

Tim Hancock Associates

Chartered Surveyors

21st November 2024

The Secretary of State for Transport
National Transport Casework Team
Tyneside House
Skinnerburn Road
Newcastle Business Park
Newcastle upon Tyne
NE4 7AR

Local Authority Reference – KNR/NHRR/CPO/181

Dear Sir

Wolfson Trago Limited – Restaurant Premises at Thorpe on the Hill Service Area, Hykeham Roundabout, Middle Lane, Thorpe on the Hill, Lincoln LN6 9AJ – The Lincolnshire County Council (A1461 North Hykeham Relief Road) Compulsory Purchase Order 2024

I refer to a letter dated 2nd October 2024 from Lincolnshire County Council enclosing orders in relation to this proposed Scheme and addressed to our clients Wolfson Trago Limited who hold a leasehold interest within the Thorpe on the Hill Service Area to the west of Lincoln on the A46 trunk road, from which it operates a Burger King and Greggs branded roadside restaurant.

The proposals involve the acquisition of property interests from my client and interference with the access arrangements to the restaurant car park.

Whilst some progress appears to have been made in the design of the Scheme relative to the original proposals in that a ghosted right turn facility into the main entrance of the service area is now proposed, my client remains concerned that the Scheme has the potential to still adversely affect the access arrangements and consequently the trading performance of the restaurant.

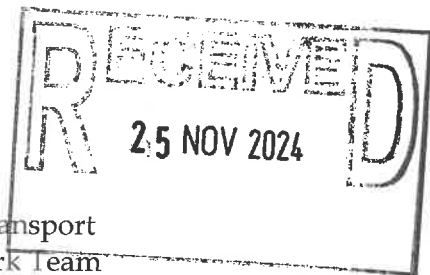
My client has previously requested detailed discussions in relation to the design of the new accesses in the event that the Scheme receives authorisation, and I am now again requesting an early dialogue to ensure that effective access for my client's customers into and out of the service area is maintained.

Additionally, my client needs assurance in relation to the provision of advanced warning signs to alert approaching motorists to the facilities. The Service Area plays an important role in providing facilities for the road user, giving opportunities for rest, refreshment and the purchase of fuel which support the policy objectives of the Department of Transport's policies for roadside facilities to cater the welfare of road users, as well as improving road safety. The additional proposals to carry out road improvements to the A46 on Newark Bypass are likely to adversely affect other roadside facilities on this part of the road network and consequently, the contribution that this Service Area will be able to make to the

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policy objectives set out in Circular 01/22 is likely to increase. It is therefore all the more important that every reasonable opportunity is taken to ensure that effective access and signage to these facilities is provided.

Whilst my client looks forward to active dialogue in relation to these matters, it must for the present reserve its position as an interested party and objector to the scheme.

Yours sincerely



Tim Hancock BSc (Hons) FRICS MEI