Canal and River Trust and the Witham First and Third District Internal Drainage Boards as responsible authorities and no objections have been raised to the Scheme.

10. The Planning Position.

10.1 The planning position was an important consideration taken into account by the previous Inspector in respect of the earlier Orders. The Inspector concluded in the following terms in paragraph 3.6 in respect of the planning position:-

“3.6. Planning permission, subject to conditions, was granted on 10th June 2013. The decision reflected the strategic importance of the scheme, its positive impact on the transport network around Lincoln, the environmental benefits to the city’s heritage and air quality and the encouragement that would be given to investment and regeneration. The development plan provided clear support and policy justification for the bypass proposal in accordance with key principles of the National Planning Policy Framework. The existence of the planning permission is a reflection of the considerable support for the proposal.”

10.2. The Planning Policy position has not changed to any significant extent since that conclusion was drawn and the policy support for the Scheme remains as strong as the previous Inspector found. The previous Inspector was advised at the Inquiry that the Central Lincolnshire Core Strategy had been withdrawn and reliance was placed on the existing Development Plan policies and NPPF as providing policy context and support for the Scheme. A New Local Plan for

Central Lincolnshire is currently under preparation, with the first round of consultation agreed for 1 October 2014 and then preferred options including land allocations intended for July 2015, and although at an early stage the policy approach within the proposed plan is consistent with the current thrust of planning policy which has been found to be supportive of the Scheme.

Government Policy -The National Planning Policy Framework

10.3 In March 2012, the Government published its new National Planning Policy Framework (NPPF), which sets out the Government's policies for England and how it expects them to be applied. The NPPF sets out the overall aim of the planning system, which is to help deliver sustainable development through the plan-led system. In setting out this overall aim, the Framework quotes the definition of sustainable development from Resolution 42/187 of the United Nations General Assembly as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'. The Framework goes further and defines three dimensions to sustainable development; these being economic, social and environmental. In supporting these three areas of sustainable development, the Framework highlights the planning system's roles:

- 'an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; by identifying and co-ordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.’

The Framework robustly emphasises the presumption in favour of sustainable development and that planning applications must be determined in accordance with the development plan (unless material considerations indicate otherwise). The principle of developing the LEB accorded with the consultation draft of the Central Lincolnshire Local Plan Core Strategy, as it applied at the time and accords with the new emerging Local Plan and with the saved policies of the current local plans of the three relevant local planning authorities. The NPPF makes clear that duly saved policies will normally, and presently, carry weight in determining planning applications until such time as new core strategies or local plans are adopted. There will be economic, social and environmental benefits as a result of the scheme, in line with the roles of the planning system spelled out above.

10.4 Within the NPPF, 12 core planning principles are set out which underpin both plan-making and decision-taking. These principles include the reiteration that decisions should be made through the plan-led system, which should be supported by up-to date local and neighbourhood plans, which is being progressed in the Lincoln area. The principles state that planning should be a creative exercise and improve places, and also secure high quality design and a good standard of amenity. This principle would be achieved by improving the city centre and eastern suburbs through the removal of traffic. Moreover, high quality design is a fundamental tenet of the proposals. Of particular relevance is the principle of proactively driving and supporting sustainable economic development through the delivery of homes, business and industrial units and infrastructure. The need for LEB has long been identified due to proposed major development

in the area, as is described below, and the fact that such development could not progress in the absence of key infrastructure.

10.5 In respect of other key principles, the scheme:

- contributes to conserving and enhancing the natural environment by careful alignment of the route and judicious mitigation measures, and reducing pollution by reducing the number of slow journeys through the presently congested city;
- supports the move to a low carbon future and encourage the reuse of previously developed land. LEB is an integral element to the Lincoln Integrated Transport Strategy. That Strategy covers a wide range of transport issues and encourages sustainable low carbon transport in the city centre and enables development of sites which are currently difficult, due to transport issues.
- promotes mixed developments by facilitating allocations of mixed development on the city's eastern side that would otherwise be blighted, and, as stated above, being a key element to the Lincoln Integrated Transport Strategy's objective of city centre regeneration;
- protects and conserves heritage assets by avoiding features of interest in the route corridor and also paying heed to the setting of the historic city, especially its cathedral and castle.
- actively manages 'patterns of growth to make the fullest possible use of public transport, walking and cycling' through the removal of strategic and non-essential traffic from local roads through the centre of Lincoln, and thus potentially making public transport more rapid and reliable. Moreover, it is anticipated that LEB will provide a good route for public transport to access the proposed major sustainable urban extensions to the east of the city, the North East Quadrant and South East Quadrant; and
- contributes to improving health, social and cultural wellbeing for all, by enabling easier access into related facilities in the city, and encouraging good health by the provision of a cycleway/footway parallel to the road.

10.6 The NPPF highlights the Government's commitment to securing economic growth through a supportive and encouraging planning system and that local authorities should proactively plan to meet the needs of business. The Framework states that 'policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing'. LEB will address a long-term infrastructure deficiency.

10.7 While highlighting that the transport system needs to be balanced in favour of sustainable transport, the Government acknowledges that different areas will require different solutions and that ability to harness sustainable transport varies from one place to another. LEB will be a key element of the Transport Strategy for Lincoln. By removing significant volumes of traffic from the city centre it will allow the introduction of measures to encourage sustainable transport including better facilities for pedestrians and cyclists and improvements to bus services. It is a requirement of the funding offer for the scheme from the Department for Transport that LCC should "lock in the benefits" of LEB in the form of encouraging sustainable transport. As stated above, the opportunities for providing sustainable transport to the new developments to be facilitated by LEB are considerable.

10.8 The Framework sets out a number of good design principles through which the planning system should aim to ensure that developments should:

- 'function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development'
- 'establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit'
- 'optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks'.

- ‘respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation’.
- ‘create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion’.
- ‘are visually attractive as a result of good architecture and appropriate landscaping’.

The Framework also states that ‘applicants are expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on favourably.’

LEB will achieve all of these requirements by building on the previously accepted design for the dual carriageway scheme, while incorporating new features appropriate to the single carriageway scheme.

10.9 Planning policies should protect and enhance rights of way and access. Local authorities should seek opportunities to provide better facilities for users. LEB will incorporate facilities to encourage walking and cycling and, by underpinning the Lincoln Integrated Transport Strategy, will encourage healthy transport options in Lincoln City Centre.

Regional Policy

10.10 At the time the planning application was made the Regional policy was extant. It is set out fully in the documentation supporting the application for planning permission. As from the 12 April 2013 that policy document has been removed and as such it is not considered further in this Statement of Reasons. The support it gave for the LEB proposals is clear from the information within the application but this is no longer a relevant planning consideration.

Local Plan Context

10.11 The extant Development Plan is made up of the saved policies of the City of Lincoln Local Plan 1998, the West Lindsey Local Plan 2006 and the North Kesteven Local Plan 2007. As confirmed by the NPPF, due weight should be given to relevant policies within the Plan according to their degree of consistency with the policies of the NPPF. The following policies are considered to be generally consistent with the NPPF and of relevance to this proposal:

10.12 City of Lincoln Local Plan 1998 – Policy 14 (Strategic and Major Road Proposals) of the Plan safeguards land for the construction of the Eastern bypass and states that planning permission will not be granted for any development which would hinder the construction of the road. Combined with policies to ensure the delivery of a strategic transport network (Policy 5); design standards (Policy 34, 55); locational policies (Policy 38E) restricting types of land use; and environmental protection (Policy 44A, 44C, 45A, 46A, 46B) the Plan provides clear support and policy justification for the bypass proposal in accordance with the key principles of the NPPF.

10.13 West Lindsey Local Plan 2006 - Policy ECON 13 (Lincoln Eastern Bypass) states that planning permission will not be granted for developments which would prejudice the implementation of the bypass along the route as identified on the Proposals Map. Policy Strat 10 also identifies land adjacent to the bypass as having future development potential. Combined with policies to promote the strategic transport network (Policy SUS1, SUS3); provide environmental protection (NBE 10, NBE 11, NBE 12, NBE 13); and ensure pollution concerns are addressed (Policy NBE14, NBE15, NBE 16, NBE 17, NBE 18) the Plan provides clear support and policy justification for the bypass proposal in accordance with the key principles of the NPPF.

10.14 North Kesteven Local Plan 2007 - Policy T7 (Lincoln Eastern Bypass) restricts developments which would prevent or hinder the provision of desirable infrastructure. In particular this seeks to safeguard land required in connection with the construction and operation of the proposed Lincoln Eastern Bypass. Combined with policies to control development opportunities (Policy C7); manage environmental concerns (Policy C10, C11, C14, C19, C22) provide environmental protection (Policy LW1, LW2, LW3, LW4, LW6, LW7, LW8) and provide historic asset protection) (Policy H1, H2, H3) the Plan provides clear support and policy justification for the bypass proposal in accordance with the key principles of the NPPF.

10.15 Other material planning policy considerations - The LEB is identified as a key component of delivering the Lincoln Integrated Transport Strategy (LITS) which is a multi-modal transport strategy aimed at delivering a set of prioritised improvements in transport infrastructure up to and beyond 2026. The 4th Local Transport Plan (LTP4) continues to support the provision of the LEB which has (and continues to be) identified as being the county's priority major scheme for improving the overall movement of vehicular trips on the highway network. These transport policy documents provide clear support and policy justification for the bypass proposal in accordance with the key principles of the NPPF.

10.16 Work has been undertaken to produce a new Development Plan for Central Lincolnshire. A Joint Planning Committee representing City of Lincoln Council, West Lindsey District Council, North Kesteven District Council and Lincolnshire County Council is in place. The Plan would have encompassed Core Strategy and Allocations DPD. The Core Strategy was submitted for examination in October 2012 and included a commitment to a high level of growth within the Central Lincolnshire area. This growth included new infrastructure commitments including the scheme and the delivery of Sustainable Urban Extensions. No weight had been attached to the planning decisions for the scheme in the decision taken by the County Council in June 2013.

10.17 In conclusion the current planning policy position is that the saved policies of the City of Lincoln Local Plan 1998, the West Lindsey Local Plan 2006 and the North Kesteven Local Plan 2007 all support the delivery of the LEB. These policies are relevant in that they support the overall presumption in favour of sustainable development set out within the NPPF. The scheme is fully in accordance with the NPPF requirements and the saved policies within the Development Plans. The scheme reflected the emerging policy position in place in June 2013 but no weight was attached to that position in the determination of the application.

10.18 Emerging policy in the form of the Central Lincolnshire Preliminary Draft Local Plan is consistent with the support for the Scheme. In particular it provides a mechanism when taken together with the Memorandum of Understanding signed by the relevant constituent authorities to ensure that the funding arrangements will be in place to ensure that developer contributions will be in place to help secure the LEB. The Inspectors report at paragraph 3.56 applies in this respect.

"The LEB will be implemented by LCC. The estimated overall cost is £95.858m. Central Government funding would amount to £49.950m, LCC will contribute £11.914m and there will be third party contributions from District Councils of £33.994m. The intention was to recover third party contributions through the Community Infrastructure Levy (CIL). However, policy development was interrupted when the Central Lincolnshire Joint Planning Committee (the JPC) on 6 January 2014 decided to withdraw the Core Strategy. Preparation is to commence on a Local Plan for the Central Lincolnshire Area, with a view to adoption by 2016. As a result, the adoption of the CIL charging schedule, and formalisation of the CIL contributions that will be recovered for the LEB, have been delayed. The three District Councils comprising the JPC continue to fully support the LEB and measures are

being put in place to provide a formal funding mechanism in advance of any agreement on CIL. Letters have been received from the three Councils setting out their intention to enter into a Memorandum of Understanding (MOU). The MOU will ensure in the short term developer contributions through section 106 planning obligations are prioritised to the LEB funding strategy. LCC is intending to underwrite all the necessary costs confident that funding will be in place. Funds will be available and there are no foreseeable barriers and no known impediments to the implementation of the LEB."

Lincoln Integrated Transport Strategy

10.19 In 2004, Lincolnshire County Council and its partners (City of Lincoln, North Kesteven and West Lindsey District Councils) commissioned the Lincoln Transport Strategy to build a framework for the prioritisation of transport improvements in and around the Lincoln Policy Area up to 2026. The development of the Strategy involved identifying the key transport issues affecting the Lincoln area, generating a number of strategic objectives, and identifying a range of transport interventions that would address the problems identified. The existing transport issues and forecast problems were formulated through a combination of extensive consultation and from technical outputs from the Lincoln Traffic Model. The process highlighted that the majority of issues and problems identified, centred on congestion, lack of route choice, high volumes of through traffic and poor air quality.

10.20 The strategy identified 18 potential transport interventions. These were further refined through evaluating each against the strategic objectives, their ability to address the identified transport challenges, cost and public acceptability. This process resulted in a prioritised list of potential options. The

results of this scoring analysis placed the LEB in primary position in terms of a score based on contribution towards attaining Strategy Objectives (see Table 6), solving problems and issues and national transport objectives. The high score related to the options' ability to solve identified problems regarding high traffic levels within Lincoln town centre and contribution towards national priorities. The ranking of options resulted in a list of prioritised options based on various sub categories of highways, public transport, parking and sustainable modes.

Table 3 – Lincoln Integrated Transport Strategy Objectives

Local Transport Strategy – Strategy Objectives	
SO1	To assist the sustainable economic growth of Lincolnshire through infrastructure improvements to the following: - The Strategic Road Network & Non-Strategic Road Network
SO2	To remove strategic road-based freight from Lincoln and other adversely affected communities through: - Encouraging the use of alternative modes - Improving links to the Primary / Trans-European Road Network
SO3	To ensure that the transport infrastructure meets the needs of existing and proposed developments especially: - In the regeneration priorities in the Lincoln Policy Area - Including minimising congestion through the promotion of walking, cycling and public transport - Managing parking
SO4	To reduce the number and severity of road traffic accidents by reducing the potential for conflict between different modes and improving the facilities for convenient and safe alternatives.
SO5	To maximize accessibility and reduce peripherality by improving the range of travel options especially for those without access to the private car.
SO6	To increase Public Transport usage by improving: - Reliability, frequency and journey time of bus services.
SO7	To improve overall air and noise quality within the study area, especially in the Air Quality Management Area in Lincoln by the removal of unnecessary traffic by:

Local Transport Strategy – Strategy Objectives	
	<ul style="list-style-type: none"> - Removing through traffic - Reducing local journeys in Community Travel Zones - Other traffic management measures
SO8	Protect and enhance the built environment by reducing the adverse impacts from traffic, through improvements to the transport infrastructure.
SO9	Improve the attractiveness and liveability of central Lincoln for residents, workers and visitors by creating a safe, attractive and accessible environment for pedestrians.
SO10	To support the effective implementation and delivery of both the emerging Sub-Regional Strategy and the new Growth Point agenda of the Lincoln Policy Area.

11. Special Considerations.

11.1. There is one Scheduled Ancient Monument within the vicinity of the LEB proposals as discussed above. The LEB has no direct impact on that SAM. A single Scheduled Monument - Greetwell Medieval Village, Cultivation and Post Medieval Garden Remains – is to the east of the proposed Greetwell Road roundabout but is physically unaffected by the scheme. Archaeological remains have been found in the LEB area dating as far back as the Mesolithic period. Additionally, Lincoln was an important town in Roman Britain with the LEB area containing settlements and likely artefacts and findspots.

11.2. No listed buildings are affected by the LEB and no conservation area is affected. No public open space is affected by the LEB.

12. Draft Orders and Programme.

12.1 The only Orders required to permit the scheme to go ahead consist of the two Orders the subject of this Statement of Reasons taken together with the

Bridge Scheme which has been obtained already. There is no impediment to the Scheme proceeding provided the Orders succeed.

12.2 Funding is in place to permit the Scheme to be progressed. The scheme cost is £95.858m. A BaFB application was made to the Department for Transport for funding in September 2011. The BaFB scheme was successful and achieved Programme Entry status in November 2011, with central government contributing £49.950 m to the scheme. LCC will contribute £11.914m and there will be third party contributions of £33.994m.

12.3 The anticipated programme is:-

October 2014 - Orders made and published

December 2014 - Objection period ends

March 2015 - Public Inquiry held

May 2015 - Secretary of State's decision made whether to confirm the Orders

Summer 2015 - Start on site

Summer 2017 - Scheme opens

13. The Human Rights Act 1998.

13.1 The Human Rights Act 1998 requires inter alia that every public authority must act in a manner which is compatible with the Convention for the Protection of Human Rights and Fundamental Freedoms ("the Convention").

13.2 Article 1 of the First Protocol of the Convention provides: "Every natural or legal person is entitled to peaceful enjoyment of his possessions and no one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and the general principals of international law".

13.3 Furthermore Article 8 of the Convention provides: "Everyone has the right to respect for his private and family life, his home and his correspondence. There

shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interest of the economic wellbeing of the country".

13.4 The European Court has recognised that "regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole". Both public and private interests are to be taken into account in the exercise of the Convention's powers. Any interference with a Convention right must be necessary and proportionate.

13.5 The CPO has been made pursuant to sections 239, 240, 246, 250 and 260 of the 1980 Act which authorises LCC to acquire land and new rights compulsorily subject to the procedures laid down by the Acquisition of Land Act 1981. LCC is of the view that in pursuing these Orders, it has carefully considered the balance to be struck between individual rights and the wider public interest. Interference with Convention rights is considered to be justified in order to secure the development and regeneration the LEB will bring. Appropriate compensation will be available to those entitled to claim it under the relevant statutory provisions.

13.6 LCC considers that there is a compelling case in the public interest for the making and confirmation of the Orders and these Orders, if confirmed, would strike an appropriate balance between public and private interests. If the Orders are confirmed, persons whose interests in land have been acquired or whose possession of land has been disturbed will have a right to compensation. The rights of those affected by the Orders under the Human Rights Act 1998 in particular the rights contained in Article 8 and 1 of the First Protocol, which are the owners of interests in land to be acquired and the owners whose possession of land will be disturbed, have been taken into account by the Council when considering whether to make the Orders and when considering the extent of the interests and new rights to be comprised in the Orders.

14. Contacts and Additional Information.

14.1 Owners and tenants of properties affected by the Order who require information about the CPO process can contact Lincolnshire County Council, County Offices, Newland, Lincoln LN1 1YL Telephone 01522 782070

14.2 Copies of the Orders, Order Maps, Schedules to the Orders, and this Statement of Reasons can be inspected during normal offices hours at LCC's offices at County Offices, Newland, Lincoln LN1 1YL. Copies will also be available for inspection at the following locations: Lincoln City Council, City Hall, Beaumont Fee, Lincoln LN1 1DF; North Kesteven District Council, District Council Offices, Kesteven Street, Sleaford, Lincolnshire NG34 7EF; West Lindsey District Council, The Guildhall Marshall's Yard, Gainsborough, Lincolnshire DN21 2DH. Details will also be made available on LCC's website www.lincolnshire.gov.uk.

15 Documents, Maps or Plans Relied on.

15.1 If objections are received to the Compulsory Purchase Order and a public inquiry held, LCC may refer to some or all of the documents set out below. Copies of these documents (or relevant extracts) will be available for inspection by members of the public and can be inspected during normal offices hours at LCC's offices at County Offices, Newland, Lincoln LN1 1YL. (LCC reserves the right to introduce such additional documents as may be relevant to any public inquiry in respect of the Order and will endeavour to notify the public inquiry and any statutory third parties of any such documents as soon as possible prior to the opening of such public inquiry)

(1) Inspectors report to the Secretary of State for Transport dated 30th April 2014

- (2) Secretary of State decision letter dated 8th July 2014
- (3) Undertakings to Public Inquiry held in February 2014

Policy Documents

- (4) Highways Act 1980
- (5) Acquisition of Land Act 1981
- (6) National Planning Policy Framework
- (7) East Midlands Regional Plan March 2009 *
- (8) Central Lincolnshire Core Strategy Issues and Options 2010 *
- (9) Central Lincolnshire Local Plan Core Strategy Partial Draft Plan for Consultation June 2012 *
- (10) Central Lincolnshire Local Plan Core Strategy Partial Draft Plan for Consultation: Area Policies for Lincoln, Gainsborough and Sleaford dated January 2013 *
- (11) City of Lincoln Local Plan (adopted August 1998)
- (12) North Kesteven District Council Local Plan (adopted 2007)
- (13) West Lindsey Local Plan First Review (adopted June 2006)
- (14) First Local Transport Plan *
- (15) Second Local Transport Plan 2006/7 to 2010/11 dated March 2006 *
- (16) Third Local Transport Plan 2011/12 to 2012/13 dated April 2011 *
- (17) Fourth Lincolnshire Local Transport Plan 2013/14 – 2022/23 dated April 2013
- (18) A Transport Strategy for the Lincoln Area (Rev 1) dated February 2008
- (19) Lincolnshire County Council's Business Plan 2012-15 updated February 2013
- (20) Highways and Traffic Guidance Note HAT 34 (Design Standards and Departures for Highway Schemes)
- (21) Road Classification Policy for Lincolnshire
- (22) Provisional A15 Lincoln Eastern Bypass Classification of Main Line
- (23) Greater Lincoln Growth Delivery Plan 2006-2026(24) Linking Lincoln (known as the City Centre Masterplan) 2007

Planning Application Documents

- (25) Report to Lincolnshire County Council's Planning and Regulation Committee on 18 March 2005
- (26) Report to Lincolnshire County Council's Planning and Regulation Committee dated 18 April 2005
- (27) Minutes of Lincolnshire County Council's Planning and Regulation Committee dated 18 April 2005
- (28) Report to Lincolnshire County Council's Planning and Regulation Committee dated 4 October 2010
- (29) Minutes of Lincolnshire County Council's Planning and Regulation Committee dated 4 October 2010
- (309) Planning Permission reference L/0170/10 dated 14 October 2010
- (31) Planning Application L/0110/13 comprising the application form and supporting documents
- (32) Report to Lincolnshire County Council's Planning and Regulation Committee on 10 June 2013
- (33) Minutes of Lincolnshire County Council's Planning and Regulation Committee on 10 June 2013
- (34) Planning Permission reference L/0110/13 dated 10 June 2013
- (35) Planning Application PL/0194/14 for relocated Hawthorn Road NMU bridge comprising the application form and supporting documents
- (36) Planning Permission reference PL/0245/13 for the original Hawthorn Road NMU bridge dated 15 January 2014
- (37) Planning Application PL/0132/14 for Section 73 application comprising the covering letters and supporting documents
- (38) Central Lincolnshire Local Plan 2011-2036 Preliminary Draft for Consultation October 2014
- (39) A Growth Strategy for Lincoln 2014-2034 published by Lincoln City Council in 2014

- (40) Report to Lincolnshire County Council's Planning and Regulation Committee on 6 October 2014
- (41) Minutes of Lincolnshire County Council's Planning and Regulation Committee on 6 October 2014 (not yet available)
- (42) Planning permission PL/0194/14 (L/0643/14)
- (43) Planning Permission PL/0245/13 (W42/131879/14)

Funding Documents

- (44) Lincolnshire County Council Major Scheme Business Case Programme Entry November 2009
- (45) Local Authority Major Schemes – Pre Qualification Pool: Expression of Interest
- (46) Best and Final Bid September 2011
- (47) Letter from DfT dated 30 November 2011 confirming Programme Entry Status
- (48) Email from DfT dated 14 December 2011
- (49) Memorandum of Understanding dated September 2014.

Other documents

- (50) Report to Lincolnshire County Council's Executive 7 October 2014
- (51) Minutes of Lincolnshire County Council's Executive on 7 October 2014 (not yet available)
- (52) Resolution of the Executive 7 October 2014
- (53) Clarification of Non Motorised Users and bridleway

NOTE * Indicates a superseded document