



Planning Inspectorate

Report to the Secretary of State for Transport

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an Inspector appointed by the Secretary of State for Transport

Date: 8 September 2025

HIGHWAYS ACT 1980

ACQUISITION OF LAND ACT 1981

THE LINCOLNSHIRE COUNTY COUNCIL (A1461 NORTH HYKEHAM RELIEF ROAD) (CLASSIFIED ROAD) (SIDE ROADS) ORDER 2024

THE LINCOLNSHIRE COUNTY COUNCIL (A1461 NORTH HYKEHAM RELIEF ROAD) COMPULSORY PURCHASE ORDER 2024

Inquiry Held on 1 July 2025 – 9 July 2025

OFFICIAL

Inspections carried out on 30 June 2025 and 4 July 2025

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ABBREVIATIONS AND ACRONYMS

Air Quality Management Areas	AQMA
Biodiversity Net Gain	BNG
Central Lincolnshire Local Plan	CLLP
Chartered Institute of Ecology and Environmental Management	CIEEM
Compulsory Purchase Order	CPO
Construction and Environmental Management Plan	CEMP
Department for Environment, Food and Rural Affairs	Defra
Department for Transport	DfT
Design Manual for Roads and Bridge	DMRB
Environmental Impact Assessment	EIA
Environmental Protection UK	EPUK
Environmental Statement	ES
Heavy Goods Vehicles	HGVs
Institute of Air Quality Management	IAQM
Landscape and Ecological Management Plan	LEMP
Landscape and Visual Impact Assessment	LVIA
Lincoln Eastern Bypass	LEB
Lincoln Western Bypass	LWB
Lincolnshire County Council	LCC
National Air Quality Objectives	NAQOs
National Planning Policy Framework	NPPF
Nitric Oxide	NOx
Non Motorised User	NMU
North Hykeham Relief Road	NHRR
North Kesteven District Council	NKDC
Pre Inquiry Meeting	PIM
Private Means of Access	PMA
Public Rights of Way	PRoW
Side Roads Order	SRO
South West Quadrant	SWQ
Sustainable Drainage System	SUDS
Sustainable Urban Extension	SUE
Town and Country Planning Act	TCPA

CASE DETAILS

The Lincolnshire County Council (A1461 North Hykeham Relief Road) (Classified Road) (Side Roads) Order 2024

- The Side Roads Order was made by Lincolnshire County Council in exercise of its powers under Sections 14 and 125 of the Highways Act 1980.
- The Side Roads Order was sealed on 26 September 2024.
- The Side Roads Order, if confirmed, would authorise the Council in relation to the classified roads in the Parish of Thorpe on the Hill, the Parish of South Hykeham, the Parish of Waddington and the Parish of Bracebridge Heath to improve the highways, stop up lengths of highway, construct a new highway, stop up private means of access and provide new private means of access.

Summary of Recommendation: That the Order, as modified, be confirmed.

The Lincolnshire County Council (A1461 North Hykeham Relief Road) Compulsory Purchase Order 2024

- The Compulsory Purchase Order was made by Lincolnshire County Council under Sections 239, 240, 246, 250 and 260 of the Highways Act 1980, and the Acquisition of Land Act 1981.
- The Compulsory Purchase Order was sealed on 26 September 2024.
- The Compulsory Purchase Order would, if confirmed, authorise the Council to purchase compulsorily the land and the new rights over land described in paragraph 2 of the Order for the purposes of:
 - i. the construction of a highway between the A46 North Hykeham Roundabout and the A15 Sleaford Road Roundabout in the Parish of Thorpe on the Hill, the Parish of South Hykeham, the Parish of Waddington and the Parish of Bracebridge Heath all in the District of North Kesteven in the County of Lincolnshire;
 - ii. the construction of highways to connect the above mentioned highway with the existing road system at South Hykeham Road, Brant Road, Station Road and A607 Grantham Road;
 - iii. the construction of a Bridge to allow the above mentioned highway to cross the River Witham, an accommodation bridge to facilitate Wath Lane over the above mentioned highway, a pedestrian bridge adjacent to A607 Grantham Road to facilitate the Viking way over the above mentioned highway, a bat bridge adjacent to Wath Lane to facilitate bats crossing over the above mentioned highway and a Bat culvert at Somerton Gate Lane to facilitate bats crossing under the above mentioned highway;
 - iv. The construction of a temporary bridge across the River Witham to facilitate material movements and access for the construction of the above mentioned highway;
 - v. the construction of 12 culverts across the above mentioned highway to facilitate permanent drainage pathways for the Independent Drainage Board and riparian owners; and also provide suitable access routes under the River Witham Bridge;
 - vi. the construction of other highways and improvement of existing highways in the vicinity of the route of the above mentioned highway in pursuance

- of the Lincolnshire County Council (A1461 North Hykeham Relief Road) (Classified Road) (Side Roads) Order 2024;
- vii. the provision of new means of access to premises in pursuance of the Lincolnshire County Council (A1461 North Hykeham Relief Road) (Classified Road) (Side Roads) Order 2024;
 - viii. the diversion of watercourses and the carrying out of other works on watercourses in connection with the construction and improvement of highways and the provision of new means of access to premises as aforesaid;
 - ix. the use of land in connection with the construction or improvement of highways or with the carrying out of works authorised under the Lincolnshire County Council (A1461 North Hykeham Relief Road) (Classified Road) (Side Roads) Order 2024; and
 - x. mitigating the adverse effects which the existence or use of the highways proposed to be constructed or improved will have on the surroundings thereof.

Summary of Recommendation: That the Order, as modified, be confirmed.

1. INTRODUCTION

- 1.1. The North Hykeham Relief Road (NHRR) seeks to provide a complete ring road around the city of Lincoln. It would comprise a new road to link the Lincoln Eastern Bypass (LEB) with the Lincoln Western Bypass (LWB). The NHRR would be an 8 kilometre (km) dual carriageway with a 70 mph speed limit (120kph design speed) between the A46 Hykeham roundabout near Thorpe on the Hill and the A15 LEB Sleaford Road roundabout north-east of Waddington.
- 1.2. Objections were made by 12 separate landowners/businesses in response to the publication of the Side Roads Order (SRO) and Compulsory Purchase Order (CPO). Objections were submitted to both the SRO and CPO. No alternative routes were proposed.
- 1.3. Prior to the Inquiry, the objection from Mrs Smith and Mrs Garfoot (OBJ 1) was withdrawn on 8 January 2025 and the objection from National Grid (OBJ 2) was withdrawn on 4 March 2025. In addition, notification of the withdrawal of the objection of Quay Bronze Limited (OBJ 6) was received on 25 June 2025, the objection of Lilly and Bishop as Trustees for the J F Lilly Will Trust and Lilly and Grange Farmers Ltd (OBJ 4) was withdrawn on 30 June 2025 and the objection of Mrs Burgess (OBJ 5) was also withdrawn on 30 June 2025. Consequently, seven objections remained at the opening of the Inquiry on 1 July 2025. Between Inquiry sessions, Lincolnshire County Council (LCC) held discussions with outstanding objectors.
- 1.4. Of those seven objectors, only TL PropCo1 Ltd (Obj 7), Mr O'Boyle (Obj 8), Travelodge Hotels Ltd (Obj 9), and Mr and Mrs James (Obj 10) were represented at the Inquiry, all by the same representative. Their representative appeared only on the opening day and did not appear at any subsequent days

of the Inquiry. The representative had previously indicated their intention to give evidence in support of those objectors, subject to the outcome of their discussions with LCC. However, no evidence was given for Objectors 7-10 on the opening day when their representative was present. No other objectors appeared at the Inquiry at any point. As a result, the Inquiry heard no evidence from any objectors.

- 1.5. During the Inquiry several outstanding objections were withdrawn. Network Rail (Obj 11) withdrew its objection on 7 July 2025, whilst the objections of TL Propco1 Ltd (Obj 7), Mr O'Boyle (Obj 8) and Travelodge Hotels Ltd (Obj 9) were withdrawn on 8 July 2025, as was the objection of Wolfson Trago Ltd (Obj 12). The Inquiry closed on 9 July 2025.
- 1.6. At the close of the Inquiry, two objections remained - the objections of Rontec Service Station 1a Ltd (Obj 3) and Mr and Mrs James (Obj 10). No evidence was heard at the Inquiry in relation to the two remaining objections. The Inquiry therefore focussed on the presentation of LCC's case.
- 1.7. A Pre-Inquiry Meeting (PIM) was held virtually on 16 June 2025. A note of the meeting was distributed to all parties¹.
- 1.8. LCC confirmed at the Inquiry that, to the best of its knowledge and belief, all necessary statutory procedures and formalities in connection with the promotion of the Orders have been complied with². There is no evidence before me to the contrary.
- 1.9. LCC granted planning permission for the NHRR on 13 May 2024 (LPA Ref: 23/1447/CCC)³. A subsequent application made under section 73 of the Town and Country Planning Act 1990 (TCPA) to vary condition 16 of the planning permission was granted by LCC on 10 January 2025 (LPA Ref: 24/1260/CCC)⁴.
- 1.10. An Environmental Impact Assessment (EIA) was carried out as part of the planning process. The results are reported in the Environmental Statement (ES) and summarised in the Non-Technical Summary.⁵
- 1.11. I carried out an unaccompanied visit to the site and proposed route of the NHRR prior to the Inquiry insofar as I was able to do so without entering private land. I carried out an accompanied visit to the site and proposed route on 4 July 2025 which included entering land relating to Obj 3, Obj 4, Obj 5, Obj 7, Obj 8, Obj 9, Obj 11 and Obj 12.

¹ IN/INS/02

² IN/LCC/03

³ CD 7.1

⁴ CD 7.2

⁵ CD 7.1

- 1.12. This report contains a brief description of the site of the proposed NHRR and its surroundings, the gist of the cases presented and my conclusions and recommendations. Lists of Inquiry appearances and documents are attached as Appendices A and B.

2. DESCRIPTION OF THE ORDER LANDS AND SURROUNDINGS

- 2.1. The route of the NHRR is located to the south of Lincoln and passes through an area largely characterised by open countryside. From west to the east, it runs south of North and South Hykeham before crossing the non-navigable River Witham. This topography of this part of the route is predominately flat with only small variations in the vicinity of the river. The route then crosses Station Road before rising steeply through an escarpment as it heads north of RAF Waddington. The land then levels out again before the route joins the LEB.
- 2.2. The land which forms the route is largely put to agricultural use at present with a network of fields divided by trees and hedgerows. As a consequence, the route generally avoids built-up areas, with the only exception being that point at which it crosses Station Road. That part of Station Road comprises a ribbon of residential properties on its east side, six of which would be demolished to accommodate the route.
- 2.3. The River Witham predominately flows on a north-south axis throughout the area, dissecting the route with a network of smaller streams, drains and ditches found through the Order lands.
- 2.4. The lands fall within the setting of eight listed buildings. They are the Grade II* Church of St Michael's and the Grade II listed buildings of: Church Farmhouse; Grange Farmhouse; The Manor House; Gates and Walls at the Manor House; Farm Buildings at the Manor House; Beacon Hill Cottages; and Mere Hall Farmhouse. The scheme also falls within the setting of three Conservation Areas – Waddington Conservation Area, Cathedral and City Centre Conservation Area; and Harmston Conservation Area.
- 2.5. The route will not impact upon Internationally or Nationally designated sites. There is the potential for impacts on Local Wildlife Sites (LWS) which include the River Witham Bracebridge to South Hykeham LWS, the Witham Corridor South of Bracebridge Recommended LWS, Brant Washlands LWS, Waddington Grassland Recommended LWS and the Bloxholm Lane LWS.
- 2.6. A subterranean pipeline crosses the route of the NHRR albeit its exact location cannot be described given the security implications arising from it. Equipment and structures relating to water, sewage and gas are affected by the scheme and are to be protected, diverted, extended or improved. There are a number of roads, lanes, tracks and private means of access (PMA) which are situated on the land affected by the route. The scheme provides for alternative

provision of those routes either to cross the carriageway or through diversion or other means where appropriate. Several Public Rights of Way (PRoW) are within, cross or are close to the Order lands.

3. CASE FOR THE PROMOTING AUTHORITY

Proposed Scheme

- 3.1. The NHRR would be an approximately 8km long, 120kph dual-purpose two-lane carriageway running from the A46 to the A15. Running south of Lincoln, the scheme would connect the A46 Hykeham roundabout near Thorpe on the Hill with the roundabout on the A15 north-east of Waddington. The roundabout is an existing four-arm roundabout. The connection of the scheme with the A46 requires alterations at the Hykeham roundabout to ensure the existing services can be accommodated. It will be widened and signalised, with a fifth arm added for the NHRR route. Moreover, the junction design ensures it will operate within capacity at both the opening and design years of 2028 and 2043.
- 3.2. The route then heads south-east from the roundabout for around 1km to the south of Boundary Lane Industrial Estate. The western part of the scheme crosses a pipeline which requires diversion. Existing drainage patterns will be preserved whilst the separation of highway drainage networks and overland flows will be ensured. Pedestrian and cyclist connectivity along the NHRR is provided on this part of the route by a 3m wide shared footway-cycleway, which will run parallel to the eastbound carriageway, with a connection to public footpath SHYK/9/2 at the western end of the link. Maintenance tracks and PMA are provided to facilitate landowner access, LCC maintenance access to attenuation basins and National Highways access to the attenuation basin for drainage on the amended section of the A46 and surrounding existing roads.
- 3.3. A new four-arm roundabout would be created at the point where the NHRR meets South Hykeham Road. The roundabout would provide for a signalised crossing to the north for pedestrian and cyclist crossing of South Hykeham Road.
- 3.4. The route turns eastwards across farmland towards Wath Lane before reaching the River Witham and Brant Road beyond. Pedestrian and cyclist connectivity will be maintained by a 3m wide shared footway-cycleway which runs parallel to the eastbound carriageway. Maintenance and PMA will be provided for as well as appropriate drainage schemes.
- 3.5. The route runs to the south of an existing flood storage area – Witham Washlands – which sits between Wath Lane and the River Witham. The feature comprises a grassed embankment and the NHRR will avoid impact upon the feature by leaving it in situ. The route will then cross the river with a

three-span steel bridge structure around 109m in length with a 28.1m deck supported by concrete piers, abutments and piled foundations. This will ensure the route crosses both the river and the aforementioned flood storage features, with a minimum headroom of 5m above the Environment Agency's access track below.

- 3.6. Upon crossing the River Witham, the route reaches Brant Road, where a new four-arm priority junction roundabout will be provided. The vertical alignment of the route and its proximity to the River Witham Bridge means the roundabout will be constructed on an embankment approximately 4m above existing ground level and 2m above the existing Brant Road. A signalised crossing will be provided for pedestrian and cyclists with appropriate PMA and maintenance access provided as well as suitable drainage, ecological and landscaping provision.
- 3.7. The route then turns in a north-easterly direction towards Station Road. Due to the steady increase in land levels, the route is to be constructed on an embankment. Pedestrian and cyclist connectivity is maintained by a 3m wide shared surface parallel to the eastbound carriageway with PMA provided for. Low noise surfacing and acoustic fencing and bunds will be provided at a length of 305m as well as ecological mitigation and landscaping.
- 3.8. Around 2.8km from the Brant Road roundabout is the proposed Viking Way footbridge. It will be a single span, curved steel truss footbridge around 50m in length support on reinforced concrete abutments. The footbridge will have a deck width of 3.6m with 1.5m high parapets either side to provide access for pedestrians and cyclists over the scheme. There will be a minimum headroom below of 5.7m.
- 3.9. The route passes through Station Road and a cutting into the escarpment will be required. This involves the demolition of six dwellings on Station Road. Two further properties are affected as the scheme infringes on associated land titles, however, the demolition of those properties is not necessary. At this point of the route the cutting slopes will be typically 1 in 7 perpendicular to the carriageway. Whilst this exceeds typical slopes on the highway network, shallower cut slopes result from the need to deal with the unstable geotechnical conditions of the escarpment edge. Slopes of 1 in 7 will ensure stability whilst avoiding the need for heavy engineering solutions. As a result, there is an increase in the extent of land required for the route in this location.
- 3.10. The route will pass under Station Road with a new bridge constructed. It will comprise a single span, composite deck formed from plate girders with a reinforced concrete deck slab. It will have a length of 39m comprising four longitudinal girders spaced at 3m centres in braced pairs. The overall width of the structure will be around 12m.

- 3.11. The route heads north-easterly with the settlement of Waddington to the south. At the point the route meets the A607 Grantham Road, a new four-arm priority roundabout is proposed. The footway/cycleway will cross Grantham Road to the north of the roundabout via a signalised crossing. Modifications are proposed to the existing signalised junction to the south to incorporate crossing facilities for non-motorised users (NMU) allowing access to the Viking Way footbridge and the proposed combined footway/cycleway.
- 3.12. From the roundabout the NHRR will head north-east towards the LEB. It will continue to include pedestrian and cyclist connectivity parallel to the westbound carriageway. Low noise surfacing and acoustic fencing and bunding will be installed for a length of around 480m up to the roundabout on Sleaford Road. The NHRR will terminate at a newly created fifth arm to the A15 LEB/Sleaford Road roundabout with some changes to the roundabout to incorporate the increased traffic flow.
- 3.13. Forecasting was initially undertaken to test the impact of the NHRR for an opening year of 2026 and a forecast year of 2041. These have since been updated to an opening year of 2028 and Design Year of 2043 as part of the latest traffic model development.
- 3.14. Travel demand is forecast to increase substantially over the next 20 years within the Lincoln model area and increases in traffic of over 20% by 2041 are forecast. Traffic modelling demonstrates there is a traffic increase at the A46 (south) and along the southern section of the LEB which is directly attributable to strategic traffic using LEB and NHRR to travel along A46 to and from the south. For those other roads in close proximity to the NHRR that show a reduced level of traffic, there is about a twelve percent reduction in aggregate traffic when the NHRR is introduced. Depending on the road section, daily traffic forecast to use NHRR ranges from 24,950 vehicles to 26,550 vehicles per day at opening year.
- 3.15. The revised 2023 traffic model outputs adjacent to the NHRR indicate around a 4.9% increase in traffic at the opening year of 2028, due to traffic growth generally and confirmation of both a return to general pre-Covid traffic levels and expected traffic growth between 2026 and 2028. This is also reflected in an average increase in traffic along NHRR from 25,675 vehicles to 26,825 vehicles. Behavioural changes in traffic, modified scheme design and a refined model road network have also led to an increase in traffic on the A46 (north) and a reduction in traffic on South Hykeham Road, north of NHRR – increasing the local road traffic reduction to around 18%, where reduced traffic is forecast. The scheme provides a high value for money with a benefit to cost ratio of 2.6, and although work is still being undertaken, the 2023 model forecasts suggest that the scheme remains a high value for money scheme.

Need for the Scheme, Objectives and Benefits

- 3.16. The NHRR has been a long-term aspiration of LCC and North Kesteven District Council (NKDC). In 2005, authority was given by LCC to undertake public consultation in respect of a southern bypass for Lincoln. Subsequently, a preferred route was established in 2006. The scheme was delayed as a result of the decision to produce the Lincoln Integrated Transport Strategy (LITS)⁶. The NHRR is the final component of the LITS which provides for a complete ring road around the city, connecting with the recently completed LEB. The completion of the ring road will enable traffic which is not intended for Lincoln to avoid the city centre altogether. The city experiences high levels of congestion from local and strategic traffic movements which has a significant impact on the quality of life for local residents and also acts as a constraint on the economy and the attractiveness of the city for tourism and investment. The need for the road has been incorporated into the Development Plan as that was progressed as a protected route. It was identified in the Central Lincolnshire Local Plan adopted in 2017 and in the replacement Local Plan adopted in 2023 (CLLP)⁷.
- 3.17. The exist road network has few major strategic routes and those which do existing are mostly single carriageway. As a result, traffic must use the A46 or the A1434 and A15 to pass by or through Lincoln. At peak times, those routes operate at, or close to capacity. This issue is compounded by the lack of crossing points on the River Witham or Fosdyke Navigation which dissect the City. The operation of the existing network at or close to capacity results in low average speeds, unreliable journey times and delays, including to public transport operating on the network.
- 3.18. Moreover, the existing road network lacks resilience. Events and closures on strategic routes can result in long diversion routes through residential areas which are unsuited to large volumes of traffic for the aforementioned reasons, particularly the large number of heavy goods vehicles (HGVs) which use the routes.
- 3.19. Thus, high levels of traffic utilise local roads through residential areas resulting in issues for local residents in terms of noise, air pollution and accessibility. LCC cite examples such as routes in the Hykeham area such as Moor Lane, Mill Lane and Station Road which regularly carry around 10,000 vehicles a day with residential properties being located immediately adjacent to the carriageways.
- 3.20. In addition to the issues with the existing network, Lincoln is identified as a location for growth in the CLLP. The plan provides for four Sustainable Urban

⁶ CD4.11⁷ CD4.1

Extensions (SUEs) with planned growth amounting to a 50% increase in the number of dwellings by 2036.

- 3.21. The key SUE is the South West Quadrant (SWQ) which is entirely dependent on the NHRR as it will provide access to it. The SWQ SUE accounts for around 2,000 homes, 5ha of employment land to compliment the expansion of existing provision at Boundary Lane Enterprise Park, a new local centre including retails, new primary school, sports pitches and open space.
- 3.22. The NHRR will also improve accessibility to the Lincoln Western Growth Corridor which will provide around 3,200 homes, 20ha of mixed employment land, a local centre, a regional leisure centre and open space. It will also improve accessibility to the Lincoln South East Quadrant which provides for 3,500 homes, 7ha of employment/commercial land, a local centre and structural green space. Finally, it will also aid connectivity and accessibility for the Lincoln North-East Quadrant which provides for 1,400 homes, 5ha of employment land, a primary school and a service centre.
- 3.23. As such, there is a need to meet the anticipated travel demand arising from the planned growth. Forecasts provided demonstrated an anticipated increase in vehicles trips by 20% by 2036 which the existing network does not have capacity for.
- 3.24. Consequently, without the provision of the NHRR, there will be a lack of strategic connectivity between Lincoln and the wider economic areas such as the Humber ports and airport. Congestion will be exacerbated, adversely affecting traffic movements through the area whilst economic growth will be constrained as a result. This would also have an impact on the delivery of housing growth.
- 3.25. The objectives of the scheme can be therefore broadly summarised as:
- To improve east-west connectivity in the south of Lincoln for strategic and local traffic.
 - To reduce traffic levels on local urban and rural roads in the south of Lincoln through the transfer of strategic traffic to appropriate routes.
 - To reduce NMU severance in south Lincoln caused by heavy levels of traffic on the local road network and lack of east-west connectivity.
 - To support the delivery of the Lincoln SUEs by improving access to the identified sites.
 - To support the delivery of the SWQ SUE through the provision of additional network capacity and NMU infrastructure necessary for the delivery of new housing.

- To reduce traffic levels and congestion around Lincoln and on key routes through the city to support improved access into central Lincoln, the improvement of access to the Humber ports and airport and of access to the Lincolnshire Coast.
 - To improve the resilience of the orbital and key network through and around Lincoln and reduce the impact of major incidents.
- 3.26. The key benefits of the scheme are that it will provide an alternative route for users of the A46 to bypass Lincoln with journey time savings for medium and longer trips on those routes. Congestion will be reduced on some radial routes into the city centre, in particular the A1434 and A15 corridors in addition to Brant Road and the A607 Grantham Road. Congestion will also be reduced in the Lincoln urban area, particularly in North Hykeham and Waddington, reducing travel times for shorter trips in those areas.
- 3.27. The improvement in the network will improve efficiency of businesses and promote economic growth by increasing business catchment areas. It will support the growth of agri-food, manufacturing and the visitor economy sectors. Financial savings are forecast to be around £152.1m for business users and £179.6m for other users.
- 3.28. Finally, as set out in 3.21m the NHRR would also unlock the significant benefits of the SWQ SUE which is wholly dependent upon it.

Environmental Impact Assessment and Planning Permission

- 3.29. The NHRR comprises a project which falls within Schedule II of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. The screening opinion of the Local Planning Authority (LPA) was not sought, and an Environmental Assessment (ES)⁸ was submitted voluntarily to accompany the planning application covering those topics identified in the scoping report.
- 3.30. The planning application was approved in May 2024 subject to several conditions having been submitted in October 2023⁹. The permission was granted subject to a condition requiring a pre-commencement survey for quail and, in the event of the identification of quail, the production of a method statement to prevent disturbance. During refinement of the programme of works following the grant of permission, it was identified that vegetation clearance works for the diversion of the pipeline would be needed in early 2025. As a result, an application under section 73 of the TCPA was made in 2024 and approved in January 2025.¹⁰ The application result in the grant of a new consent subject to a different condition which excluded the need for quail

⁸ CD7.1

⁹ LPA Ref: 23/1447/CCC

¹⁰ LPA Ref: 24/1260/CC

surveys in respect of the clearance of vegetation in the vicinity of the pipeline works.

Air Quality

- 3.31. The effects of the NHRR on air quality have been assessed in accordance with the methodology set out by the Department for Transport (DfT) in the Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality along with the Department for Environment, Food and Rural Affairs (Defra) LAQM Guidance TG22¹¹. In terms of Local Air Quality Management, the significance of impacts was also assessed based on guidance published by Environmental Protection UK (EPUK) and the Institute of Air Quality Management (IAQM).
- 3.32. The baseline assessment reported that air quality within the study area was good with pollutant concentrations below National Air Quality Objectives (NAQOs). Nitric oxide (Nox) concentrations in the atmosphere are unlikely to have a direct adverse effect on vegetation or ecosystems at sensitive ecological sites within the study area. However, existing levels of nitrogen deposited on the ground exceeded the critical load at all the designated habitats including the potential for harmful effects to occur. The assessment concluded that, despite a predicted increase in vehicle numbers of the road network between 2015 and 20230, local air quality would improve and remain well below the NAQOs and EU limit values by the opening year of the proposed scheme – 2028. Concentrations within the Air Quality Management Area (AQMA) would also be expected to reduce.
- 3.33. Around 600 sensitive human receptors within 200m of the scheme boundary have been identified. During the construction phase, works would pose a temporary high risk of the creation of dust and PM10 emissions. However, they would be controlled effectively using suitable mitigation measures to be implemented through the Construction and Environmental Management Plan (CEMP). Consequently, the construction of the scheme will not trigger a significant air quality effect on nearby sensitive receptors.
- 3.34. The assessment of the operational phase of the scheme predicted concentrations of NO₂, PM₁₀ and PM_{2.5} at several worst-case locations representing existing receptors close to the affected road network. Predicted concentrations were below the relevant objectives at all the modelled existing receptor locations in 2028 with the scheme completed.
- 3.35. The operation of the proposed scheme will not trigger a significant air quality effect on human health or ecological receptors. No additional mitigation is therefore required. The scheme would not cause or worsen exceedances of the EU limit values and, therefore, there would be a low risk of impacting

¹¹ CD6.1 and CD3.13

Defra's projected compliance with the Air Quality Directive in the shortest timescales possible.

- 3.36. Since the production of the ES, predictions of traffic volumes and movements have been revised (in March 2025) and air quality predictions updated accordingly. There have also been updates to the tools that were used to undertake the original assessment such as Defra backgrounds maps¹² and the Road Traffic Emissions Factors Toolkit¹³.
- 3.37. Overall, it is concluded that affected road networks between the two data sets are similar and sensitive receptors modelled would remain the same if the updated data was used. Thus, whilst updating the Air Quality Assessment would produce different results, it is considered that the conclusion on the effects arising from the assessment would remain the same.

Cultural Heritage

- 3.38. The scheme lies within the setting of three conservation areas and eight listed buildings. These assets have the potential to experience a degree of change to their setting and significance as a result of the scheme. Any such change would, however, be minor or negligible. This equates to less than substantial harm in accordance with the National Planning Policy Framework (NPPF)¹⁴.
- 3.39. With regard to the Waddington Conservation Area, the Cathedral and City Conservation Area, and the Grade II* listed Church of St Michael's, the change in their settings has the potential to impact on their significance. To that end, extensive mitigation planting is proposed between the scheme and sensitive receptors, along with embedded mitigation in the form of noise barriers along the carriageway. These measures will help integrate the scheme into the wider landscape and conserve the rural context of the heritage assets.
- 3.40. In terms of archaeological impacts, in accordance with an agreed Written Scheme of Investigation a programme of geophysical survey was undertaken along the scheme and within the agreed buffer zone. The survey recorded several geophysical anomalies considered to be of probable archaeological origin. Further investigations were undertaken in the form of trial trench evaluation. Some of the archaeological remains were assessed as being of moderate heritage significance.
- 3.41. A mitigation strategy comprising five targeted areas of archaeological excavation and a topographical survey of a defined area of earthworks has been agreed and is subject to a condition attached to the planning permission.

¹² CD6.23

¹³ CD6.24

¹⁴ CD3.5

Landscape and Visual Impact

- 3.42. The Landscape and Visual Impact Assessment (LVIA) as part of the ES was prepared in accordance with best practice guidance including the Guidelines for Landscape and Visual Impact Assessment (3rd Edition), DMRB LA 107 Landscape and Visual Effects and DMRB LA 104 Environmental Assessment and Monitoring¹⁵. The LVIA identifies four Local Landscape Character Areas (LLCAs). They are:
- LLCA 1: Terrace Sandlands.
 - LLCA 2: Witham and Brant Vales.
 - LLCA 3: Lincoln Cliff.
 - LLCA 4: Bracebridge Limestone Heath.
- 3.43. During construction, adverse effects on landscape character and visual amenity will arise as a result of the changes in land use, the creation of stockpiles and construction compounds, temporary protective fencing and hoardings, the presence of worker's facilities and the construction of the road itself. The significance of the effect on landscape character will be temporary slight adverse in LLCA 1 and LLCA 4 whilst the significance of the effect on LLCA 2 will be temporary moderate adverse. The greatest level of effect will be within LLC 3 where cutting works along the Lincoln Cliff will be clearly visible. The effect will be temporary large adverse. At Year 1 the significance of effect on landscape character will be slight adverse within LLCA 1 and LLCA 4, moderate adverse within LLCA 2 and large adverse within LLCA 3.
- 3.44. After 15 years, the landscaping proposed as part of the scheme will be established and integrate the NHRR into the landscape. The residual significant of effects on landscape character will be slight adverse in LLCAs 1, 2 and 4 and moderate adverse within LLCA 3.
- 3.45. During construction, visual effects range from slight to large adverse for public and private receptors. The effects will be temporary.
- 3.46. Visual effects for public receptors in year 1 will be large adverse from the PRoW within and close to the scheme, moderate adverse from most local roads and more distance PRoW and slight adverse for users of some local roads. Visual effects for private receptors in year 1 will range from slight to large adverse with the greatest effects experienced by residents in properties that are adjacent to the scheme along Station Road.
- 3.47. After 15 years, residual visual effects for public receptors range from neutral to large adverse, with the greatest effects from the PRoW close the scheme. In

¹⁵ CD6.45 and CD6.1

most instances, tree planting will have become established to provide a greater degree of filtering and screening. Visual effects for private receptors at year 15 will range from neutral to large adverse with the greatest effects experienced by residents in properties that are adjacent to the scheme along Station Road.

- 3.48. Landscape mitigation is primarily provided by new woodland, hedgerows and trees to improve and enhance green infrastructure along the NHRR and create new boundaries to it. Visual mitigation is primarily in the form of woodland or tree planting along the highway corridor.
- 3.49. The required land take for the scheme as a whole is appropriate to integrate the NHRR into its context and reduce and mitigate potential effects on landscape character and visual amenity.

Ecology

- 3.50. There are no internationally, nationally or locally important statutorily protected wildlife designations within influencing distance of the scheme. There are five non-statutorily protected LWS as set out in paragraph 2.5 of this report. Four priority habitats have been identified within the scheme, whilst protected species or other species of principal importance have been identified, including common toad, grass snake, badger, otter, bird species, wintering farmland birds, brown hare, hedgehog and harvest mouse, whilst 19 trees and six buildings have been identified as suitable roosting for bats.
- 3.51. Most impacts arise from the construction phase activities. These are largely mitigated by wildlife friendly working methods set out in the CEMP and through habitat enhancement and creation secured by planning conditions attached to the planning permission. Moreover, the approved landscaping scheme will include replacement tree planting, providing habitats for shelter, connectivity and foraging.
- 3.52. There will be no loss of habitat at the River Witham as a result of the proposed bridge crossing. The scheme would result in the loss of sections of priority habitat hedgerows including those qualifying as important, as well as the loss of semi-natural mixed woodland priority habitat and one pond. There will also be impacts to lower-quality, non-conservation priority habitat. However, all these losses would be mitigated and compensated through the provision of onsite Biodiversity Net Gain (BNG) habitats managed for 30 years in line with the Landscape and Ecological Management Plan (LEMP). On-site net gains would amount to an area habitats increase of 42.26%, hedgerow/linear habitats increase of 16.9% and river habitats increase of 17.94%. Thus, it significantly exceeds the minimum 10% net gain in Biodiversity Units required.
- 3.53. Specific mitigation includes the provision of wildlife corridors and links to increase the quality of habitats where the scheme results in fragmentation or loss. Bat boxes will be included on retained trees where suitable roosting trees

are lost. Commuting for Barbastelle bats will be maintained by the provision of safe crossings over the scheme with a bat bridge at South Hykeham, a suitably designed drainage culvert at Somerton Gate Lane and the inclusion of four large trees within the landscaping scheme at six locations to encourage bats to increase the height of their flight whilst crossing the road. In addition, linear planting and woodland planting to connect retained hedgerow either side of the road is included.

- 3.54. A number of pre-commencement conditions were imposed in respect of ecology which have almost all been discharged. At the time of the Inquiry the only condition which had not been discharged related to quail surveys, as the survey method required six visits to be completed during the period mid-May to July. Further visits were outstanding but those that had taken place identified no quail. If quail are identified in subsequent visits, a method statement setting out mitigation will be submitted for approval to discharge the condition.
- 3.55. The approach to the Ecological Impact Assessment (EclA)¹⁶ in the ES was in accordance with the Chartered Institute of Ecology and Environmental Management (CIEEM) guidance. The BNG Assessment was in line with the public guidance¹⁷. Neither Natural England or LCC's ecology advisors have objected to the proposal and there is no reason to believe Natural England would refuse licenses for any bat or badger licences that would be required.

Noise and Vibration

- 3.56. The noise assessment as part of the ES concludes that some adverse effects due to construction noise are expected given the proximity of works to sensitive receptors and the relatively quiet baseline noise climate for some receptors. Nonetheless, noise and vibration monitoring and proactive response by the contractor will help minimise the likelihood of adverse effects occurring in practice.
- 3.57. The majority of road traffic noise effects would occur because of the redistribution of traffic from the scheme. Significant adverse effects are expected; however, this is not unusual for a scheme of this nature. When weighed against the benefits of the scheme, such effects are acceptable. Proportionate and reasonable actions will be taken to avoid the majority of the expected significant adverse effects on health and quality of life resulting from noise and vibration associated with the NHRR.

Drainage and the Water Environment

- 3.58. In terms of drainage, the baseline activities undertaken include defining existing hydrological catchments, understanding existing overland flow paths, and calculating greenfield runoff rates using the Flood Estimation Handbook

¹⁶ CD6.32

¹⁷ CD6.56

methodology. The existing catchments were mapped using site survey data and supplemented by LiDAR (Light Detecting and Ranging). Engagement has taken place with LCC as Lead Local Flood Authority (LLFA) and the Upper Witham Internal Drainage Board (IDB) to agree the baseline assessment and methodology.

- 3.59. The scheme passes mainly through agricultural land, crossing several watercourses, ditches, and flow paths, and includes sensitive zones such as Source Protection Zones. The key design objective for the drainage scheme is to ensure that surface water runoff from the scheme would be safely managed, that flood risk would not be increased elsewhere and water quality would be protected or enhanced.
- 3.60. The scheme has been divided into ten drainage catchments based on natural topography, watercourse locations and infrastructure requirements. Each catchment has then been developed independently incorporating drainage features appropriate to each section such as grassed surface water channels, concrete surface water channels, pre-earthworks ditches, culverts and attenuation or infiltration ponds.
- 3.61. Runoff is managed throughout the scheme through the Sustainable Drainage System (SuDS) treatment train concept beginning with collection in vegetated channels or kerb drainage conveyed by carrier ditches or pipes and then attenuated in ponds with appropriate flow control. Infiltration will be used where testing has deemed it to be appropriate.
- 3.62. A water quality assessment, carried out using the Highways England Water Risk Assessment Tool (HEWRAT) confirmed that all discharges will meet the requirement standards, including where necessary, the introduction of treatment stages such as sedimentation forebays, grassed channels and vortex separators.
- 3.63. The spillage risk assessment concludes that no outfall will exceed the threshold requiring dedicated spillage containment measures. Each drainage component is designed to be accessible and maintainable. Overall, the drainage strategy for the NHRR ensures that flood risk is not increased, water quality is protected, and natural drainage patterns are respected. The scheme is not only technically sound but environmentally responsible and policy compliant.

Flood Risk

- 3.64. The assessment has been informed using a hydraulic modelling methodology approved by the Environment Agency. The analysis concludes that the scheme is not adversely impacted by fluvial flooding. The protection measures incorporated into the scheme are effective, justifiable and achievable. No further mitigation measures against fluvial flooding are necessary.

- 3.65. In terms of the impact of the scheme to the River Witham floodplain, such impacts are limited to slight variations at the edges of the flood extents and small changes in the floodwater depth and velocity. Given the absence of people and buildings, these small increases in floodwater depth and velocities have a negligible impact on fluvial flood risk to downstream and upstream receptors. The impact of increased floodwater velocities in respect of the existing River Witham embankment flood defence structure can be managed through the inclusion of scour protection measures.
- 3.66. Groundwater flows are highly unlikely to impact the road surface due to the local topography and elevated nature of the scheme. In the unlikely event of elevated groundwater at the road surface, the surface water drainage scheme would direct groundwater away from the carriageway via the same mechanisms designed for surface water runoff.
- 3.67. The scheme has been designed such that all proposed features below the ground surface, including structural foundations and surface water storage ponds, have taken into consideration groundwater levels. Therefore, impacts on groundwater levels arising from the scheme are considered to be negligible. As a result, changes to groundwater flood risk are considered to be negligible. The scheme is not adversely impacted by artificial sources of flood risk and will not adversely impact flood risk in the surrounding area.

Climate Change

- 3.68. A climate assessment was undertaken as part of the ES. It included a greenhouse gasses assessment to calculate estimated emissions arising as a result of the scheme over its lifetime and to assess the significance of their impact on the climate. A climate change resilience assessment was also undertaken to consider the vulnerability of the scheme to the impacts of the climate change whilst an in-combination climate impacts assessment was completed to assess the direct and indirect effects of climate relevant to the scheme.
- 3.69. At the time of the assessment the latest carbon budget to be published was the sixth, covering the period 2033 to 2037. Emissions from the scheme during any year in the fourth, fifth or sixth carbon budget represent less than 0.014%. On the basis that emissions sources of less than 1% are not considered material in carbon accounting terms, greenhouse gas emissions from the scheme during those periods are considered to be of low magnitude in terms of the significance of their impact.
- 3.70. Following the publication of the ES, a further assessment of greenhouse gas emissions from the scheme has been undertaken against the seventh carbon budget period – 2038 to 2042. Using Defra Emissions Factors Toolkit (EFT v11) and the 2023 traffic data, emissions from the scheme during the period

will equate to approximately 0.022% of the budget. This contribution therefore remains well below the 1% threshold considered material in carbon accounting terms.

- 3.71. Further modelling has also been carried out using the updated 2025 traffic data and the most recent version of the Defra Emissions Factors Toolkit (EFT v13). Emissions were reassessed across the fifth, sixth and seventh carbon budget periods. Estimated emissions were 41,887 tonnes (0.0024%) in the fifth carbon budget, 30,770 tonnes (0.0032%) in the sixth carbon budget and 32,313 tonnes (0.0060%) during the seventh carbon budget. Despite the updates to the toolkit and traffic forecasts, emissions from the NHRR will still account for less than 1% of each carbon budget. As a result, the contribution to national carbon targets from the scheme is negligible.
- 3.72. A comparative analysis using the updated 2025 traffic data with EFT v11 found the 2025 traffic data results in lower emission estimates of 39,190 tonnes (0.0023%) in the fifth carbon budget, 25,517 tonnes (0.0026%) in the sixth carbon budget and 24,505 tonnes (0.0046%) in the seventh. The lower figures can be attributed to differences in emission factors and fleet projections. EFT v11 for example accepts that its default fleet assumptions did not account for behavioural or market changes resulting from the COVID-19 pandemic which likely led to more optimistic decarbonisation trajectories. In contrast, EFT v13 reflects updated expectations about the update of electric vehicles and future trends in traffic showing a slower decline in emissions despite growing traffic volumes between 2028 and 2043. Consequently, emissions in EFT v13 were slightly higher overall than in EFT v11 when using the same traffic data. Nonetheless, regardless of the version used, the scheme will not result in a significant impact on the UK's carbon budgets or compromise national climate change objectives.
- 3.73. In terms of greenhouse gas emissions more broadly, the original ES estimates are likely to be overestimated because modelling of road user emissions was based on policy and fleet assumptions available at the time, which did not account for more recent Government targets aimed at decarbonising transport, or the anticipated uptake of electric and hybrid vehicles. As policy measures are implemented and technology adoption increases, emissions from road traffic are expected to decline. If targets are met, emissions from road users will continue to fall over the life of the NHRR, in line with the net zero 2050 commitment.
- 3.74. Whilst the climate change resilience assessment and the in-combination climate impacts assessment identified a number of potential impacts during construction and operation of the scheme with appropriate design measures and operational procedures which are included in the scheme, there will be no significant effects on the climate.

Purpose of the SRO

- 3.75. The purpose of the SRO is to maintain access to all land and property directly affected by the scheme and make the necessary changes to the highway network. To construct the NHRR, 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. The SRO will therefore support and enable the scheme to be delivered, and its objectives met.
- 3.76. The A46(T) and the NHRR mainline, formed of the mainline dual carriageway and roundabout junctions, comprise the Classified Road. The SRO sets out the sections of existing highway which are to be stopped up or where sections will be improved in order to allow the new road to tie into the existing infrastructure. The SRO also indicates where new highway rights are to be created and where existing public rights of way are to be maintained, outside of the extents of the Classified Road, as well as where landowners will require new PMA to their lands which may have been impacted by the scheme and the locations where their existing access will be stopped up.
- 3.77. A total of 17 highways are to be stopped up. 10 of those comprise public footpaths, bridleways or an existing footpath/cycleway. In most cases re-provision is made within the scheme. However, there is one instance where a PRoW will be extinguished because it serves no public utility. In terms of the roads to be stopped up, two parts of Brant Road will be replaced and realigned to accommodate the Brant Road Roundabout, whilst part of Somerton Gate Lane will be re-purposed to provide a PMA. Station Road will be stopped up and replaced by the Station Road Overbridge, whilst part of Grantham Road will be replaced by Grantham Road Roundabout. A total of eight new highways are to be provided. They comprise new public footpaths or bridleways to replace existing ones being stopped up or to create new links.
- 3.78. A total of 24 PMA are to be stopped up. In most cases, provision is made within the scheme for new PMA. In some cases, re-provision is not required because premises are to be extinguished pursuant to the CPO. A total of 19 sections of highway are to be improved throughout the full length of the scheme.

Purpose of the CPO

- 3.79. The land and interests and new rights over land proposed to be acquired compulsorily pursuant to the CPO is around 191ha. LCC has obtained a limited amount of land required for the scheme in addition to the land it holds as Highway Authority. The Council has acquired nine properties and a parcel of land at Station Road, Waddington.

- 3.80. The Order lands are in various ownerships, as shown within the CPO Schedule with the majority being in arable use, although it does also include highway and other uses. A total of 326 plots are included in the CPO.
- 3.81. 132 plots are identified are being necessary for construction work and may be capable of being offered back to the owners. The areas required for site compounds and construction areas and for the temporary storage of topsoil are necessary to provide the essential means for the scheme to be constructed as authorised by the planning permission and as required to deliver the NHRR. Nonetheless, LCC has no powers at present to seek to acquire land on a temporary basis and therefore it is necessary to bring forward the proposals for the land and rights shown in the CPO.
- 3.82. LCC has engaged with owners of the land within the CPO in order to acquire any interests voluntarily and discussions are ongoing. Whilst LCC remains committed to this approach, it is necessary to have the ability to acquire the land interests by compulsory acquisition to ensure that the scheme can be delivered in an efficient and certain timescale. LCC is satisfied that the acquisition of all the land interests and new rights is necessary to enable the construction of the NHRR. Without the acquisition of the land in the CPO, the scheme cannot be delivered.

Funding

- 3.83. The most likely cost of the scheme is estimated at £193.9m and is expected to fall within a range of £180.4 to £208.2m.
- 3.84. Funding will be derived from:
- DfT - £110,045,000
 - LCC - £73,882,000
 - Developer contributions - £10,000,000
 - Total = £193.927m
- 3.85. LCC intend to forward fund the contribution from Section 106 TCPA developer contributions and recover the money as the developments come to fruition and the receipts received. Given the potential uncertainty over the exact amounts and timing of such contributions, LCC have committed to increase its funding to cover any shortfall in such circumstances.
- 3.86. On 8 July 2025, the Government made a public announcement regarding the allocation of funding to vital transport infrastructure projects across the Midlands. Within the announcement, the NHRR is explicitly named as one of the local road schemes in the East Midlands that continues to be supported and is progressing favourably toward the submission of the Final Business

Case. This inclusion signals continued recognition of the scheme's strategic value and its alignment with regional and national transport objectives. Whilst the announcement does not constitute formal confirmation of funding, it does reinforce the position of DfT's willingness to fund the £110.045m contribution identified.

Delivery

- 3.87. The approach taken to the delivery of the NHRR differs somewhat to the traditional approach often adopted. LCC have pursued a strategy which prioritises delivery of the scheme in the shortest possible timeframe whilst improving cost certainty. This has involved the full and early engagement of consultants, as well as the adoption of a Design and Build form of contract whereby certain pre-construction activities such as option/feasibility appraisal, design, planning, and technical support for the Orders was undertaken by the contractor, rather than LCC itself or separate consultants under LCC's direction.
- 3.88. The current intention, subject to completing the relevant procedures to acquire the land, is to start work on site in the Autumn of 2025. The works are currently programmed to take approximately three years from starting on site with completion by December 2028 when the NHRR will open. LCC intends to carry out preliminary pre-commencement works on land for which planning permission exists and which is within its ownership or control at the earliest opportunity to bring forward the completion date for the overall scheme where that is feasible.
- 3.89. The section 73 TCPA permission requires development to commence within 3 years of the date of permission. The scheme must commence by 10 January 2028. The consent has 34 conditions attached, of which nine must be discharged at least in part prior to commencement of development.
- 3.90. At the time of the Inquiry all but one pre-commencement condition had been discharged. The outstanding pre-commencement condition relates to the requirement to submit quail surveys. At the time of the Inquiry, two outstanding surveys are required, with the intention to undertake them by the end of July 2025 and the condition discharged shortly thereafter.
- 3.91. This demonstrates that all conditions are on programme to be discharged prior to the programmed construction commencement date and that fully implementable planning permission for the NHRR will be in place by the end of August 2025.
- 3.92. Equipment and structures of Statutory Undertakers will be protected, diverted, extended or improved as required. A total of eight Statutory Undertakers have been identified as affected by the scheme. Progress with a number of them has been made to date. LCC will continue to liaise with all affected Statutory

Undertakers as the Scheme progresses. In so far as objections have been received to the scheme from such bodies, objections were received from National Grid Electricity Distribution and Network Rail. Both, however, have now been resolved and withdrawn. No conflict with National Grid or Network Rail apparatus is envisaged.

Human Rights

- 3.93. Given the essential need to address the traffic and transport considerations, accommodate the present and future traffic and to allow for the growth essential to Lincoln's future, as well as providing a new and direct link across from the A46 to the A15 and thereby complete the ring around the city, the purpose for which the CPO is being brought forward justifies the interference with the Human Rights of those with interests in the affected area including the owner.

Conclusions

- 3.94. In conclusion, there is a clear need for the NHRR. It would give rise to substantial benefits and, as confirmed by the grant of planning permission for the scheme, its adverse effects would be acceptable.
- 3.95. There are no legal, financial or practical impediments to the delivery of the scheme. The statutory tests are met.
- 3.96. LCC therefore invites the Secretary of State to determine that the Orders should be confirmed with the minor modifications identified below.

4. PROPOSED MODIFICATIONS

- 4.1. Minor modifications to the Orders are proposed. They are set out in full in IN/LCC/16 and IN/LCC/16A-G for the CPO and IN/LCC/17 and IN/LCC/17a-p for the SRO.

CPO

- 4.2. No changes to the plots contained in the CPO plans are proposed. The proposed modifications are to add labels to the plans as follows:
- "Hykeham Roundabout" on Sheet 1;
 - "South Hykeham Road" on Sheet 2;
 - "Low Road" on Sheet 4;
 - "Plot 305" on Sheet 5; and,
 - Road names have been made clearer.
- 4.3. In terms of the schedule, the following changes are proposed:

- Various descriptions have been updated for accuracy as shown in red text;
- Various details in respect of the qualifying persons have been updated for accuracy as shown in red text; and,
- Network Rail have made suggestions to properly reflect the properties interests as they understand them and those have been accepted and incorporated into the schedule in red text at plots 222, 223 and 224.

SRO

- 4.4. Most of the proposed SRO modifications are as a result of correspondence from DfT on 30 April 2025 in which DfT set out some required changes to accord with Circular 1/97, namely, classified road boundaries have been extended so that the hatching covers the proposed highway, not the original highway. In addition, keys have been updated, and some minor changes are proposed to boundary lines. In addition, a new PMA has been provided to address the concerns of Obj 04 regarding the convenience of access. An alternative access to that land was provided but the proposed modified access to the PMA is more convenient.

Overall

- 4.5. No modifications are required as a result of the agreements reached which have led to the withdrawn objections. The modifications are minor.

5. CASE FOR THE OBJECTORS

Mr and Mrs James – Obj 10

- 5.1. Mr and Mrs James own 44 Station Road, Waddington which lies adjacent to the scheme. They are the Sub Soil Freeholder of CPO Plot 264 which is 214 square metres of public highway and footway on Station Road. Four main matters were raised as part of their objection to the SRO and CPO.

Lack of Engagement

- 5.2. Government Guidance¹⁸ on the Compulsorily Purchase process advises that the acquiring authority must demonstrate that they have taken all reasonable steps to engage with affected owners and occupiers, attempt the acquisition of land in the CPO by agreement and that a CPO should only be made where there is a compelling case in the public interest and reasonable efforts have been made by the acquiring authority to negotiate the purchase of the land by agreement.

¹⁸ CD3.2 and CD3.19

- 5.3. LCC have not engaged with Mr and Mrs James, nor have they been made aware of publicly available guidance in relation to the CPO process.
- 5.4. Their concerns are that mitigation has not been put in place to reduce the impact of the scheme on their property, which will be unduly affected. LCC have thus failed to adhere to the Guidance by not engaging with Mr and Mrs James before depositing the Orders.

Need

- 5.5. No description of the purpose for which the land is required is included in the schedule to the CPO and powers to acquire the freehold are sought. As a result, it has not been demonstrated that the land can reasonably be regarded as required for the purposes of the acquisition stated in the Order.

Timescales

- 5.6. As the CPO was deposited in October 2024, LCC's estimated commencement of Autumn 2025 is unrealistic as 12 months is insufficient for a CPO to be confirmed, and the powers exercised. This further adds concerns over projected costings and the funding of the scheme.

Funding

- 5.7. The funding statement is brief and there is a potential shortfall of circa £15m without clarity as to how this would be bridged, in conflict with the guidance. Moreover, there is reliance on Network North: Transforming British Transport – a document that was issued by the previous Government following cancellation of Phases 2a and 2b of HS2 which is not current policy.

Rontec – Obj 3

- 5.8. Rontec Service Station 1A Limited (Rontec) are the freehold owner of the land which is covered by Plots 15, 16, 17, 26, 27, 28 and 29 of the CPO. Rontec initially objected to the CPO on three grounds, namely: there have been insufficient attempts to acquire the land by negotiation in advance of the CPO; it is unclear how access to the remainder of Rontec's land will be maintained; and the permanent acquisition of plots 27 and 28 cannot be justified.

Update on Rontec's position

- 5.9. On the final day of the Inquiry, Rontec provided an updated position on its objection in which it set out that discussions were ongoing with LCC and that it is hoped that terms will be agreed such that the objection could be withdrawn, however, that would not happen before the close of the Inquiry.

6. RESPONSE OF THE PROMOTING AUTHORITY

- 6.1. No objector takes issue with the principle of the NHRR. The outstanding objections largely relate to matters which are not relevant to the Inquiries, namely matters of accommodation and scheme design.

Mr and Mrs James – Obj 10

Engagement

- 6.2. LCC wrote to the objectors about the scheme due to the close proximity of their property to the new road in July 2021. Following this, telephone conversations took place in August 2021 in which it was explained that the property was not physically impacted by the scheme, but that LCC would keep the situation under review. A leaflet advising of public information events in September 2022 was posted to the objectors' address. In September 2022, LCC wrote to the objectors following a telephone conversation requesting access to their property for a bat survey. Access was granted. The objectors were notified of a second round of public information events in March 2023. One of the objectors attended the event and discussed the scheme with LCC representatives. Further correspondence between LCC and the objectors occurred in April 2023, in which LCC offered to meet with the objectors to discuss the scheme in more detail. That offer was not taken up on. The objectors were notified of further public information events in June 2023.
- 6.3. LCC have always and continue to be open to engagement and a meeting with the objector's representatives took place in December 2024. LCC has made the objectors aware of publicly available guidance in relation to the CPO process. Moreover, it has made the objectors aware of the professional advice available to them, which it is noted, they have instructed since the objection was made on their behalf by Carter Jonas.

Need

- 6.4. LCC has complied with the Government Guidance on Compulsory Purchase Process 2025, and the DfT Note on the Preparation, Drafting and Submission of Compulsory Purchase Orders for Highway Schemes and Car Parks for which the Secretary of State is the Confirming Authority, Circular 2/97. The Statement of Reasons which accompanies the Orders justifies and explains the need for the CPO. This includes for the objectors' land insofar as it is within the extent of the CPO

Timescales

- 6.5. The current programme expects construction to commence during the Autumn of 2025 and further, LCC intends to carry out early activity on the site of the scheme where such work is feasible which will implement the planning permissions where such work does not prejudice or prejudice the consideration

of the Orders themselves. Moreover, work carried out prior to commencement of the main construction contract would be undertaken on land for which planning permission exists and which is within LCC's ownership or control. LCC has been in discussions with land and business owners affected by the proposals and is confident that the timescales are achievable.

Funding

- 6.6. LCC is satisfied that the necessary funds for land acquisition and subsequent construction of the scheme will be available. There is no reliance on Network North: Transforming British Transport. The proposals contained in this document, if enacted, would serve to reduce the funding requirement from LCC, but no increase in Government funding has been confirmed at this stage. The funding arrangements for the scheme rely on three sources of income. The first just over £110m from the DfT, the second just under £74m from LCC itself and thirdly £10m from developer contributions. Taken together the anticipated cost of the Scheme is covered by the combination of the three sources of income. LCC will keep the funding arrangements, which includes the costs projections and the means by which the scheme is to be funded, under review. Further, LCC will underwrite and forward fund developer contributions. LCC's use of prudential borrowing or other funding sources to provide the developer contributions up front will be managed as part of LCC's overall treasury management strategy and subject to Local Authority accounting rules, codes and standards.

Rontec – Obj 03

Negotiation

- 6.7. Rontec did not object to the SRO but did object to the CPO. CPO guidance requires reasonable steps to be taken to acquire interests by agreement. However, the CPO guidance does not require that an Acquiring Authority wait until negotiations fail before starting the compulsory purchase process and in fact provides that it may be sensible for an Acquiring Authority to initiate the CPO process in parallel with stakeholder discussions. LCC has engaged with the objector and their representatives at both CBRE and Peter Evans Partnership throughout the scheme development. This has resulted in changes to the design to accommodate the objector's requirements and, more recently, initial negotiations to acquire and occupy land by agreement. LCC remain committed to securing Rontec's interests in the land by agreement and remain open to negotiation

Maintenance of Access

- 6.8. There are currently two junctions which serve Rontec's land. The western junction provides access into and egress from the site, whilst the eastern junction provides access only into the site. The scheme provides for

improvements to the western junction which will create a larger junction to improve its operation and provide for safe pedestrian facilities. The existing junction will be maintained and enlarged as shown on the SRO Plan 1. By maintaining and improving this access, the scheme ensures that access continues to the objector's retained land directly from the public highway and the objector will benefit from the improvements to the junction.

- 6.9. It is necessary to amend the eastern junction in order to bring forward the scheme in a form which complies with the DMRB and which National Highways, who are the responsible authority for the A46 Hykeham Roundabout, would accept. This is essential given the proximity of the junction to the roundabout. Part of the existing access point nearest the A46 Hykeham Roundabout will be stopped up, as shown on the SRO Plan 1¹⁹. A new, reasonably convenient, means of access to the site is provided off Middle Lane immediately adjacent, and to the west of, the existing access. This is also shown on the SRO Plan 1. This revised layout was developed with the objector and their representatives during the scheme design. This design forms part of the scheme which benefits from the grant of planning permission. By providing this replacement access, the scheme ensures that access continues to Rontec's retained land directly from the public highway on a like-for-like basis.
- 6.10. During construction of the works, LCC will ensure that access is maintained to Rontec's land. Disruption will be reduced by careful planning of the works and the use of traffic management in accordance with the relevant Code of Practice and guidance documents.
- 6.11. Discussions with the objector primarily relate to a very detailed analysis of the traffic model and junction design including provision of 2023 and 2025 survey data, analysis, traffic signal design using LinSig²⁰ models and discussion around the signal timings including intergreen gaps which ensure that Middle Lane operates effectively. Rontec's remaining concern appears to relate to the variability in traffic flows and driving behaviour that microsimulation modelling would capture. However, this is not a requirement of the scheme, and the design is based on the LinSig assessment which is an acceptable and widely used modelling approach in the UK and which has been agreed with and approved by National Highways.
- 6.12. Moreover, discussions are ongoing with the objector around proposed accommodation works which are not a matter for the Inquiry.

Permanent acquisition of Plots 27 and 28

- 6.13. In seeking to promote the scheme, LCC must ensure that it has all the land and rights it needs to allow the scheme to be built. Plots 27 and 28 are

¹⁹ CD6.2

²⁰ CD6.19

essential for construction working space. The plots are required for the construction of the scheme but are also ones which may be capable of being offered back to the owners upon completion of the works. LCC has no powers at present to seek to acquire land on a temporary basis and therefore to bring forward the proposals the land and rights in Plots 27 and 28 within the CPO are required. Nevertheless, LCC is committed to acquire any affected parties' interests voluntarily. This approach extends to the temporary occupation of land and as such LCC will continue discussions to negotiate licences where possible.

Overall

- 6.14. It is not clear what Rontec's remaining objection is in respect of the Orders. Rontec have not submitted any evidence to the Inquiry, have not attended the Inquiry, and have not cross examined any of LCC's expert witnesses. The matters which are currently being discussed with Rontec relate to scheme design in respect to traffic modelling and junction design - the scheme has planning permission - and accommodation works and compensation, which are not matters for the Inquiry to consider. The matters being raised are not therefore properly valid objections to the Orders themselves.

7. INSPECTORS CONCLUSIONS

The reference in square brackets refer to earlier paragraphs, including related footnotes, in this report.

Introduction

- 7.1. I will consider each of the Orders individually. With regard to the SRO, I will consider the statutory tests set out in sections 14 and 125 of the Highways Act 1980. In respect of the CPO, I will have regard to the Government's guidance on the compulsory purchase process²¹. I have also had regard to the relevant provisions of the Human Rights Act 1998 and the public sector equality duty set out under section 149 of the Equality Act 2010.
- 7.2. The conclusions have full regard of all the environmental information submitted in respect of the NHRR, including that contained in the ES, [3.29-3.74] as well as the evidence put before me both before and during the Inquiry²².
- 7.3. I have also had regard to the outstanding objections of Mr and Mrs James and Rontec insofar as they raise points which are relevant to the tests for both the SRO and CPO below.

Side Roads Order

- 7.4. The statutory tests as set out in sections 14 and 125 of the Highways Act are:

²¹ CD3.2 and CD3.19

²² Inquiry Documents and Core Documents – Appendix B and C

- No highway shall be stopped up unless another reasonably convenient route is available or will be provided before the highway is stopped up.
- The stopping up of a private means of access shall not be authorised unless no access to the premises is reasonably required, or another reasonably convenient means of access to the premises is available or will be provided.
- Provision has been made for the preservation of any rights of statutory undertakers in respect of any apparatus of theirs which immediately before the date of the order is under, in, on, over, along or across the highway to be stopped up or diverted.

Highways to be Stopped Up

- 7.5. A total of 17 highways will be stopped up. Ten of those comprise public footpaths, bridleways or an existing footpath/cycleway. In almost all cases re-provision is made within the scheme through new footways and cycle tracks which connect in with the new route. There is one instance where a PRow will be extinguished (Public Footpath WDG/9/1) because it begins at Somerton Gate Lane and terminates at 101 Station Farm Road, thus serving no public utility. In terms of the roads to be stopped up, South Hykeham Road will be stopped up at a point 390 metres south of the junction of South Hykeham Road/Ling Lane/Boundary Lane. This will be replaced by the new South Hykeham Road Roundabout. Two parts of Brant Road will be stopped up, realigned and replaced to accommodate the Brant Road Roundabout. A part of Somerton Gate Lane for around 351m from its junction with Brant Road will be stopped up. This part of Somerton Gate Lane will be re-purposed to provide a PMA. Station Road will be stopped up and replaced by the Station Road Overbridge whilst part of Grantham Road will be replaced by Grantham Road Roundabout. A total of eight new highways will be provided. They comprise new public footpaths or bridleways to replace existing ones being stopped up or to create new links.²³ [3.76-3.77]
- 7.6. In conclusion, the SRO makes provision of alternative reasonably convenient routes, where necessary, to address the needs of all highway users.

Private Means of Access

- 7.7. The PMA to be stopped up include access to agricultural land and paddocks, access to Lincoln Enterprise Park, access to residential properties on Station Road and access to the former Pennells Nurseries Site on Station Road.²⁴ [3.78]

²³ CD10.3 paragraph 6.2.5 – 6.2.6

²⁴ CD10.3 paragraph 6.2.7

- 7.8. In the case of PMA X1, X1c, X2, X3a, X4, X5, X9, X9a, X9b, X13, X18, X19 and X21, reprovion is made within the scheme for a new or improved PMA. In respect of PMA to agricultural fields identified in X6, X7, X8 and X20 it is considered reprovion of those accesses is not reasonably required. Furthermore, the reprovion of PMA X10, X11, X12, X14, X15, X16 and X17 are not reasonably required as they provide access to properties on Station Road which are to be demolished.²⁵ [3.78]
- 7.9. In conclusion, where a private means of access is proposed to be stopped up another reasonably convenient means of access to the premises is available or will be provided or no access to the premises is reasonably required. The statutory test is met.

Statutory Undertakers

- 7.10. The evidence demonstrates that LCC is fully aware of and committed to exercising its obligations to preserve any rights of statutory undertakers in respect of any apparatus of theirs which may be affected by the Order. Arrangements are being developed with each of the statutory undertakers, which include provision to ensure apparatus will be diverted, extended or improve as required. The fact that only two objections have been received on behalf of a statutory undertaker and subsequently withdrawn following discussions with LCC is an indicator of the constructive nature of the process.²⁶ [3.92]
- 7.11. In conclusion, provision has been made for the preservation of any rights of statutory undertakers in respect of any apparatus of theirs which immediately before the date of the order is under, in, on, over, along or across the highway to be stopped up or diverted.

Compulsory Purchase Order

- 7.12. The main matters for consideration are whether:
- There is a compelling case in the public interest for use of compulsory purchase powers as proposed in the Order.
 - The Acquiring Authority has a clear idea of how it is intending to use the land it seeks to acquire.
 - The Acquiring Authority is able to show that all necessary resources are likely to be available to achieve the scheme purpose within a reasonable time-scale.

²⁵ CD10.3 paragraph 6.2.8

²⁶ CD10.1, paragraphs 11.7-11.8

- The Acquiring Authority is able to show that there is a reasonable prospect of the scheme going ahead and that it is unlikely to be blocked by any physical or legal impediments to implementation.
- Whether the purposes for which the CPO is made justify interfering with the human rights of those with an interest in the land affected.

Public Interest

- 7.13. The NHRR is the final component of the Lincoln Integrated Transport Strategy (LITS) which provides for a complete ring road around the city, connecting with the recently completed LEB. The completion of the ring road will enable traffic which is not intended for Lincoln to avoid the city centre altogether. The city experiences high levels of congestion from local and strategic traffic movements which has a significant impact on the quality of life for local residents and also acts a constraint on the economy and the attractiveness of the city for tourism and investment. [3.16]
- 7.14. The operation of the existing road network at or close to capacity results in low average speeds, unreliable journey times and delays, including to public transport operating on the network. It also lacks resilience. Events and closures on strategic routes can result in long diversion routes through residential areas which are unsuited to large volumes of traffic, particularly the large number of HGVs which use the routes. The high levels of traffic on local roads through residential areas results in issues for local residents in terms of noise, air pollution and accessibility. [3.17-3.19]
- 7.15. Lincoln is identified as a location for growth in the CLLP. The CLLP provides for four SUEs with planned growth amounting to a 50% increase in the number of dwellings by 2036. The SWQ SUE is entirely dependent on the NHRR for access. It accounts for around 2,000 homes, 5ha of employment land to compliment the expansion of existing provision at Boundary Lane Enterprise Park, a new local centre including retails, new primary school, sports pitches and open space. [3.20-3.21]
- 7.16. The NHRR will also improve accessibility to the Lincoln Western Growth Corridor which will provide around 3,200 homes, 20ha of mixed employment land, a local centre, a regional leisure centre and open space. It will also improve accessibility to the Lincoln South East Quadrant SUE which provides for 3,500 homes, 7ha of employment/commercial land, a local centre and structural green space. Finally, it will also aid connectivity and accessibility for the Lincoln North-East Quadrant SUE which provides for 1,400 homes, 5ha of employment land, a primary school and a service centre. [3.22]
- 7.17. The NHRR will contribute towards meeting the anticipated travel demand arising from the planned growth. Forecasts provided demonstrated an

anticipated increase in vehicles trips by 20% by 2036 which the existing network does not have capacity for. [3.23]

- 7.18. Without the NHRR, there will be a lack of strategic connectivity between Lincoln and the wider economic areas such as the Humber ports and airport. Congestion will be exacerbated adversely affecting traffic movements through the area whilst economic growth will be constrained as a result. This would also have an impact on the delivery of housing growth. [3.24]
- 7.19. The benefits of the NHRR are that it will reduce congestion in and around Lincoln, in the Lincoln Urban Area, and it will shorten journey times for medium and longer trips on those routes. Moreover, the improvement in the road network will promote economic growth. Furthermore, the NHRR will unlock the SWQ SUE which is wholly dependent on it as well as other SUEs within the CLLP, without which, Lincoln will not meet its housing growth targets. [3.26-3.28]
- 7.20. The objectives of the scheme are consistent with the principles of sustainable development. [3.25] Overall, I find the NHRR is a high quality scheme which has undergone rigorous design and analysis and which will offer high value for money and public benefit. I am satisfied, therefore, that there is a compelling case in the public interest for use of compulsory purchase powers as proposed in the Order.

Land Requirements

- 7.21. Compulsory purchase is intended as a last resort to secure the assembly of all the land needed for the implementation of projects. Nonetheless, Government guidance makes clear that formal procedures may be initiated to avoid the loss of valuable time in the implementation of a project.
- 7.22. LCC has endeavoured to acquire plots by agreement where possible and has been proactive in engagement and negotiation with affected parties over a number of years. Nevertheless, a position has been reached where it is improbable that the acquisition of all the land necessary for the implementation of the scheme could be achieved without the CPO. As such, without a CPO in place the scheme would be severely delayed or indeed, would not proceed at all. [3.79-3.82]
- 7.23. The acquiring authority has explained adequately how it is intending to use each plot of land it is seeking to acquire, identifying those plots which are required for temporary use during construction.
- 7.24. In terms of the objection of Mr and Mrs James regarding a lack of need for Plot 264, I am satisfied that LCC has complied with the Government Guidance on Compulsory Purchase Process January 2025, and that it is necessary to acquire the plot to facilitate the provision of the Station Road Overbridge. Otherwise, no other party disputes that the titles and rights sought by the CPO

are necessary for the implementation of the scheme. As a result, I find the Acquiring Authority has a clear idea of how it is intending to use the land it seeks to acquire.

Resources

- 7.25. Notwithstanding the objection of Mr and Mrs James in respect of funding, I conclude that the estimated costs of the NHRR scheme are up-to-date, realistic and informed by evidence, LCC and DfT commitments and ongoing discussions. Funding has been secured from DfT subject to the submission and consideration of the Full Business Case. Government commitment to the scheme was reaffirmed in a public announcement on 8 July 2025. LCC has committed to both meeting its proportion of the funding, as well as forward funding and indeed meeting any shortfall, deriving from the developer contributions element of the funding. The 3 year delivery programme is based on expert knowledge and experience and to me, appears to be realistic and achievable. I am satisfied that the Acquiring Authority is able to show that all necessary resources are likely to be available to achieve the scheme purpose within a reasonable timescale. [3.83-3.86]

Implementation

- 7.26. The NHRR has full planning permission and, at the time of writing, nearly all pre-commencement conditions have been discharged, with the single remaining condition expected to be discharged shortly. To that end, the scheme is highly likely to have a fully implementable planning permission in the very near future, in keeping with the anticipated start date of Autumn 2025. [3.88-3.91]
- 7.27. LCC have also pursued a strategy which prioritises delivery of the scheme in the shortest possible timeframe whilst improving cost certainty. This has involved the full and early engagement of consultants, as well as the adoption of a Design and Build form of contract whereby certain pre-construction activities such as option/feasibility appraisal, design, planning, and technical support for the Orders was undertaken by the contractor, rather than LCC itself or separate consultants under LCC's direction.
- 7.28. The current intention, subject to completing the relevant procedures to acquire the land, is to start work on site in the Autumn of 2025. The works are currently programmed to take approximately three years from starting on site with completion by December 2028 when the NHRR will open. LCC intends to carry out preliminary pre-commencement works on land for which planning permission exists and which is within its ownership or control at the earliest opportunity to bring forward the completion date for the overall scheme where that is feasible. [3.87]

- 7.29. The evidence of LCC demonstrates full awareness of the challenges and constraints associated with the construction of the scheme. The necessary SRO is being promoted by LCC and if confirmed will support and enable the scheme to be properly connected into the highway network. Additional consents, orders and licences will need to be obtained under separate legislation in respect of such matters as nature conservation and traffic regulation. However, there is no reason or evidence to anticipate any impediments as a result, bearing in mind ongoing constructive dialogue with the relevant interested parties and the lack of objection on that basis. [3.88]
- 7.30. I conclude, therefore, that the Acquiring Authority is able to show that there is a reasonable prospect of the scheme going ahead and that it is unlikely to be blocked by any physical or legal impediments to implementation.

Human Rights

- 7.31. The Convention right engaged is Article 1 of the First Protocol, a person's right to the peaceful enjoyment of their possessions. It is a qualified right that requires a fair balance between the fundamental right of the individual against the wider public interest. Moreover, since residential land is included within the CPO, Article 8, the right to respect for home and family life, is engaged.
- 7.32. It is very relevant that only two of the statutory objections remains outstanding and neither landowner has explicitly substantiated an objection on human rights grounds. As I have set out above, neither objection to the Orders are well founded.
- 7.33. In terms of Plot 264, no part of the land comprised within the registered land title falls within the scheme boundary, red line planning boundary, or CPO. The entirety of Plot 264 is contained within an existing public highway and Mr and Mrs James' interest arises as a result of presumption that an adjacent landowner owns the subsoil of the road, which is Station Road in this case, up to the middle of the road.
- 7.34. There are residential properties which are to be demolished on Station Road. The loss of those homes would be an interference with the occupiers' rights under Article 8.
- 7.35. However, national methodologies, guidance and standards are set to protect all members of the community and have been applied in the design of the scheme. The NHRR would perform well against the stated objectives and encourage an improved quality of life for all residents of the Lincoln area, leading to wider social, economic and environmental benefits. Where adverse impacts are likely to occur, they have been shown to be within acceptable limits.

- 7.36. There is, therefore, a compelling case in the public interest for use of compulsory purchase powers and no more land than necessary would be affected. The interference with rights under Article 1 of the First Protocol and Article 8 of the Human Rights Act is necessary and proportionate.

Public Sector Equality Duty

- 7.37. With regard to the Public Sector Equality Duty, there has been no conduct by LCC that has been brought to my attention that is prohibited under the Act. I have also had regard to my duties under the Equality Act throughout the conduct of the Inquiry. I conclude that the duty has been fully complied with.

Outstanding Objections

Rontec – Obj 03

- 7.38. Rontec's outstanding concerns essentially relate to matters of accommodation, which are not matters for consideration of the Inquiry. Likewise, matters relating to traffic modelling and junction design, are considerations in respect of the planning permission for the scheme, which has been granted. To that end, I find the outstanding objection is not well founded.

Mr and Mrs James – Obj 10

- 7.39. In terms of Mr and Mrs James' objections in respect of engagement, I am satisfied that LCC have taken all reasonable steps to engage with them. The acquisition of rights in respect of Plot 264 is necessary for the scheme to take place. In terms of timescales and funding, the evidence leads me to conclude that LCC is able to show that all necessary resources are likely to be available to achieve the scheme purpose within a reasonable timescale and there is a reasonable prospect of the scheme going ahead. Consequently, I find the outstanding objection is not well founded.

Proposed Modifications to the Orders

- 7.40. The proposed modifications to the Orders are of a minor nature and are intended to improve clarity and precision. Those modifications, contained in the Inquiry documents appended to this report, are necessary and may be made without prejudice or injustice.

Conclusions on the Orders

Side Roads Order

- 7.41. The proposals for improving, constructing or stopping up the highways in question and for the stopping up of PMA are necessary to carry out the NHRR scheme and to ensure the highway design is compliant with the relevant standards. Where a highway is to be stopped up, another reasonably convenient route is available or will be provided before the highway is stopped

up, primarily through the construction of the new and improved road and the provision of new footpath and cycle tracks. Where a private means of access is to be stopped up and access to the premises is reasonably required, the SRO ensures that another reasonably convenient means of access to the premises is available or will be provided before each stopping up takes place. Provision is made for the preservation of any rights of statutory undertakers in respect of any apparatus of theirs affected by the NHRR scheme.

- 7.42. In conclusion, the statutory requirements are met, enabling the SRO as proposed to be modified, to be confirmed.

Compulsory Purchase Order

- 7.43. There is a compelling case in the public interest for the delivery of the NHRR scheme. It will secure significant economic, social and environmental benefits for Lincoln and the wider region.
- 7.44. There is no evidence that the Order proposes to purchase land or rights other than those necessary to implement the NHRR scheme. I am satisfied that the Order includes no more land that is necessary and that the acquiring authority has a clear idea of how it intends to use the land.
- 7.45. Funding is evidently available and there are no impediments to the implementation of the scheme which have been identified. If the Orders are made, arrangements are clearly in hand to commence construction of the route in Autumn 2025.
- 7.46. There is justification for the interference with the Human Rights of those with an interest in the land affected by the CPO. The interference is necessary and proportionate to achieve the legitimate objectives of the NHRR scheme and no violation of their rights would result.

8. RECOMMENDATIONS

- 8.1. I recommend that the Lincolnshire County Council (A1461 North Hykeham Relief Road) (Classified Road) (Side Roads) Order 2024 should be modified in accordance with the modifications indicated at Appendix D and that the Order so modified should be confirmed.
- 8.2. I recommend that the Lincolnshire County Council (A1461 North Hykeham Relief Road) Compulsory Purchase Order 2024 should be modified in accordance with the modifications indicated at Appendix E and that the Order so modified should be confirmed.

J Whitfield

INSPECTOR

APPENDIX A – INQUIRY APPEARANCE LIST**FOR LINCOLNSHIRE COUNTY COUNCIL**

Simon Randle of Counsel

He Called:

Mr Sam Edwards	Head of Highways Infrastructure and Laboratory Services, Lincolnshire County Council
Mr Adam Lakin	Project Director, Bentley Project Management
Mr Barry Williams	Associate, Ramboll UK
Mr Moneeb Munir	Director, Courous
Mr Richard Bradley	Director of Transport, Ramboll UK
Mr Ian Turvey	Director, Turvey Consultancy Ltd
Mr Ian Grimshaw	Technical Director, The Environment Partnership Ltd
Ms Alice McLean	Associate Air Quality Consultant, Ramboll UK
Mr Dan Doherty	Associate Acoustic Consultant, Ramboll UK
Mr Jason Clarke	Associate Director and Team Manager of Historic Environment and Archaeology, The Environment Partnership Ltd
Ms Louise Fitzgerald	Associate, The Environment Partnership Ltd
Ms Liz Seal	Director, The Environment Partnership Ltd
Ms Sarah Armitt	Environmental Consultant, Ramboll UK
Ms Rachel Jones	Director, Ramboll UK

FOR THE STATUTORY OBJECTORS

Travelodge	Andrew Prowse, Carter Jonas <i>No witnesses were called</i>
TLPropCo1	Andrew Prowse, Carter Jonas <i>No witnesses were called</i>
Colin O'Boyle	Andrew Prowse, Carter Jonas <i>No witnesses were called</i>
Mr and Mrs James	Andrew Prowse, Carter Jonas <i>No witnesses were called</i>

APPENDIX B – INQUIRY DOCUMENT LIST**Documents published by the Inspector**

IN/INS/01	Case Management Conference 16 June 2025 Agenda
IN/INS/02	Post Case Management Conference Notes
IN/INS/03	Draft Hearing Programme v.2 27 June 2025
IN/INS/03a	Draft Hearing Programme v.3 30 June 2025
IN/INS/03b	Draft Hearing Programme v.4 01 July 2025
IN/INS/03c	Draft Hearing Programme v.5 02 July 2025
IN/INS/03d	Draft Hearing Programme v.6 05 July 2025
IN/INS/03e	Draft Hearing Programme v.7 08 July 2025

Documents submitted by Lincolnshire County Council

IN/LCC/01	NHRR Public inquiry notice
IN/LCC/02	Letter from MoD Property Law Team 19 June 2025
IN/LCC/03	Lincolnshire County Council Opening Statement
IN/LCC/04	Note on status of objectors
IN/LCC/05	Note on new SuDS guidance
IN/LCC/06	Junction Modelling Note 1
IN/LCC/07	Air Quality Proof of Evidence Note 1
IN/LCC/08	Landscape Proof of Evidence Note 1
IN/LCC/09	Ecology Proof of Evidence Note 1
IN/LCC/10	Itinerary for Inspector site visits 4 July 2025
IN/LCC/11	Noise Proof of Evidence Note 1
IN/LCC/12	Planning Proof of Evidence Note 1
IN/LCC/13	Update on Government Announcement 08 July 2025
IN/LCC/14	Status of Objectors Note 2 8 July 2025
IN/LCC/15	Lincolnshire County Council Final Submissions
IN/LCC/16	Proposed CPO Modifications
IN/LCC/16a	CPO 2024 Schedule Modified - with changes shown
IN/LCC/16b	CPO 2024 Sheet 1 of 6 Modified
IN/LCC/16c	CPO 2024 Sheet 2 of 6 Modified
IN/LCC/16d	CPO 2024 Sheet 3 of 6 Modified
IN/LCC/16e	CPO 2024 Sheet 4 of 6 Modified
IN/LCC/16f	CPO 2024 Sheet 5 of 6 Modified
IN/LCC/16g	CPO 2024 Sheet 6 of 6 Modified
IN/LCC/17	SRO 2024 Schedule Modified - with changes shown
IN/LCC/17a	SRO 2024 Schedule Modified
IN/LCC/17b	SRO 2024 Sheet 1 of 14 Modified
IN/LCC/17c	SRO 2024 Sheet 2 of 14 Modified
IN/LCC/17d	SRO 2024 Sheet 3 of 14 Modified
IN/LCC/17e	SRO 2024 Sheet 4 of 14 Modified
IN/LCC/17f	SRO 2024 Sheet 5 of 14 Modified
IN/LCC/17g	SRO 2024 Sheet 6 of 14 Modified
IN/LCC/17h	SRO 2024 Sheet 7 of 14 Modified
IN/LCC/17i	SRO 2024 Sheet 8 of 14 Modified
IN/LCC/17j	SRO 2024 Sheet 9 of 14 Modified
IN/LCC/17k	SRO 2024 Sheet 10 of 14 Modified

IN/LCC/17l	SRO 2024 Sheet 11 of 14 Modified
IN/LCC/17m	SRO 2024 Sheet 12 of 14 Modified
IN/LCC/17n	SRO 2024 Sheet 13 of 14 Modified
IN/LCC/17o	SRO 2024 Sheet 14 of 14 Modified
IN/LCC/17p	SRO 2024 Table of Modifications

Documents submitted by objectors and others

IN/OTH/01	Quay Bronze Ltd - Objection Withdrawal
IN/OTH/02	Lilly and Grange Farmers - Objection Withdrawal
IN/OTH/03	Burgess - Objection Withdrawal
IN/OTH/04	Wolfson Trago – Position Statement
IN/OTH/05	Network Rail – Objection Withdrawal
IN/OTH/06	Rontec - Position Statement
IN/OTH/07	Colin O'Boyle - Objection Withdrawal
IN/OTH/08	Travelodge - Objection Withdrawal
IN/OTH/09	TL Propco1 - Objection Withdrawal
IN/OTH/10	Wolfson Trago - Objection Withdrawal

APPENDIX C – CORE DOCUMENT LIST**Order Documents**

CD1.1	Compulsory Purchase Order
CD1.2	Side Roads Order
CD1.3	Statement of Reasons
CD1.4	Statement of Case
CD1.5	NHRR Notices
CD1.6	NHRR Engineering drawings
CD1.1	Compulsory Purchase Order
CD1.2	Side Roads Order

Legal Documents

CD2.1	The Highways Act 1980
CD2.2	The Acquisition of Land Act 1981
CD2.3	The Compulsory Purchase Act 1965
CD2.4	The Town and Country Planning Act 1990
CD2.5	The Town and Country Planning (Environmental Impact Assessment) Regulations 2017
CD2.6	The Humans Rights Act 1998
CD2.7	The Equality Act 2010
CD2.8	Flood and Water Management Act 2010
CD2.9	Reservoirs Act 1975
CD2.10	Natural Environment and Rural Communities Act 2006 (NERC Act 2006)
CD2.11	The protection of Badgers Act 1992
CD2.12	EU Ambient Air Quality Directive 2008/50/EC
CD2.13	Part IV of the Environment Act 1995
CD2.14	The Air Quality (England) Regulations 2000
CD2.15	The Air Quality (Amendment) (England) Regulations 2002
CD2.16	The Air Quality Standard Regulations 2010
CD2.17	The Environmental Targets Fine Particle Matter Regulations 2023
CD2.18	The Conservation of Habitats and Species Regulations Directive 2017
CD2.19	Ancient Monuments and Archaeological Areas Act, 1979
CD2.20	Planning (Listed Buildings and Conservation Areas) Act, 1990
CD2.21	Hedgerow Regulations 1997
CD2.22	Town and Country Planning General Regulations 1992
CD2.23	The Environment Act 2021
CD2.24	The Biodiversity Gain (Town and Country Planning) (Consequential Amendments) Regulations 2024
CD2.25	The Conservation of Habitats and Species (amendment) (EU Exit) Regulations 2019
CD2.26	The Wildlife and Countryside Act (WCA) 1981 (as amended)
CD2.27	The Countryside and Rights of Way Act 2000

CD2.28	Invasive Alien Species (Enforcement and Permitting) Order 2019
CD2.29	The Highways (Inquiries Procedure) Rules 1994
CD2.30	The Compulsory Purchase (Inquiries Procedure) Rules 2007
CD2.31	Housing Act 1985

National Policy Documents

CD3.1	Major Road Network and Large Major Programme
CD3.2	Guidance on the Compulsory Purchase Process
CD3.3	The Department of Transport Local Authority Circular 2/97
CD3.4	Transport Analysis Guidance
CD3.5	National Planning Policy Framework December 2024
CD3.6	National Planning Policy Framework December 2023 (archived pdf version)
CD3.7	DfT Circular 01/2022 Strategic road network and the delivery of sustainable development
CD3.8	The UK Post-2010 Biodiversity Framework
CD3.9	Biodiversity 2020, a national strategy for England's wildlife and ecosystem services.
CD3.10	The 2007 National Air Quality Strategy
CD3.11	The Clean Air Strategy 2019
CD3.12	The Planning Practice Guidance
CD3.13	Defra's LAQM.TG22 guidance
CD3.14	DfT's Decarbonising Transport Plan
CD3.15	National Highways' Net Zero Highways 2030/2040/2050 Plan
CD3.16	Department for Environment, Food and Rural Affairs (2010). Noise Policy Statement for England
CD3.17	Land Drainage Act 1991
CD3.18	Network North: transforming British Transport
CD3.19	The Crichel Down Rules

Local Policy Documents

CD4.1	Central Lincolnshire Local Plan
CD4.2	Lincoln Transport Strategy
CD4.3	Local Transport Plan
CD4.4	Greater Lincolnshire Local Enterprise Partnership Local Industrial Strategy
CD4.5	Thorpe on the Hill Neighbourhood Plan
CD4.6	Hykeham Neighbourhood Plan
CD4.7	Bracebridge Heath Neighbourhood Plan
CD4.8	The Lincolnshire Biodiversity Action Plan (LBAP) 3rd edition, 2011 (Greater Lincolnshire Nature Partnership (GLNP)).
CD4.9	North Kesteven Landscape Character Assessment
CD4.10	South West Quadrant (SWQ) Sustainable Urban Extension
CD4.11	Lincoln Integrated Transport Strategy

CD4.12	Greater Lincoln Traffic Model (GLTM) strategic model - review
CD4.13	Policy S57 LP25: The Historic Environment
CD4.14	Minerals and Waste Local Plan - Core Strategy and Development Management Policies

Decision Making

CD5.1	Report to Executive dated 5 December 2006 "Preferred Route for Lincoln Southern Bypass"
CD5.2	Report to Executive dated 2 October 2018 "North Hykeham Relief Road"
CD5.3	Report to Executive dated 5 April 2022 "North Hykeham Relief Road (NHRR)"
CD5.4	Report to Executive dated 3 October 2023 "North Hykeham Relief Road"
CD5.5	Report to Executive dated 6 February 2024 "North Hykeham Relief Road (NHRR) - Land Assembly Preparation and Highways Matters"
CD5.6	Report to Planning and Regulation Committee dated 13 May 2024 "County Council Development - 23/1447/CCC"
CD5.7	Report to Executive dated 2 July 2024 "North Hykeham Relief Road (NHRR) – Compulsory Purchase Order and Side Roads Order"
CD5.8	Open Report on behalf of the Executive Director for Place to the Planning and Regulation Committee
CD5.9	Planning Committee meeting of 13 May 2024 and the Minutes of the Meeting

Design Documents

CD6.1	Design Manual for Roads and Bridges
CD6.2	Lincolnshire County Council Highway Design
CD6.3	CIRIA SUDs Guidance Manual (C753)
CD6.4	Department for Transport Early Assessment Sifting Tool (EAST)
CD6.5	Guide to Designing Road Marking Installations in Lincolnshire 2022
CD6.6	Guide to Designing Traffic Sign Installations in Lincolnshire 2022
CD6.7	Skidding Resistance Strategy 2019
CD6.7(i)	Skidding Resistance Strategy 2019 - Appendices A
CD6.7(ii)	Skidding Resistance Strategy 2019 - Appendices B
CD6.7(iii)	Skidding Resistance Strategy 2019 - Appendices C
CD6.7(iv)	Skidding Resistance Strategy 2019 - Appendices D
CD6.7(v)	Skidding Resistance Strategy 2019 - Appendices E
CD6.7(vi)	Skidding Resistance Strategy 2019 - Appendices F
CD6.7(vii)	Skidding Resistance Strategy 2019 - Appendices G
CD6.8	Provision of Vehicle Restraint Systems in Lincolnshire 2021

CD6.9	Technical Services Partnership – Roads Design Guide
CD6.10	Lincolnshire County Council – Traffic Signals Design Guide Issue 1.0, 2020
CD6.11	Technical Services Partnership – Drainage Design Guide
CD6.12	British Standards BS 5489-1:2020 – Design of Road Lighting
CD6.13	BS EN 13201-2:2015 – Road Lighting Performance Requirements
CD6.14	Defra Non-Statutory Technical Standards for Sustainable Drainage Systems (2015)
CD6.15	CIRIA 635 – Design for Exceedance in Urban Drainage
CD6.16	Flood Estimation Handbook (FEH)
CD6.17	Sewerage Sector Guidance (Water UK)
CD6.18	Not used
CD6.19	LinSig User Guide (JCT Consultancy)
CD6.20	Junctions 9 / ARCADY (TRL)
CD6.21	British Standard (BS) 5228 ‘Code of practice for noise and vibration control on construction and open sites’
CD6.22	Department of Transport and Welsh Office, Calculation of Road Traffic Noise, TSO, London, 1988. DoT.
CD6.23	Defra Background Mapping (Air Quality)
CD6.24	Road Traffic Emission Factors Toolkit (EFT)
CD6.25	Emission Factor Toolkit spreadsheet (EFT version 11)
CD6.26	Met Office (United Kingdom Climate Change Projections, UKCP18).
CD6.27	Historic England (2008) Conservation Principles: Policy and Guidance for the Sustainable Management of the Historic Environment;
CD6.28	IEMA, IHBC and ClfA (2021) Principles of Cultural Heritage Impact Assessment in the UK
CD6.29	Historic England documents “The Setting of Heritage Assets”
CD6.30	Historic Environment Good Practice in Planning Advice Notes 28 and 39 (Historic England, 2015 & 2017)
CD6.31	Planning Practice Guidance on Conserving and enhancing the historic environment;
CD6.32	Ecological Impact Assessment
CD6.33	Historic England, GPA Note 2, 2015 and Planning Practice Guidance
CD6.34	Institute’s Code of Conduct (ClfA, 2022)
CD6.35	The National Heritage List for current data on designated heritage assets
CD6.36	The Historic England Archive maintained by Historic England
CD6.37	The Historic Environment Record (HER) maintained by Lincolnshire County Council
CD6.38	Ordnance survey (OS) historic mapping
CD6.39	Lincolnshire County Record Office/ Archives and Local Studies

CD6.40	Lincolnshire County Council Extensive Urban Surveys
CD6.41	Archaeological Data Service
CD6.42	Aerial photographs and satellite images
CD6.43	British Geological Survey mapping
CD6.44	EIA Regulations (2020)
CD6.45	Guidelines for Landscape and Visual Impact Assessment GLVIA3 3rd Edition
CD6.46	LI_TGN-06-19 Visual Representation 1
CD6.47	TGN-02-21 Assessing landscape value outside national designations
CD6.48	Land-use Planning & Development Control Planning for Air Quality
CD6.49	Technical Guidance Note 1/20 'Reviewing Landscape and Visual Impact Assessments (LVIAs) and Landscape and Visual Appraisals (LVAs)
CD6.50	Assessing Greenhouse Gas Emissions and Evaluating their Significance
CD6.51	Definition of Waste Code of Practice guidance document
CD6.52	Traffic Signs Manual
CD6.53	The Traffic Signs Regulations and General Directions 2016
CD6.54	LCC Speed Limit Policy
CD6.55	Calculation of Road Traffic Noise CRTN
CD6.56	Biodiversity Net Gain Guidance
CD6.57	National standards for sustainable drainage systems (SuDS) (2025)

Planning Application Documents

CD7.1	Planning Application PL/0087/23
CD7.2	Section 73 Planning Application Documents

Other Documents

CD8.1	NHRR OBC Strategic Case
CD8.2	NHRR Options Appraisal Report
CD8.3	Appendix A - Policy and Strategy Review
CD8.4	Appendix B - Supplementary Traffic Data
CD8.5	Appendix C - Select Link Analysis
CD8.6	Appendix D - Junction Capacity
CD8.7	Appendix E - Environmental Constraints
CD8.8	Appendix F - Objectives and Outcomes
CD8.9	Appendix G - LITS Option Generation Approach
CD8.10	Option for River Witham South Bridge - Dual Carriageway Option
CD8.11	Options for A607 Over-Bridge - Dual Carriageway Option
CD8.12	Options for A607 Over-Bridge
CD8.13	Options for River Witham Bridge
CD8.14	Options for Station Road Over-Bridge – Dual Carriageway Option
CD8.15	Options for Station Road Over-Bridge
CD8.16	Design Workshop Technical Note

CD8.17	Appendix J - Initial Sift
CD8.18	Appendix K - EAST Sift
CD8.19	Appendix L - Traffic Impact Assessment
CD8.20	Appendix M - Options Assessment Framework
CD8.21	Appendix N - NHRR - Engagement Report - Part 1
CD8.22	Appendix N - NHRR - Engagement Report - Part 2
CD8.23	Appendix N - NHRR - Engagement Report - Part 3
CD8.24	NHRR Transport Investment Strategy
CD8.25	NHRR Strategic and Wider Benefits Report
CD8.26	Preliminary Dual Carriageway Plan 1 of 2
CD8.27	Preliminary Dual Carriageway Plan 2 of 2
CD8.28	NHRR Dual Carriageway Option NMU Access Arrangement Sheet 1 of 5
CD8.29	NHRR Dual Carriageway Option NMU Access Arrangement Sheet 2 of 5
CD8.30	NHRR Dual Carriageway Option NMU Access Arrangement Sheet 3 of 5
CD8.31	NHRR Dual Carriageway Option NMU Access Arrangement Sheet 4 of 5
CD8.32	NHRR Dual Carriageway Option NMU Access Arrangement Sheet 5 of 5
CD8.33	NHRR Dual Carriageway Plan
CD8.34	NHRR Dual Carriageway PMA Access Track
CD8.35	NHRR Stakeholder Support
CD8.36	Appendix A - Stakeholder Supporting Letters
CD8.37	Economic Case
CD8.38	NHRR OBC Economic Case
CD8.39	GLTM Local Model Validation Report - Part 1
CD8.40	GLTM Local Model Validation Report - Part 2
CD8.41	GLTM Local Model Validation Report - Part 3
CD8.42	NHRR Local Model Validation Report Addendum
CD8.43	NHRR Traffic Forecasting Report - Part 1
CD8.44	NHRR Traffic Forecasting Report - Part 2
CD8.45	NHRR Traffic Forecasting Report - Part 3
CD8.46	APPENDIX A - Development Uncertainty and Trip Generation
CD8.47	APPENDIX B - SUE Images
CD8.48	APPENDIX C - NTM GV Factors
CD8.49	APPENDIX D - Development Trip Distribution Gravity Model Calibration
CD8.50	APPENDIX E - Forecast Fixed Speed Factors
CD8.51	APPENDIX F - VDM Sector Impacts
CD8.52	APPENDIX G - Highway Model Convergence
CD8.53	APPENDIX H - Core Scenario Flow Diff Optimized
CD8.54	APPENDIX I - Core Scenario Delay Diff Optimized
CD8.55	APPENDIX J - VDM Convergence
CD8.56	APPENDIX K - Alternative Option Flow Diff Optimized
CD8.57	APPENDIX L - Alternative Growth Flow Diff Optimized
CD8.58	NHRR Economic Appraisal Report

CD8.59	Appendix D - Environmental Appraisal - Part 1
CD8.60	Appendix D - Environmental Appraisal - Part 2
CD8.61	Appendix D - Environmental Appraisal - Part 3
CD8.62	NHRR Economic Impact Report
CD8.63	APPENDIX A - SWQ Land Budget Plan
CD8.64	NHRR Social and Distributional Impacts Report - Part 1
CD8.65	NHRR Social and Distributional Impacts Report - Part 2
CD8.66	NHRR Social and Distributional Impacts Report - Part 3
CD8.67	Commercial case
CD8.68	NHRR OBC Financial Case
CD8.69	NHRR OBC Management Case
CD8.70	Section 6 Agreement – Lincolnshire County Council
CD8.71	Section 6 Agreement – National Highways
CD8.72	Ownership Drawing
CD8.73	SuDS Management Plan
CD8.74	Drainage Catchment Drawing
CD8.75	Watercourse strategy drawing Sheet 1
CD8.76	Watercourse strategy drawing Sheet 2
CD8.77	Watercourse strategy drawing Sheet 3
CD8.78	Existing Overland Catchment and flow direction drawing
CD8.79	Drainage Strategy Report
CD8.80	Water Quality Assessment
CD8.81	Dust Management Plan
CD8.82 (i)	Construction Environmental Management Plan (CEMP) - Part 1
CD8.82 (ii)	Construction Environmental Management Plan (CEMP) - Part 2
CD8.82 (iii)	Construction Environmental Management Plan (CEMP) - Part 3
CD8.83	Landscape and Ecology Management Plan (LEMP)
CD8.84	Biodiversity Net Gain report
CD8.85	Walking, Cycling and Horse-Riding Assessment and Review
CD8.86	The Soil Management and Land Reinstatement Plan
CD8.87	Bird Hazard Management Plan
CD8.88	Materials Management Plan
CD8.89	Trial Trenching Assessment Report (NHRR-TEP-HER-HYKE-RP-LH-30004)
CD8.90	Archaeological Geophysical Survey (NHRR-TEP-HER-HYKE-RP-LH-30000)
CD8.91	Planning Statement (NHRR-TEP-GEN-HYKE-RP-TP-00001 P3.1) 'Supporting Statement')
CD8.92	Written Scheme of Investigation, Archaeological Works (NHRR-TEP-HER-HYKE-RP-LH-30006)
CD8.93	Figure 8.3 Landscape Character District and Local Landscape Character Areas
CD8.94	Figure 8.6 Zone of Theoretical Visibility Heavy Goods Vehicles
CD8.95	Figure 8.7 Zone of Theoretical Visibility Small Vans

CD8.96	Figure 8.8 Zone of Theoretical Visibility Lighting Columns
CD8.97	Figure 8.9 - Viewpoint Location
CD8.98 (i)	Hydraulic Modelling Report - Part 1
CD8.98 (ii)	Hydraulic Modelling Report - Part 2
CD8.98 (ii)	Hydraulic Modelling Report - Part 3
CD8.98 (iv)	Hydraulic Modelling Report - Part 4
CD8.98 (v)	Hydraulic Modelling Report - Part 5
CD8.99	Flood Risk Assessment
CD8.100	Hydromorphology Assessment
CD8.101	Water Framework Directive Assessment
CD8.102	Initial Scour Assessment and Optioneering
CD8.103	Stage 1 Road Safety Audit
CD8.104	Model Specification Report (GLTM) 2017
CD8.105	Model Specification Report (GLTM) 2023
CD8.106	Model Validation Report (GLTM2) 2024
CD8.107	Model Validation Report (GLTM2) appendices 2024
CD8.108	Main scheme Road Safety Audit 2
CD8.109	A46 Repeat Stage 1 Road Safety Audit

Objections

CD9.1	Mrs Smith and Mrs Garfoot
CD9.1(i)	Mrs Smith and Mrs Garfoot - Removal of Objection
CD9.2	National Grid
CD9.2(i)	National Grid - Removal of Objection
CD9.3	Rontec
CD9.4	Lilly
CD9.5	Mrs Burgess
CD9.6	Quay Bronze Ltd.
CD9.7	TL Propco1 Ltd.
CD9.8	Mr O'Boyle
CD9.9	Travelodge
CD9.10	Mr and Mrs James
CD9.11	Network Rail
CD9.12	Wolfson Trago

LCC Proofs of Evidence

CD10.1	LCC 01 - Sam Edwards
CD10.2	LCC 02 - Adam Lakin
CD10.3	LCC 03 - Barry Williams
CD10.3(i)	LCC 03(i) - Moneeb Munir
CD10.3(ii)	LCC 03(ii) - Richard Bradley
CD10.4	LCC 04 - Ian Turvey
CD10.5	LCC 05 - Ian Grimshaw
CD10.5(i)	LCC 05(i) - Alice McLean
CD10.5(ii)	LCC 05(ii) - Dan Doherty
CD10.5(iii)	LCC 05(iii) - Jason Clarke
CD10.6	LCC 06 - Louise Fitzgerald
CD10.7	LCC 07 - Liz Seal

CD10.8	LCC 08 - Sarah Armitt
CD10.9	LCC 09 - Rachel Jones

LCC Response to Objectors

CD11.1	Letter to Sam Elkington dated 12 December 2024 (in respect of Mrs Smith and Mrs Garfoot)
CD11.2	Letter to Henry Church dated 23 December 2024 (in respect of Rontec)
CD11.3	Letter to Geoffrey Bishop dated 22 January 2025 (in respect of Lilly)
CD11.4	Letter to Geoffrey Bishop dated 22 January 2025 (in respect of Mrs Burgess)
CD11.5	Letter to Andrew Prowse dated 23 December 2024 (in respect of Quay Bronze Ltd.)
CD11.6	Letter to Andrew Prowse dated 7 January 2025 (in respect of TL Propco1)
CD11.7	Letter to Andrew Prowse dated 23 December 2024 (in respect of Mr Colin O'Boyle)
CD11.8	Letter to Andrew Prowse dated 7 January 2025 (in respect of Travelodge)
CD11.9	Letter to Andrew Prowse dated 14 January 2025 (in respect of Mr and Mrs James)
CD11.10	Letter to Tim Hancock dated 16 January 2025 (in respect of Wolfson Trago)

APPENDIX D – RECOMMENDED NHRR SRO MODIFICATIONS

Link to Inquiry Documents:

IN/LCC/17
IN/LCC/17a
IN/LCC/17b
IN/LCC/17c
IN/LCC/17d
IN/LCC/17e
IN/LCC/17f
IN/LCC/17g
IN/LCC/17h
IN/LCC/17i
IN/LCC/17j
IN/LCC/17k
IN/LCC/17l
IN/LCC/17m
IN/LCC/17n
IN/LCC/17o
IN/LCC/17p

APPENDIX E – RECOMMENDED NHRR CPO MODIFICATIONS

Link to Inquiry Documents:

IN/LCC/16
IN/LCC/16a
IN/LCC/16b
IN/LCC/16c
IN/LCC/16d
IN/LCC/16e
IN/LCC/16f
IN/LCC/16g