



The 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: 23 January 2019

HIGHWAYS ACT 1980

ACQUISITION OF LAND ACT 1981

**LINCOLNSHIRE COUNTY COUNCIL (A52 GRANTHAM SOUTHERN GROWTH CORRIDOR – GRANTHAM SOUTHERN RELIEF ROAD)
(CLASSIFIED ROAD) (SIDE ROADS) ORDER 2018**

**LINCOLNSHIRE COUNTY COUNCIL (A52 GRANTHAM SOUTHERN GROWTH CORRIDOR – GRANTHAM SOUTHERN RELIEF ROAD)
COMPULSORY PURCHASE ORDER 2018**

**THE A1 TRUNK ROAD (GRANTHAM SOUTHERN GROWTH CORRIDOR)
(SIDE ROADS) ORDER 2018**

**THE A1 TRUNK ROAD (GRANTHAM SOUTHERN GROWTH CORRIDOR)
(SLIP ROADS) ORDER 20XX**

Date of Inquiry: 2 January 2019

Ref: NATTRAN/EM/LAO/135

Contents

Case Details	1
1 Preamble	1
2 Description of the Site and Surroundings	3
3 The Case for Lincolnshire County Council	4
4 The Case for the Supporter	14
5 Other Representations	14
6 Inspector's Conclusions	15
7 Recommendations	18
Appendices	
A Appearances	19
B Documents	20
C Abbreviations	26

CASE DETAILS

- The Lincolnshire County Council (A52 Grantham Southern Growth Corridor – Grantham Southern Relief Road) (Classified Road) (Side Roads) Order 2018 (SRO) is made under sections 14 and 125 of the Highways Act 1980 by Lincolnshire County Council and is dated 26 February 2018.
- The Lincolnshire County Council (A52 Grantham Southern Growth Corridor – Grantham Southern Relief Road) Compulsory Purchase Order 2018 (CPO) is made under sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981 by Lincolnshire County Council and is dated 26 February 2018.
- The A1 Trunk Road (Grantham Southern Growth Corridor) (Side Roads) Order 2018 (A1 Trunk Road SRO) is made under section 14 of the Highways Act 1980 by Highways England (HE) and is dated 26 February 2018.
- The A1 Trunk Road (Grantham Southern Growth Corridor) (Slip Roads) Order 20XX, which would be made under section 10 of the Highways Act, is drafted by the Secretary of State for Transport (SofS) who has delegated his power to Lincolnshire County Council (LCC) to promote the Order.
- LCC ('the Order Making Authority') submitted the CPO and SRO for confirmation to the SofS
- HE delegated its functions under section 6 of the Highways Act 1980 to enable LCC to submit the A1 Trunk Road SRO for confirmation to the SofS.
- If confirmed, the SRO would authorise the Order Making Authority to improve, stop-up and construct new highways and stop-up and provide new private means of access to premises.
- If confirmed, the CPO would authorise the Order Making Authority to compulsorily purchase land and the rights over land for the purposes of the improvement of existing highways; the construction of new highways; the construction of a bridge; the provision of new means of access to premises and land; use by the authority in connection with the improvement and construction of highways and the provision of new means of access; and the mitigation of any adverse effects which the existence or use of the highways proposed to be constructed or improved will have on their surroundings.
- If confirmed, the A1 Trunk Road SRO would authorise HE in relation to the trunk road to improve, stop-up and construct new highway.
- If made, the Slip Roads Order would ensure that the new A1 junction slip roads become a trunk road.
- When the Inquiry opened there were no statutory or non-statutory objections to the Orders.

Summary of Recommendations: I recommend that the SROs and CPO be modified and confirmed and the Slip Roads Order be modified and made.

1 PREAMBLE

- 1.1 The Inspector was appointed by the SofS to conduct Public Local Inquiries (the Inquiry) in accordance with section 13(2) of the Acquisition of Land Act

1981 and paragraph 7 of Schedule 1 of the Highways Act 1980 in connection with the above mentioned Orders.

- 1.2 The Inquiry was due to be held at Jubilee Church Life Centre, 1-5 London Road, Grantham, NG31 6EY on 4 December 2018. However, on that day, LCC notified the Inspector and Western Power Distribution (East Midlands) plc (WPD)¹ that it had failed to comply with Rule 11 of the Compulsory Purchase (Inquiries procedure) Rules 2007 with respect to the requirement to display a notice of the Inquiry on or near the Order land. The Inspector notified those present that the Inquiry was to be postponed to another date to be fixed to enable the required minimum 2 week notification period to be complied with.
- 1.3 The Inspector carried out a site inspection of the land and surrounding area on 4 December 2018. He was accompanied by 2 representatives of LCC and 2 representatives of WPD. The Inspector also completed an unaccompanied site visit of the area on 3 December 2018.
- 1.4 The Inquiry opened at Jubilee Church Life Centre on 2 January 2019. The Inspector heard evidence from LCC, as the 'Order Making Authority', in support of the above-mentioned Orders and proposed modifications to those Orders. The Inquiry sat for one day and closed on 2 January 2019. All objections had been withdrawn prior to the Inquiry and no new objections were raised at the Inquiry.
- 1.5 The Department for Transport (DfT) National Transport Casework Team indicated on 18 May 2018 that it had received objections to the Orders from 5 parties. One of these objectors (Ronald Sheppard) has since indicated that he has not objected to the Orders², but his comments on the Order Scheme are addressed in this report. Prior to opening the Inquiry, all of the statutory objectors (Grantham Motor Company Limited (GMC)³, Network Rail (NR)⁴, WPD⁵ and Zurich Assurance Ltd⁶) had withdrawn their objections. There were no remaining objections to the CPO and the SRO outstanding at the opening of the Inquiry.
- 1.6 The Order land is required for the purpose of implementing the Grantham Southern Relief Road (GSRR). The Scheme would involve⁷:
 - (a) The provision of on/off slip roads at the A1 Trunk Road to form a Grade separated junction to be part of the A1 Trunk Road.
 - (b) A single carriageway road passing under the A1 linking the roundabouts either side to form part of the A1 junction but also the A52 GSRR.
 - (c) A dual carriageway road running east of the A1 roundabout to an existing roundabout west of the current development abutting

¹ WPD attended the Inquiry as one of the remaining objectors but indicated at that time that it was near to reaching an agreement to enable it to withdraw its objection, which it has since done

² Document OBJ2: letter, dated 23 June 2018

³ Document OBJ5: letter of withdrawal dated 29 November 2018

⁴ Document OBJ1: letter of withdrawal dated 30 November 2018

⁵ Document OBJ4: letter of withdrawal dated 7 December 2018

⁶ Document OBJ3: e-mail, dated 7 December 2018, withdrawing the objection

⁷ Document INQ2 Section 4: Statement of Reasons Section 6

Tollemache Road North and to a new roundabout on the B1174, all of which has been constructed.

- (d) A single carriageway road running east down to a 5 span viaduct over the River Witham and the East Coast Mainline Railway with a west bound climbing lane and east bound climbing lane either side to a new roundabout to link into the proposed Spitalgate Heath development.
 - (e) A single carriageway road running east in a cutting and then north east, cutting across the line of Whalebone Lane, joining the existing A52 at the Somerby roundabout.
- 1.7 The Order Making Authority confirmed at the Inquiry that it had complied with all necessary statutory formalities and has provided evidence to show that the required notification of the Inquiry has been carried out⁸. This compliance was not disputed.
- 1.8 This report contains a brief description of the site and surroundings, the gist of the cases presented together with my conclusions and recommendations. Lists of appearances and Inquiry documents are attached, including proofs of evidence, as well as abbreviations.

2 DESCRIPTION OF THE SITE AND SURROUNDINGS

- 2.1 The Order land is shown on the plan to the CPO, which comprises of 2 sheets⁹. It starts from the west at the existing A1 Trunk Road, south of Grantham and runs east for about 4.2 km to join with the existing roundabout on the A52 at Somerby Hill. The Order land adjacent to the A1 is mainly rural. There are some residential properties on Gorse Lane, including a mobile home park.
- 2.2 The Order land runs through a commercial area near to Tollemache Road North to the junction with the B1174, where a new roundabout has been constructed adjacent to commercial properties. A section of the proposed carriageway has been constructed from the proposed junction with the A1 to the roundabout on the B1174. Beyond this roundabout junction the Order land runs through mainly open countryside, falling steeply into the valley containing the River Witham and the East Coast Railway line before climbing from the valley and continuing along part of the route of Whalebone Lane. It then runs south of Whalebone Lane to join with the existing roundabout on the A52, east of Grantham.
- 2.3 To the south is a bowl barrow, which is a Scheduled Monument. There are also some Listed Buildings in the area near to the A52, B1174 and A1, which are screened. The Order land passes through an area of known buried archaeological assets and two non-designated built heritage assets.
- 2.4 The Scheme would have a direct effect on two Public Rights of Way (PRoWs): GRAN/13/1 and GRAN/16/1. Also, the PRoW which has been built as part of the implementation of Phase 1, alongside Tollemache Road North will be affected. Within Grantham town centre, near to the Order

⁸ Document NOT1

⁹ Documents LCCM6 and LCCM7

land, there are two designated Air Quality Management Areas (AQMAs). These are at Wharf Road and Brook Street/Manthorpe.

3 THE CASE FOR LINCOLNSHIRE COUNTY COUNCIL

The material points¹⁰ were:

The Orders

- 3.1 All the necessary statutory procedures and formalities have been complied with in respect of the Orders. Despite the Scheme crossing the River Witham, there is no need for a Bridge Scheme to be brought forward as the River is not navigable at this point. There are no remaining objections to the SRO and part of the SRO is intended to remedy a situation which arose from the construction of the access to the 'King 31' site under that planning permission. The Slip Roads Order is the means by which the new connection with the A1 Trunk Road from the point where the new carriageway leaves the proposed roundabouts, which are to be provided as part of the new 'dumbbell' junction, to link back into the A1 itself will become trunk road.
- 3.2 The CPO provides the means by which the land can be acquired to allow the Scheme to be provided. The CPO has been drawn to reflect the position shown on the planning application originally made in respect of the Scheme and shown in the planning permissions that have been granted. This includes the A1 junction, the Southern Quadrant (SQ) link road and all the connections between them. Much of this land is already in the ownership of LCC and the CPO is brought forward to obtain any remaining areas of land along with any other interest. It contains all the land needed to allow the Scheme to proceed and is therefore essential. Without that land acquisition the Scheme could not proceed and this provides the justification. The CPO also includes the area of land over which rights only are required to enable LCC to provide for replacement facilities such as the PRoW diversions and private means of access.
- 3.3 Although the Scheme consists of a single overall proposal it has been developed in three closely linked phases which may mean that it is constructed in a similar fashion. The Scheme requires alterations to and the provision of a new junction to the A1 Trunk Road network, which is the joint responsibility of HE on behalf of the SofS and also the SofS as represented by the DfT, as well as to roads which fall within the authority of LCC. Given the evolution of the Scheme and the basis on which it has been brought forward, LCC has already constructed part of the overall proposals¹¹.
- 3.4 Phase 1 is that part of the Scheme consisting of the element from the B1174, including the provision of the new roundabout on that road, running westwards towards the A1 Trunk Road but excluding the trunk road and county road elements of the Scheme that form the new grade separated junction. Phase 2 relates to the new links to connect with the A1 and any necessary alterations to the A1 to accommodate the new junction. That element has been developed and designed for LCC and HE, for which HE as

¹⁰ Documents LCC14 and LCC15, oral evidence given at the Inquiry and Proofs of evidence

¹¹ Document LCC1 paragraph 4.3

the responsible authority for that part of the Scheme has given its technical approval to the design. In addition, the SofS has agreed to publish the required Order to ensure the relevant parts of that phase of the proposals can become trunk road. Phase 3 is the element of the GSRR which connects the B1174 to the A52 crossing the railway and the river and linking into local roads as required for which LCC is the responsible authority¹².

3.5 LCC has developed and has promoted the following Orders using the powers it enjoys under the Highways Act¹³: -

(i) The Lincolnshire County Council (A52 Grantham Southern Growth Corridor – Grantham Southern Relief Road) Compulsory Purchase Order 2018.

(ii) The Lincolnshire (A52 Grantham Southern Growth Corridor – Grantham Southern Relief Road) (Classified Road) (Side Roads) Order 2018.

In respect of the Phase 2 element, HE has delegated its functions under Section 6 of the Highways Act 1980 included within the Delegation Agreement¹⁴ to enable the LCC to progress 'The A1 Trunk Road (Grantham Southern Growth Corridor) (Side Roads) Order 2018'; and the SofS has drafted 'The A1 Trunk Road (Grantham Southern Growth Corridor) (Slip Roads) Order 2018' within powers held exclusively by the SofS, to be made under Section 10 of the Highways Act and which is necessary to ensure the relevant parts of the new A1 Junction become trunk road¹⁵.

Need

3.6 The Outline Business case sets out five clear objectives for the Scheme, which are as follows¹⁶:

Objective 1 - To contribute to the expansion of Grantham by facilitating the provision of a mixed use development including up to 3,500 homes, employment opportunities and community facilities in accordance with the Grantham SQ Supplementary Planning Document.

Objective 2 - To provide the second phase of a relief road that links the A52 and the A1 and thereby improve connectivity and cater for strategic traffic movements, in particular Heavy Goods Vehicles (HGVs).

Objective 3 - To support the Transport Strategy for Grantham by helping tackle town centre congestion and contributing to creating a safer, more attractive and assessable environment in Grantham Town Centre by removing strategic through traffic.

Objective 4 - To address the problems of disruption and unplanned delays within Grantham Town Centre associated with a high number of HGV bridge strikes

¹² Document LCC1 paragraph 4.4

¹³ Document LCC1 paragraph 4.6

¹⁴ Document CD8

¹⁵ Document LCC1 paragraphs 4.7 and 4.8

¹⁶ Document LCC1 paragraph 8.17

- Objective 5 - To help improve the quality of life for Grantham residents, workers and shoppers by reducing carbon emissions and noise pollution in the town centre.
- 3.7 The purpose of seeking to acquire land and new rights compulsorily is to enable the GSRR to be constructed. These proposals would enable LCC to meet its statutory purposes within the shortest realistic timescale in the most appropriate way. LCC has made the Order to secure the outstanding interests and new rights required to enable implementation of the GSRR, which is necessary to achieve LCC's objectives for the area. Given the history of the development of the Scheme proposals, discussions have taken place with land owners affected by the Scheme on a general basis as the precise extent of land ownership requirements could not be established until the overall Scheme was defined. LCC has therefore held discussions with the owners of relevant interests in an attempt to reach agreement but the CPO remains necessary to ensure that the GSRR can proceed¹⁷.
- 3.8 The purpose of the SRO is to maintain access to all land and property directly affected by the Scheme and to make necessary changes to the highway network. In order to build the new road, it is necessary to improve, or stop up existing highways and construct new highways to link into the new road. It will also be necessary to stop up some existing private means of access to land or premises and to replace those where necessary with new means of access. To enable it to carry out those works LCC is promoting the SRO in its name and also promoting the A1 Trunk Road SRO on behalf of HE¹⁸.
- 3.9 The planning permission granted in respect of the connection with the A1 Trunk Road indicated that direct connections on to and off the A1 would be provided to enable an all movement junction to be created. The junction would ensure that anyone wishing to connect with the Scheme or to access the King 31 development site could do so from both north and south on the A1. The slip roads as shown in the Slip Roads Order have been designed to meet the relevant and applicable standards and have been assessed by HE and have received the necessary technical approval to be acceptable¹⁹.
- 3.10 There are several key issues currently affecting Grantham. The Local Development Framework (LDF) for South Kesteven District Council (SKDC) Core Strategy outlines that Grantham has been identified as 'an urban area with the capacity to support sustainable growth. This will provide the means to strengthen the role of the town as a Sub-Regional Centre. Grantham has also been awarded New Growth Point status, which will require two urban extensions to accommodate the increased development²⁰.
- 3.11 The latest SKDC housing strategy, for the period 2013-2018, outlines that the growth plans for the district anticipate the development of 7,500 homes and up to 4,000 new jobs by 2026 in the Sustainable Urban Extensions (SUEs) of Grantham, referred to as the North-West Quadrant/Poplar Farm

¹⁷ Document LCC1 section 10

¹⁸ Document LCC1 paragraph 11.1

¹⁹ Document LCC1 paragraph 12.2

²⁰ Document LCC1 paragraph 8.3

- and the SQ, reflecting Grantham's status as a Growth Area. The SQ SUE lies on the southern edge of the built up area of Grantham between the A1 and A52. The land is situated 1.5 km south of the town centre and has the potential for up to 3,500 new homes, alongside local shops, schools, community facilities and 110,000 sqm of employment land²¹.
- 3.12 Whilst a small quantum of the SQ development could be served from the existing highway network, the full delivery of the SQ SUE can only be facilitated by the delivery of the GSRR, which is therefore fundamental to the development proposals.
- 3.13 A further key issue is that Grantham currently experiences a high level of congestion within the town centre. Grantham lies close to the A1, which forms a north-south bypass to the west of town. Grantham does not benefit from any other bypasses and is intersected by the A52 and A607. A number of radial routes connect in the town centre, forming a traffic collar of closely spaced mainly signalised junctions. The timings of the signalised junctions in the town centre are coordinated via the 'SCOOT' Urban Traffic Control system. This system uses real time traffic information to make constant small adjustments to signal timings in order to optimise performance and reduce delays and queuing. However, there are heavy traffic flows through and within the town, with large volumes of HGVs particularly on the west east A52²².
- 3.14 The low heights of the bridges associated with the East Coast Main Line railway within the town force HGVs to use the centre of the road to pass under them. Within Grantham, low rail bridges force freight traffic to use Wharf Road (in the town centre) and the A52 (Barrowby Road) to access, amongst other things, agricultural industries to the east. The Transport Strategy for Grantham (2007-2021) states that '*Tall vehicles hitting the low bridges in Grantham causes problems through delays to traffic, delays to rail passengers and potentially expensive repairs to the bridge*²³. For the year ending 31 March 2012, NR reported 11 recorded bridge strikes at the Barrowby Road Bridge in the Grantham urban area. 3 of the bridges in the town are amongst the 10 most hit bridges in the Country. Consequently, due to a lack of alternative routes and serious bridge height constraints, there are a large number of HGV bridge strikes in and around Grantham town centre, which adds to the problems of congestion and delay²⁴.
- 3.15 There is significant queuing and congestion during peak periods and during the 'school run' around the town centre traffic collar and along key radial routes. Cycle times at the signal junctions in the town centre are long, resulting in significant delays for pedestrians waiting to cross. Various small-scale developer and County funded schemes have assisted in improving traffic flow through the town centre, but it is recognised that larger scale developer-funded schemes such as the GSRR would be required in order to effect significant improvements and to accommodate future planned developments²⁵.

²¹ Document LCC1 paragraph 8.4

²² Document LCC1 paragraph 8.5

²³ Document CD13 page 14

²⁴ Document LCC1 paragraph 8.6

²⁵ Document LCC1 paragraphs 8.7 and 8.8

- 3.16 The 4th Lincolnshire Local Transport Plan notes that, to date, five AQMAs, have been declared in Lincolnshire where levels of Nitrogen Dioxide (NO₂) are predicted to exceed the threshold set down in the National Air Quality Strategy²⁶. In all cases, the primary source of NO₂ is road traffic. The most recent air quality monitoring as outlined in the 2015 Updating Screening and Assessment Report, suggests that there are also other areas in the town where the thresholds are being breached. Consideration is currently being given to consolidating the existing AQMAs into a single area to incorporate these new areas of concern. Removing through traffic, in particularly HGVs, from Grantham town centre may contribute towards tackling the air quality problems. The provision of the GSRR will make a meaningful beneficial change to the situation which would otherwise exist²⁷. The implementation of the approved GSRR is one of the measures set out in the Air Quality Management Plan (2016) to improve air quality in the AQMA.
- 3.17 Without the GSRR the A52 will continue to form the strategic route for east-west traffic and as such significant levels of strategic traffic, including HGVs, will continue to travel through the town centre, given that there is no realistic alternative routing option for this traffic. This will not only continue the risk of bridge strikes, but it will maintain the current situation in respect of congestion and the effects of that especially in relation to the air quality implications. The DfT traffic forecasts as well as the work undertaken by LCC to assess the traffic implications of the Scheme²⁸ both indicate that traffic levels are expected to continue to increase over the coming years. If that is the case, the current situation will continue to deteriorate in the absence of the GSRR.
- 3.18 The traffic forecasts provided within the transport assessment for the SQ link road application and the outline business case demonstrate that the GSRR will bring about a reduction of approximately 4,200 vehicles per day, including a significant percentage of HGVs from within the town centre²⁹. Traffic forecasts as derived from the Grantham Traffic Model indicate that without the GSRR continued growth on the network will occur. If the GSRR is brought forward the traffic forecasts indicate that by the design year, taken to be 2031, the roads within the model will be carrying less traffic than would otherwise occur but the anticipated growth in terms of additional housing and employment land would have been achieved.
- 3.19 The Scheme has been promoted through a significant number of policy documents published by both LCC and SKDC. The need for the Scheme and the benefits it will bring are widely recognised and that has been reflected in the grant of planning consent. The proposal fits well within the applicable policy and is supported at both local and national level³⁰. It had an initial Benefit Cost Ratio (BCR) of 1.8³¹ and the increases in cost since have had a minimum impact on the BCR³², which is a high value³³.

²⁶ Document CD12 paragraph 14.15

²⁷ Document LCC9A: Appendix Figure AQ8

²⁸ Document LCC10

²⁹ Document LCC11 paragraph 4.3.5

³⁰ Document LCC1 paragraph 14.37

³¹ Document LCC11 paragraph 4.4.12

³² Alen Chanamoto in reply to a question by the Inspector at the Inquiry

³³ Document LCC11 paragraph 4.4.23

Planning Permission

3.20 Planning permission for the GSRR has been granted in respect of the whole of the Scheme consistent with the phasing as set out above. Phase 1 was granted planning permission on 18 August 2010, Phase 2 on 18 August 2010 and Phase 3 on 27 November 2013. The Phase 2 permission was reassessed on 29 January 2016 with a revised permission being granted on 27 May 2016. The planning consents include the following which summarise the chronological order of events: -

(i) April 2008 - Original King 31 planning permission S08-0448, which relates to both phases 1 and 2 for the Scheme;

(ii) March 2013 - Southern Quadrant Link Road (Phase 3) planning permission S13-0775;

(iii) May 2014 - Approval of pre-commencement conditions on application S14 - 1389 relating to conditions 2, 3, 8, 18 and 22 for planning permission S08-0448 (King 31);

(iv) January 2015 - Approval of details on application S14-3560 pursuant to condition 3 on permission S08 - 0448;

(v) March 2015 - Confirmation of a non-material alteration made by application S15-0727 to the roundabout geometry for the B1174 Roundabout granted permission by S08-0448, which by condition 1 on the new permission indicated that the Scheme had to commence by November 2020;

(vi) July 2015 - Approval of Section 73 application S15-2101 to amend conditions 2 and 11 of planning permission S13-0775;

(vii) March 2016 - Approval of a revised grade separated junction to connect with the A1 Trunk Road pursuant to PL-0027 which supersedes that element within planning permission S08-0448³⁴.

Those listed planning permissions, approval of elements within the listed planning permissions and alterations to them will collectively provide LCC with all the necessary planning consents to undertake the construction of the GSRR as currently envisaged and allow for its operation³⁵.

Implementation and Funding

3.21 Subject to the decision on the Orders, LCC intends to implement the GSRR at the earliest opportunity and the current programme expects construction to commence during 2019. LCC has carried out some work on the Site where it was feasible and sensible to do so in order to implement the planning permissions and to remove potential delays in the construction process. The carrying out of such activity does not prejudice or prejudice the consideration of the Orders themselves. In addition LCC has decided that in order to progress matters in a timely fashion it intends to seek to let the contract for future works in respect of the Scheme. LCC intends to let the contract for Phase 2 and Phase 3 of the GSRR through the Midlands

³⁴ Document INQ2: Section 4 Statement of Reasons paragraph 1.16 and Section 5 Statement of Case paragraph 1.17

³⁵ Document LCC1 paragraph 4.20

Highways Alliance's Medium Schemes Framework (MSF3) to enable early contractual involvement to take place and the contract subject to the ability to terminate it following the early contractual involvement stage. If the Orders fail to progress the contract will be suspended pending decisions as to how to proceed in the future³⁶.

3.22 A financial review has been carried out by LCC. The review has shown that the estimated overall cost of the GSRR has increased to £102 million. LCC has spent £4.4 million on the construction of Phase 1 of the Scheme and is expected to spend an estimated £22.6 million on Phase 2. Phase 3 is expected to cost £75 million. The funding sources for the Scheme are set out below³⁷:

- 1) Grant funding of £33 million has been secured for the GSRR. These are outlined as follows:
 - a. A grant of £5 million has been allocated for the Scheme through HE's Growth and Housing Fund and the contract document was signed on 23 March 2018³⁸;
 - b. A grant of £16.1 million is allocated through a funding agreement between the Greater Lincolnshire Local Enterprise Partnership Limited (GLLEP) and LCC, which was signed on 6 July 2015³⁹;
 - c. A grant of 11.9 million was originally allocated as Local Transport Board (LTB) money. As the LTB no longer exists, the GLLEP has been expected to manage the funds⁴⁰.
- 2) LCC has committed to underwrite the balance £69 million of funding required to deliver the GSRR. LCC will be recovering these costs through Section 106 contributions, future funding bids and other commercial deals negotiated by it⁴¹.

3.23 The GSRR will be implemented by LCC. Subject to completing the relevant procedures to acquire the land, LCC intends to start work on site in the summer of 2019 in accordance with the planning permissions, subject to the successful outcome of the consideration of the Orders. The works for Phase 2 of the GSRR are currently programmed to take approximately 18 months from starting on site to completion and the works for Phase 3 are currently programmed to take approximately 3 years to complete⁴². There are no foreseeable barriers to the implementation of the GSRR and funds will be available to secure the GSRR⁴³.

³⁶ Document LCC1 paragraph 4.21

³⁷ Document LCC1 paragraph 13.1

³⁸ Document CD34

³⁹ Document CD28

⁴⁰ Document LCC1A Appendix A: letter from the GLLEP explaining the funding allocation

⁴¹ Document LCC1A Appendix B: letter from the Executive Director for Finance

⁴² Document LCC1 paragraph 13.3

⁴³ Document LCC1 paragraph 13.5

Statutory Tests for the CPO

- 3.24 There is a compelling case in the public interest for the CPO, given the support for the Scheme from a wide range of stakeholders and the lack of opposition to the principle of the Scheme.
- 3.25 LCC has addressed the implications arising from the Scheme in respect of the Human Rights Act 1998. The Human Rights Act 1998 incorporated the European Convention on Human Rights (the 'Convention') into domestic law. The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual. In resolving to make the Orders, LCC has carefully considered the rights of property owners under the Convention against the wider public interest. In light of the significant public benefit which would arise from the implementation of the Scheme, LCC has concluded that it would be appropriate to make the Orders. It does not regard the Orders as constituting any unlawful interference with individual property rights. Those parties, whose interests are acquired under the CPO, will be able to claim compensation under the relevant provisions of the Compensation Code⁴⁴.
- 3.26 The acquiring authority has a clear idea of how it intends to use the land acquired. The land acquisition justification relates exactly to the detail of the areas contained within the planning permission as applied for and granted. The proposals have been developed over a period of time dating back to 2013 when the full Scheme as an adjunct to the grant of consent for an earlier warehouse development was identified. That development has included an assessment of all the relevant circumstances and following the original Council resolution in 2013 and the original King 31 permission in 2008, the position has been re-examined and reconfirmed through subsequent resolutions, the most recent being in 2018. This proves that LCC has a very clear idea as to why the land is required.
- 3.27 In terms of demonstrating the existence of the resources required to carry out the plans within a reasonable timescale, planning permission exists for the Scheme and detailed design works for it will continue to fine tune the proposals in order to meet the planning conditions on the permission. Further, LCC is keen to progress the matter and has a target commencement date of Summer 2019, subject to the outcome of the Inquiry, in order to ensure that it falls within the funding arrangements that are in place.

Statutory Tests for the SRO

- 3.28 The SRO, as described in the Order taking into account the proposed modifications, provides for all the necessary alterations to the existing road network and creates the new means of access required. Shown on Sheet 1 of 2⁴⁵ are the alterations to the B1174, which will regularise the situation to reflect the position on the ground following the construction of Phase 1 of the Scheme some years ago. That is required to remove existing highway rights for them to be replaced to match the current road layout. All existing rights will be accommodated with that. At the same location the access

⁴⁴ Document LCC1 section 19

⁴⁵ Document LCCM12

arrangements to GMC's land will be removed and replaced in a very similar location to provide access to the land. That will, when taken with LCC's intentions to provide an off loading facility proximate to the land, address any safety considerations arising from that change given that the road will form part of the GSRR. Those arrangements have been accepted by GMC and have led to the withdrawal of its objection.

- 3.29 The remaining change on Sheet 1 is to the footpath arrangement for the footpath network. Footpath GRAN 13/1 will be interrupted by the embankment approaching the viaduct and accordingly the footpath will be diverted to the east along the access track to the balancing pond before running beneath the viaduct and then following the existing track to re-join the footpath network. That diversion is the most direct and shortest possible to maintain the network and, given that the footpath is such that it is used by people walking considerable distances, the increased length will not cause inconvenience. As such it meets the required test and there has been no objection raised in respect of it.
- 3.30 On Sheet 2 of 2⁴⁶ the alterations are mainly to Whalebone Lane and to the roundabout with the A52. Whalebone Lane will be closed from a point south of the new road to the point where it connects with the A52 as it will no longer be required because Whalebone Lane will connect directly into the GSRR and then link into the A52 roundabout. Those parts of Whalebone Lane not physically affected by the GSRR will be used to provide the necessary private means of access to the various fields currently accessed from Whalebone Lane. At the roundabout connection with the A52 the necessary alterations to allow for the connection will be made. There are no objections to any aspect of the SRO.
- 3.31 With regard to the A1 Trunk Road SRO, the public footpath which currently runs from Gorse Lane to the east of the A1 before travelling under the A1 through an underpass will need to be altered as a result of the construction of the southbound off slip roads. Given that the footpath network connecting with that footpath is located to the west of the A1, the diversion route for the footpath is to leave Gorse Lane west of the A1 and then to follow a route alongside the trunk road before connecting back into the footpath south of the new junction. That connection provides for a route that is more direct and of similar length but with potentially a more attractive outlook as it avoids the use of the underpass.

Objections

- 3.32 Objections were made but, given that they have been withdrawn, do not need to be dealt with. The agreements reached with those various parties by LCC, which led to their objections being withdrawn, have not changed the Scheme as proposed, other than in respect of plot 27 and plot 28 where a slight alteration has been brought forward following agreement with NR. None of the matters agreed with the various objectors would give rise to any difficulty in pursuing the Orders and nothing has created an impediment to the Orders being brought forward⁴⁷.

⁴⁶ Document LCCM13

⁴⁷ Alen Chanamoto in reply to a question by the Inspector at the Inquiry

- 3.33 The objections did not challenge the need for the Scheme, or the advantage it would bring in seeking to address the various objectives underlying the proposals. The objections did not challenge the traffic justification; they did not question the benefits that would arise; they did not question the route as selected or the design approach. In respect of each of the objectors the need for the Scheme and the benefit it would give appear to be recognised and accepted.

Modifications

- 3.34 As part of the preparation for the Inquiry, LCC has considered any matters brought to its attention which may require modifications to be suggested to the Orders. LCC has identified, in discussion with NR that plot 28 is no longer required for the Scheme and that a different approach can be followed⁴⁸. Some modifications have been proposed by LCC and the DfT has identified where some matters can be improved. These modifications have been identified in a letter to the DfT⁴⁹ in response to a letter from the DfT⁵⁰. A set of modified documents and plans has been provided at the Inquiry.

Conclusions

- 3.35 Following the objections being made, LCC has made great efforts to meet with and resolve the various matters raised by objectors to the Scheme. The result of that is that there are currently no remaining objectors registered against the Scheme, whether they are statutory or otherwise. This is an indication of there being a general acceptance of the Scheme, the need for it and the fact that LCC is seeking to promote it in the right place.
- 3.36 There are no known impediments to the Scheme progressing and funding is available. The cost of the Scheme has increased, which is a reflection that it has been costed more recently and the means by which it will be paid for has been explained.
- 3.37 All the necessary planning permissions that are required for the Scheme are in place and individually each identifies the purpose to which all the land to be acquired is to be put. The Orders before the Inquiry are, in effect, to provide the means that the planning permissions, part of which have already been implemented, are to be brought into effect. In circumstances where permission has been granted to reflect a proposal that has been identified through the Development Plan system and the detail is included in the relevant planning document the questions of need for the proposal are in effect already decided. This is the case in respect of the policy relating to the growth of Grantham which will not take place without the Scheme. There has been no challenge in relation to the need for the Scheme.
- 3.38 The decision is clear cut and should be strongly in favour of the Scheme being able to proceed at the earliest realistic opportunity.

⁴⁸ Document LCC1 paragraph 16.1

⁴⁹ Document CD46

⁵⁰ Document CD44

4 THE CASE FOR THE SUPPORTER

Buckminster

The material points⁵¹ were:

- 4.1 Buckminster has indicated its full support for the Scheme and has promptly agreed legal documents for the transfer of the majority of land required for Phase 2 and Heads of Terms for the transfer of the majority of land for Phase 3.

5 OTHER REPRESENTATIONS

Ronald Sheppard

The material points⁵² were:

- 5.1 Ronald Sheppard lives near the proposed route of the GSRR. His main concern is regarding pollution from the vehicles that would use the GSRR. The lie of the land would result in the pollution creating a long lasting harm to the health of members of his family who live in the valley that the GSRR would cross. The GSRR is expected to take an increase in the number of vehicles from that which it would remove from the centre of Grantham. Therefore the pollutant levels would increase and some of this would be taken by the air flows back into Grantham.

⁵¹ Document SUPP1

⁵² Document OBJ2

6 INSPECTOR'S CONCLUSIONS

6.1 Bearing in mind the submissions and representations I have reported, I have reached the following conclusions, reference being given in square brackets [] to earlier paragraphs where appropriate.

Side Roads Order (SRO)

- 6.2 In the case of the SRO, section 14 of the Highways Act 1980 requires it to be demonstrated that another reasonably convenient route is available or will be provided before the highway is stopped up.
- 6.3 I find that the modified SRO and the A1 Trunk Road SRO provide for all the necessary alterations to the highway network to enable the Scheme to proceed and ensure that the required means of access would be provided. Furthermore, I am satisfied that acceptable alternative routes would be provided for the PRowWs that would be affected by the Scheme. **[2.4 and 3.28 to 3.31]**
- 6.4 Based on the evidence provided and there being no remaining objections to the SRO, I find that reasonably convenient routes would be made available for all highways that are proposed to be stopped up. Therefore, taking account of the above, I conclude that all the SRO criteria are satisfied. **[3.30]**

Compulsory Purchase Order (CPO)

- 6.5 There are a number of considerations to be addressed in reaching my recommendations with regard to the CPO⁵³, namely there should be:
- A compelling case for acquisition in the public interest;
 - whether this justifies interfering with the human rights of those with an interest in the land;
 - whether the acquiring authority has a clear idea of how it intends to use the land which it is proposing to acquire;
 - whether the acquiring authority can show that all the necessary resources are likely to be available to achieve that end within a reasonable time-scale, including sources and timing of funding; and
 - whether the Scheme is unlikely to be blocked by any physical or legal impediments.
- 6.6 LCC has demonstrated that there is a need for the Scheme to address transport problems in Grantham town centre and future growth expectations for Grantham, particularly taking into account its status as a 'Growth Point' requiring 2 urban extensions and a town of sub-regional importance. I find that the proposed SQ SUE, which is a key element of the SKDC housing strategy, can only be fully facilitated by the delivery of the Scheme. Also, the Scheme is necessary to relieve Grantham town centre of the high traffic flows, and in particular HGVs, that it experiences on the A52 which forms a strategic route for east-west traffic and runs through the

⁵³ Document INQ4: Inspector's Note given to the parties at the Inquiry

- town centre. LCC has identified problems with the HGVs negotiating the low bridges within Grantham. This, together with the high traffic volumes at peak times, cause severe delays, especially when tall vehicles collide with the relatively low railway bridges. In addition, the removal of this traffic could contribute towards tackling the recognised air quality problems, and in particular within the identified AQMAs. **[2.4 and 3.6 to 3.19]**
- 6.7 I am satisfied that human rights and equality issues have been adequately considered by the acquiring authority. Given that there are no remaining objections from those with rights in the Order land, I find that any interference with Article 1 of the First Protocol or Article 8 of the Convention would be proportionate, justified and necessary in the public interest to secure the objectives of the Scheme. Furthermore, compensation may be claimed by persons whose interests in land have been acquired or whose possession of land has been affected if the CPO is confirmed. **[3.25]**
- 6.8 Taking account of the modifications to the CPO to remove Plot 28 and reduce the size of Plot 27, I have no evidence to show that the CPO would involve the acquisition of land or rights other than those necessary to implement the Scheme, and there have been no assertions to the contrary. I am therefore satisfied that the Order addresses no more land than is necessary, and the acquiring authority has a clear idea of how it intends to use the land. Budgetary provision has been approved and there is nothing before me to indicate that the estimated cost of the Scheme would not be able to be met by the funding sources identified by LCC. As such, I find that the Scheme would be able to be adequately funded, given that the cost estimates have been updated and LCC has assured me at the Inquiry that any overspend would be met by additional funds. I am satisfied that, if the Orders are confirmed, work would start soon after. **[3.21 to 3.23, 3.26, 3.27 and 3.32]**
- 6.9 Planning permission has been granted for all three phases of the Scheme and part of the Scheme has been constructed pursuant to a planning permission granted for a commercial development known as the King 31 Site. The evidence before me indicates that there would be no obstacles that would prevent the implementation of the necessary planning conditions, the necessary technical approvals have been given by HE and there are no permits, consents or licences required that would be withheld. Therefore, taking account of the lack of remaining objections to the CPO, I am satisfied that the Scheme is unlikely to be blocked by any physical or legal impediments. **[3.4, 3.9, 3.20 and 3.32]**
- 6.10 In the light of all the evidence, I consider that there is a compelling case in the public interest for the Scheme to proceed and that this outweighs the private loss involved in compulsory acquisition. I therefore conclude that all the CPO criteria have been satisfied. **[3.37]**

Slip Roads Order

- 6.11 The planning permission granted in respect of the connection with the A1 Trunk Road indicated that direct connections onto and off the A1 would be provided to enable an all movement junction to be created. The junction would ensure that anyone wishing to connect with the Scheme or to access the King 31 development site could do so from both north and south on the A1. I am satisfied that the Slip Roads Order is necessary to ensure that the slip roads would be provided as part of the Trunk Road Network in order to

achieve the required movement and to meet the requirements of the planning permission for the King 31 development. **[3.1, 3.4 and 3.5]**

Modifications to the SRO and CPO

- 6.12 Having considered the modifications proposed by LCC, I conclude that all the proposed modifications to the SRO and CPO are necessary to address concerns expressed by the DfT and to overcome objections by objectors, and in particular in relation to the CPO. Therefore, the Orders should be modified in accordance with the alterations identified in Documents CD44 and CD46 and the set of modified documents and plans. **[3.34]**

Objections

- 6.13 At the time of opening the Inquiry there were no remaining objections to the Orders and no new formal objections had been received in writing or orally at the Inquiry. There was one outstanding representation that had originally been considered as an objection but that party later confirmed that he was not objecting to the Orders. The main point that had been raised in the correspondence from that respondent was regarding the effect of pollution from the increase in traffic using the proposed GSRR. However, LCC has carried out air quality surveys to predict the change in air quality, and in particular NO₂ levels, in the vicinity of the Scheme and in Grantham town centre. This indicates that there would be benefits in the town centre and that there would not be any significant additional pollution caused at sensitive receptors along the proposed route of the GSRR. Therefore, I am satisfied that all objections to the Orders have been adequately addressed and that the other concerns expressed would be insufficient reason to justify not confirming the Orders. **[1.5, 3.16 and 5.1]**

Overall Conclusions

- 6.14 I am satisfied that there is a strong case for the Scheme to be implemented to improve the environment in Grantham town centre, both in terms of air quality and severance due to high volumes of slow moving traffic, and to facilitate the completion of necessary new development on the outskirts of Grantham, including additional housing and commercial and retail development. For these reasons, and having regard to the favourable BCR, I find that there is a compelling case in the public interest for the Order land's compulsory acquisition, which justifies interfering with the human rights of those with an interest in the Order land. Loss of any interest could be met by compensation. Therefore, I conclude that the Orders should be modified and the Orders so modified be confirmed. Also, the modified Slip Roads Order should be made as modified. I have had regard to all other matters raised, but they do not outweigh the conclusions I have reached and the recommendations that I make. **[3.19, 3.36 and 3.37]**

7 RECOMMENDATIONS

7.1 I recommend that:

Lincolnshire County Council (A52 Grantham Southern Growth Corridor – Grantham Southern Relief Road) (Classified Road) (Side Roads) Order 2018 be modified in accordance with Documents LCCM9, LCCM10, LCCM11, LCCM12, LCCM13 and LCCM14 and thereafter confirmed;

Lincolnshire County Council (A52 Grantham Southern Growth Corridor – Grantham Southern Relief Road) Compulsory Purchase Order 2018 be modified in accordance with Documents LCCM2, LCCM3, LCCM4, LCCM5, LCCM6, LCCM7 and LCCM8 and thereafter confirmed;

The A1 Trunk Road (Grantham Southern Growth Corridor) (Side Roads) Order 2018 be modified in accordance with Documents HEM1 and HEM2 and thereafter confirmed; and

The A1 Trunk Road (Grantham Southern Growth Corridor) (Slip Roads) Order 2018 be modified in accordance with Documents DFTM1 and DFTM2 and thereafter made.

M J Whitehead

INSPECTOR

APPENDIX A**APPEARANCES**

FOR THE ORDER MAKING AUTHORITY (LINCOLNSHIRE COUNTY COUNCIL)

Simon Randle	Of Counsel, instructed by Lincolnshire County Council, Highways England and the Secretary of State for Transport
He called	
Alen Chanamoto BEng(Hons) MCIHT PRNCE2 Practitioner PMQ	Senior Project Leader, Lincolnshire County Council
John Leggett BSc PGDip MSC MRTPI PIEMA	Associate Director, Environmental Assessment Management and Town Planning, WSP (UK) Ltd
Tobias Lewis MSc LLM CEnvH CSci MIOA MCIEH MIEnvSc MIAQM	Associate Acoustic Consultant, WSP (UK) Ltd
Derek May IEng MICE	Principal Engineer, WSP (UK) Ltd
Bethan Tuckett-Jones BSc PhD CEnv MIAQM MIEnvSc	Head of Air Quality, WSP (UK) Ltd
Ian Turvey BSc MSc MCLT MIEnvSc	Technical Director, WSP (UK) Ltd
Mark Whitfield BSc(Hons) PGDip MCIHT	Associate, WSP (UK) Ltd
Andrew Williams BA(Hons) GradDip CMLI	Associate Director, Environmental Business Unit, WSP (UK) Ltd

APPENDIX B**DOCUMENTS**

	Inspector's Inquiry Documents
INQ1	Pre-Inquiry Note
INQ2	Inspector's Dossier
INQ3	Attendance List for meeting on 4 December and for the Inquiry
INQ4	Inspector's Note for Statutory Tests, submitted by the Inspector at the Inquiry
	Policy and Legal Documents
CD1	Highways Act 1980
CD2	Acquisition of Land Act 1981
CD3	National Planning Policy Framework
CD4	South Kesteven Local Plan
CD5	Grantham Growth Point Second Local Transport Plan 2006/7 to 2010/11 dated March 2006
CD6	Grantham Southern Relief Road Outline Business Case
CD7	Section delegation 6 agreement dated 12 February 2018 between Department for Transport and Lincolnshire County Council
CD8	Section delegation 6 agreement dated 19 February 2018 between Highways England and Lincolnshire County Council
CD9	Local Development Framework for South Kesteven Core Strategy adopted 5th July 2010
CD10	Greater Lincolnshire Local Enterprise Partnership Strategic Economic Plan
CD11	Grantham Growth Point Programme of Development
CD12	The 4th Lincolnshire Local Transport Plan
CD13	Transport Strategy for Grantham (2007 to 2021 and beyond)
CD14	The Grantham Town Centre Masterplan
CD15	2015 Screening and Assessment Report
CD16	Highways and Traffic Guidance Note HAT 34 (Design Standards and Departures for Highway Schemes)

CD17	Road Classification Policy for Lincolnshire
CD18	Lincolnshire County Council Executive approval dated 3 January 2018
CD19	Lincolnshire County Council decision of Executive Director for Environment and Economy dated 26 February 2018
CD20	Southern Quadrant Masterplan
	Planning Application Documents
CD21	Planning Application for the A1 Junction and King 31 Site: phase 1 and of the Scheme S08-0448
CD22	Planning Application for the B1174 to A52 Roundabout: phase 3 of the Scheme.s13-0775
CD23	S14-1389: approval of pre-commencement details relating to conditions 2, 3, 8, 18 and 22 on planning permission S08-0448
CD24	S14-3560: approval of details reserved by condition 3 on planning permission S08-0448
CD25	S15-0727: non-material amendment to roundabout geometry on planning permission S08-0448
CD26	S15-2101: Section 73 application to amend conditions 2 and 11 of planning permission S13-0775
CD27	PL 0027 16: approval of proposed new GSJ on A1
	Funding Documents
CD28	Grant Funding Agreement Grantham Southern Relief Road
	Other Core Documents
CD29	Technical approval from Highways England
CD30	S17-2162 Hybrid planning application for the Grantham Designer Outlet Village
CD31	S17-1045 application for commercial units for land to the north of Tollemache Road North, part of the King 31 Commercial development
CD32	Grantham Southern Quadrant Link Road Transport Assessment March 2013 and Transport Assessment Spitalgate Development, Grantham Lincolnshire
CD33	Grantham Southern Quadrant Link Road -Route Appraisal and Justification Statement — March 2013

CD34	Agreement relating to grant for execution of highway works on the A1 at Spitalgate for the construction of a grade separated junction
CD35	Road Safety Audits for phases 1, 2 and 3
CD36	Design Manual for Roads and Bridges (DMRB)
CD37	National Planning Policy Framework July 2018
CD38	Transport Strategy for Grantham Progress Review 2014
CD39	Spitalgate Heath Sustainable Urban Extension TA (2014)
CD40	Grantham Southern Quadrant Link Road - Local Model Validation Report (2013)
CD41	Grantham Southern Quadrant Link Road - Forecasting Report (2013)
CD42	TAG Unit M3-1 Highway Assignment Modelling (Transport Analysis Guidance), Department for Transport (2014)
CD43	TAG Unit A2.3 Transport Appraisal in the Context of Dependent Development (Transport Analysis Guidance), Department for Transport (2014)
CD44	Letter, dated 1 November 2018 from the Department for Transport to Lincolnshire County Council with comments regarding the Orders
CD45	Letter, dated 29 November 2018 from Lincolnshire Legal Services in response to the comments in the letter, dated 1 November 2018 from the Department for Transport
CD46	Updated Letter, dated 17 December 2018 from Lincolnshire Legal Services in response to the comments in the letter, dated 1 November 2018 from the Department for Transport
	Lincolnshire County Council Documents
LCC1	Alen Chanamuto proof of evidence
LCC1A	Alen Chanamuto – appendices to proof of evidence
LCC1/Errata	Alen Chanamuto– Errata Note, dated 4 December 2018
LCC2	David Steventon proof of evidence
LCC3	Rebecca France proof of evidence
LCC4	Samantha Pinnock proof of evidence
LCC5	Unused
LCC6	John Leggett proof of evidence

LCC6A, LCC6B & LCC6.0	John Leggett – appendices to proof of evidence
LCC7	Tobias Lewis proof of evidence
LCC7A	Tobias Lewis – appendices to proof of evidence
LCC8	Derek May proof of evidence
LCC8A	Derek May – appendices to proof of evidence
LCC9	Bethan Tuckett-Jones proof of evidence
LCC9A	Bethan Tuckett-Jones – appendices to proof of evidence
LCC10	Ian Turvey proof of evidence
LCC10A	Ian Turvey – appendices to proof of evidence
LCC11	Mark Whitfield proof of evidence
LCC11A	Mark Whitfield – appendices to proof of evidence
LCC12	Andrew Williams proof of evidence
LCC12A	Andrew Williams – appendices to proof of evidence
LCC13.OBJ1	Response to objections made by Network Rail
LCC13.A.OBJ1	Response to objections made by Network Rail appendices 1-5
LCC13.OBJ4	Response to objections made by Western Power Distribution (West Midlands) plc
LCC13.OBJ5	Response to objections made by Grantham Motor Company Limited
LCC13.A.OBJ5	Response to objections made by Grantham Motor Company Limited appendix 1
LCC14	Opening remarks on behalf of Lincolnshire County Council in respect of the Grantham Southern Relief Road- the GSRR
LCC15	Final remarks in respect of the GSRR on behalf of Lincolnshire County Council
	Supporter's correspondence
SUPP1	Letter of support, dated 30 November 2018, from Buckminster
	Objector's correspondence
OBJ1	Letter, dated 30 November 2018, from Network Rail regarding the withdrawal of the objection by Network Rail (Objector 1)

OBJ2	Copy of email, dated 4 July 2018, with an attached letter, dated 23 June 2018, clarifying that the previous correspondence was not meant as an objection (Objector 2)
OBJ3	Copy of email, dated 7 December 2018, regarding the withdrawal of the objection by Zurich Assurance Ltd (Objector 3)
OBJ4	Letter, dated 7 December 2018, from Geldards regarding the withdrawal of the objection by Western Power Distribution (West Midlands) plc (Objector 4)
OBJ5	Copy of email, dated 28 November 2018, regarding the withdrawal of the objection by Grantham Motor Company Limited (Objector 5)
	Modifications to the Orders
LCCM1	Email, dated 17 December 2018, to the Department for Transport enclosing modified Orders and Plans
LCCM2	GSRR Compulsory Purchase Order modified with Department for Transport amendments
LCCM3	GSRR Compulsory Purchase Order Table 1 modified with Department for Transport amendments
LCCM4	GSRR Compulsory Purchase Order Table 2 modified with Department for Transport amendments
LCCM5	Modified Compulsory Purchase Order Key Plan
LCCM6	Modified Compulsory Purchase Order Plan 1
LCCM7	Modified Compulsory Purchase Order Plan 2
LCCM8	Modified Compulsory Purchase Order Plan Folio
LCCM9	GSRR Side Roads Order modified with Department for Transport amendments
LCCM10	GSRR Side Roads Order schedule modified with Department for Transport amendments
LCCM11	Modified Side Roads Order Key Plan
LCCM12	Modified Side Roads Order Plan 1
LCCM13	Modified Side Roads Order Plan 2
LCCM14	Modified Side Roads Order Plan Folio
DFTM1	Department for Transport section 10 Slip Roads Order with proposed amendments
DFTM2	Modified Department for Transport Slip Roads Order Plan
HEM1	A1 Side Roads Order with Department for Transport amendments

HEM2	Modified Highways England A1 Side Roads Order Plan
	Notification Document
NOT1	Letter, dated 17 December 2018, and attachments showing compliance with The Compulsory Purchase (Inquiries Procedure) Rules 2007 Rule 11 and The Highways (Inquiries Procedure) Rules 1994 Rule 20

APPENDIX C**ABBREVIATIONS**

A1 Trunk Road SRO	The A1 Trunk Road (Grantham Southern Growth Corridor) (Side Roads) Order 2018
AQMAs	Air Quality Management Areas
BCR	Benefit Cost Ratio
(the) Convention	(the) Convention for the Protection of Human Rights and Fundamental Freedoms
CPO	Compulsory Purchase Order
DfT	Department for Transport
GLLEP	Greater Lincolnshire Local Enterprise Partnership Limited
GMC	Grantham Motor Company Limited
GSRR	Grantham Southern Relief Road
HE	Highways England
HGV(s)	Heavy Goods Vehicle(s)
km	kilometres
LCC	Lincolnshire County Council
LTB	Local Transport Board
m	metres
NO ₂	Nitrogen Dioxide
NR	Network Rail
PRoWs	Public Rights of Way
(the) Scheme	Grantham Southern Relief Road
SKDC	South Kesteven District Council
SofS	Secretary of State for Transport
SQ	Southern Quadrant

sqm	square metres
SRO	The Lincolnshire County Council (A52 Grantham Southern Growth Corridor – Grantham Southern Relief Road) (Classified Road) (Side Roads) Order 2018
SUE(s)	Sustainable Urban Extension(s)
WPD	Western Power Distribution (East Midlands) plc

