

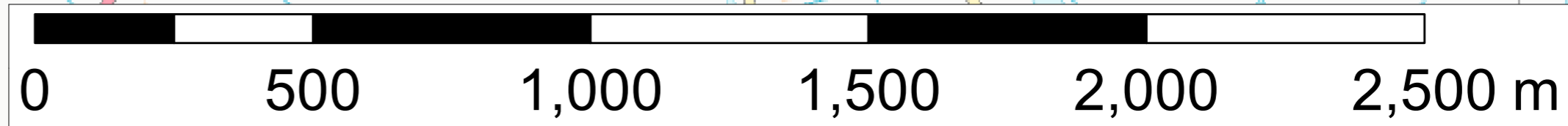
Quantum of Development

| Reference | Name | Pre 2036 | Post 2036 |
|-------------|--|----------|-----------|
| Mon005 | Land south of Horseshoe Road | 88 | - |
| Stm004 | Land east of Spalding Common | 140 | - |
| Stm010 | Land west of Spalding Common | 63 | - |
| Stm028 | The Elders | 108 | - |
| Pin024 | Vernatts Drain SUE | 1088 | 2200 |
| Mon008 | Land north of Bourne Road; | 434 | - |
| Pin045 | Land to the west of Spalding Road, Pinchbeck | 676 | - |
| H16-0571-09 | Holland Park SUE | 1914 | 336 |

Key

- Section 1
- Section 5
- Section 2 to 4 Route Options**
- Route Option 4: West Alignment
- SWRR Safeguarded Corridor
- Proposed Education Facilities
- Local Plan Allocated Site
- Committed Development Site

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To Mr Andy Gutherson, Executive Director for Place at Lincolnshire County Council.

Ref. letter sent on the 11th Dec 19 (AG/SWRR/LH)

We are writing as resident's at 239 Bourne Road to challenge and object to the proposed Trojan Wood Route (Option 4) for the Spalding Western Relief Road, as this will have a direct negative impact on our home environment.

The previous route option 3, was challenged by nearby residents, whose homes were to be demolished in the planned route construction, which also gave us great concern and stress due to the impact to us. This option 3 has now been dismissed.

This stress and hardship has now increased for us, as the direct impact has now been transferred to us, and as you can understand, we are not in agreement with this option 4 – Trojan Wood Route and will fight it to the bitter end.

See below points which will now impact us directly:

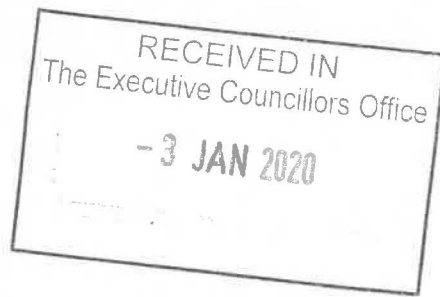
- Access issues in and out of our property 239 Bourne Road, due to close proximity of the planned roundabout.
- Increased noise pollution from new road, due to predominantly western winds.
- Car exhaust pollution increased due to cars stopping/standing and accelerating to/from the proposed roundabout.
- The new proposed road will promote speeding past our house - We already suffer the irresponsible drivers speeding down Bourne road, and Bourne Road is currently only 40mph. At night Bourne Road is like race track, especially at the weekends.
- View / outlook – The view from our front and rear garden is currently of open fields with uninterrupted views of the sunset. The new road proposal would blight our view from both aspects (Front and rear)
- Impact on nature - we currently have the joy of Deer, Pheasants, Badgers, Egrets, Rabbits, Cranes, ducks and Red Kites in and around our garden, but this will be massively impacted as their habitat will be affected or at worst destroyed.
- Public Right Of Way – A public path that is located opposite Trojan Wood will be affected/re-routed/removed, we use public right of way nearly daily, as do many dog walkers etc.
- Property value depreciation
 - Views affected from front and back gardens
 - All of the points above will impact the value

We would like the County Council Executive to re-examine this proposal, reference our points above, and would like confirmation that our objections are discussed and considered seriously in this meeting.

Regards,

Mr & Mrs Dowland

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259 Bourne Road

SPALDING

Lincs PE11 3LW

31st December 2019

Councillor M J Hill Esq OBE

Lincolnshire County Council

County Offices

Newland

LINCOLN LN1 1YL

Dear Mr Hill

SPALDING WESTERN RELIEF ROAD

We write as residents of Bourne Road and have concerns regarding the above Relief Road. We visited Spalding Council Offices earlier in the year and spoke to a planning officer and were given to understand that our property was outside the safeguarded road corridor and that our property would not be affected by the proposed road.

We now understand that following the Highways and Transport Scrutiny Committee meeting on 9th December that Route Option 4 (Trojanwood) was recommended as the proposed route. Apparently although this route is feasible at present, this is not the route that is being recommended to the Executive on 7th January as Route Option 3 (Central Route) is the recommended route. If the Trojanwood route is taken forward as an alternative route then the Lincolnshire County Council will need to seek further legal advice and that there are planning issues as the route is outside of the South East Lincolnshire Local Plan identified Safeguarding Corridor. What is the point of having a safeguarded corridor if the goalposts can be moved?

As regards the Route Option 3 (Central Route), the residents involved found out about this route in February and have been able to campaign against it since that time. However, residents such as us only found out about the proposal to go for Route Option 4 (Trojanwood) on 9th December. Why have we not been given the same amount of time to argue against this route? We have had little warning and this is not a fair situation.

We are both in our 70's and this is causing us great anxiety particularly in the light of the fact that we were told that the road would not be going anywhere near our property.

/.....

Surely a good route would be through the existing allotment site and the GMK site alongside the allotments. There would be no necessity to take out any residential properties on Bourne Road. We are led to believe that GMK would be happy to move and have in fact looked at another property. We heard that there is a proposal to build a school adjacent to Monks House Lane. There is already much congestion with the Pennygate School and building another school so near would create an even greater problem with school buses, etc. There is sufficient land to move the school to a better position.

Another aspect here is the wildlife. We know there are badgers in this area and water voles.

There are still questions unanswered and we hope therefore that you will consider our comments very carefully and that the Committee will come to a logical and practical decision.

Yours sincerely

Adrian and Sally Fordham

P.S. This letter was taken to the post office but their computers were down so we were unable to send it on 31st December. However, we have just seen the media article which states that the Executive is expected to rubber stamp the December 9th recommendation of the Highways and Transport Scrutiny Committee. This is a presumption as there are several issues to consider with the Trojanwood route, particularly as this route is outside the Local Plan. The properties around this site are going to experience disruption and there is also the question of pollution. If this route goes ahead then will we be compensated. This is looking like a foregone conclusion before the meeting has even taken place and this is not a fair situation.

Your Ref: AG/SWR/14

239A Bourne Rd

Spalding, Lincs

PE11 3LW

Mr. A. Guttererson

Lincs C. C.,

Newland, Lincs

Mr Guttererson,

Re. SWRR - Route Option 4

Thank you for your letter informing that in 3 wks time you will decide which route you will progress with!

3 weeks?

Suddenly, (very latently)! you are communicating with us - we've had no chance (or time) ~~£~~ for consultation as did the homeowners on the central route!
No time at all!

Is it a surprise that people will complain? Are you just going to waive the unsecured corridor bit?, and squeeze it in? Are you going to bulldoze the public footpath?

At the first village meeting, borne out of shock at not being informed from the start - a woman (who lives ^{well} away from

Trojan) suggested this, and you seem to have desperately latched on to this not professional? - no!

I have lived at the same address for 48 yrs - with lovely views to back and front.

If this comes to fruition I'll have a road at the back and 2 roads at the front!

Why can't it be done away from peoples' homes?

Broadgate Builders? Money?

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It has been very badly handled from the beginning.

I am so upset - I am not supported!

Yours faithfully,

I have written to my local councillor and MP John Hayes since receiving your letter - no reply.

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Spalding Western Relief Road (SWRR)

Executive

7th January 2020

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Background

The Spalding Western Relief Road (SWRR) will be a 6.5km road linking the A1175 and A16 to the south and east of Spalding, to the B1356 Spalding Road to the north of Spalding, via the B1172 Spalding Common.

SWRR is a strategic infrastructure project essential to delivering the growth of Spalding and required to address the strategic transport connectivity around the town as well as addressing specific transport problems within Spalding. These strategic ambitions are set out in the SELLP formally adopted on the 8th March 2019.

The proposal for the scheme is to deliver a 7.3m wide all-purpose single carriageway road in five sections, as follows:

Section 1: Spalding Common to Holland Park (Southern Connection)

Section 2: Holland Park to Bourne Road

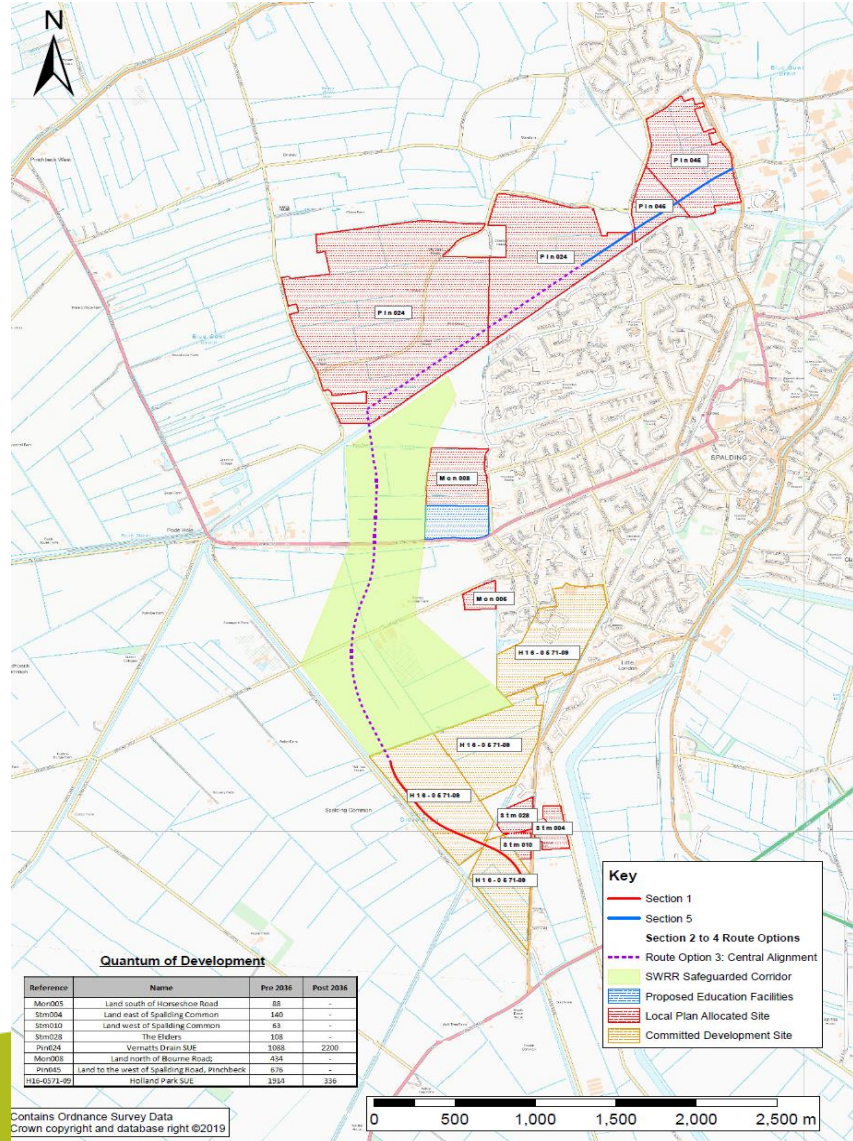
Section 3: Bourne Road to North of Vernatt's Drain

Section 4: North of Vernatt's Drain

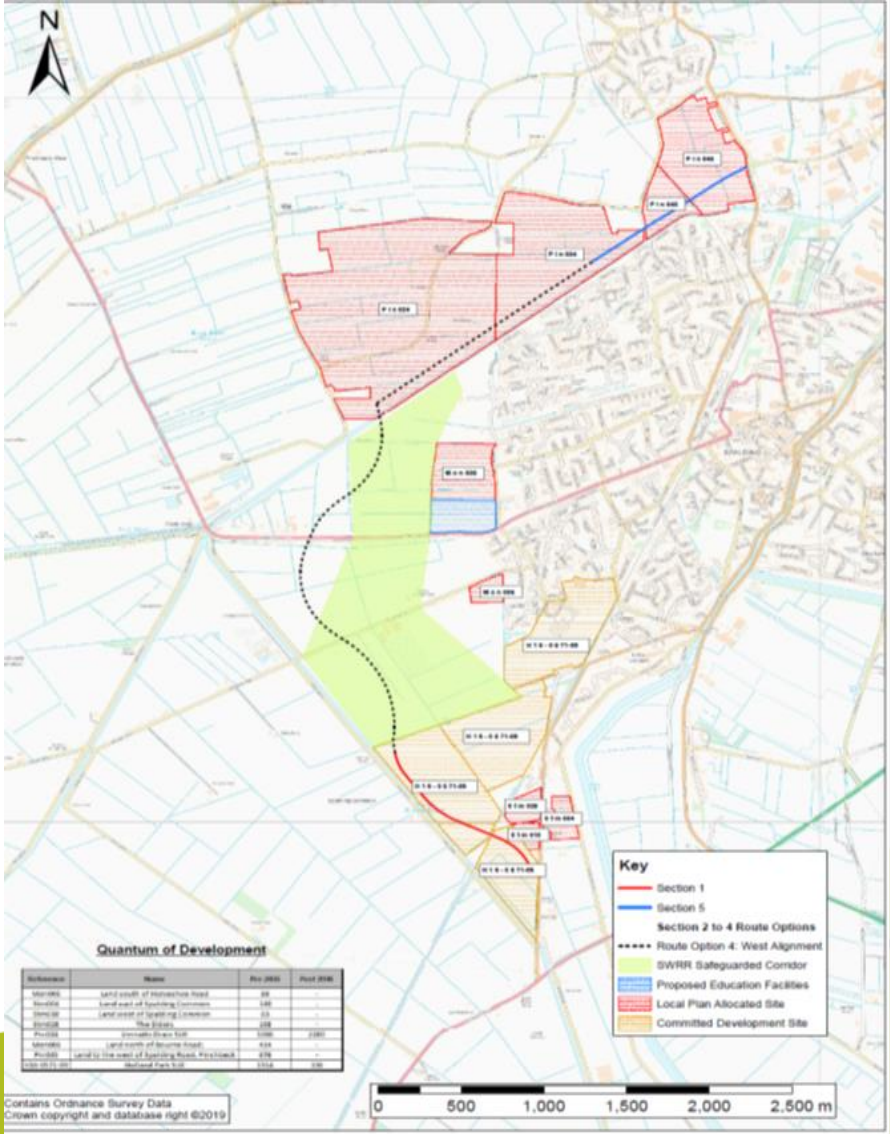
Section 5: North of Vernatt's Drain to Spalding Road (Northern Connection)

Sections 5 and 1 are currently proposed to be taken forward at this stage with Sections 2 - 4 in lifespan of SELLP.

Recommended Route Option 3 – Central



Alternative Route Option 4 – Trojan Wood



Alternative Route Option 4 – Trojan Wood

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Priority Rankings

| Aspect | Route Option 3 Central | Route Option 4 Trojan |
|------------------------|---------------------------|---------------------------------------|
| Highway Design | | |
| Transport Planning | | |
| Drainage | | |
| Land Ownership | | |
| Planning | | |
| Environment | | |
| Landscape | | |
| Outturn Cost | £40.75m | Additional £2.2m to Route Option 3 |
| Residential Properties | 9 Properties | Possible Frontages |
| Commercial Properties | 0 | Up to 2 |

Both Routes 3 and 4 score closely with different benefits and drawbacks but both are feasible in meeting SWRR objectives

Alternative Route Option 4 – Trojan Wood Highway Design - Constraints

Route Option 4 scores less well than Route Option 3 on highway design grounds. This is principally because a number of constraints require mitigating measures when detailed design takes place. These include:

- The angle of the crossing on Bourne Road
- The number of drains that need to be crossed
- Ecological mitigation to reflect the presence of wildlife in the area

The overall effect is to make Route Option 4 a less efficient highways alignment when compared with Route Option 3.

However, Route Option 4 represents a safe and viable solution in providing a route which meets the overall scheme objectives.

Alternative Route Option 4 – Trojan Wood Planning

- **Safeguarded Corridor** The Trojan Wood route diverts outside the safeguarded corridor in its central sections. This means it is less attractive in planning terms than if it was contained wholly within the safeguarded corridor.

However:-

- County Council Planning have stated that this does not mean the Trojan Wood route would not gain planning approval and that any planning application would be dealt with on its individual merits as well as impacts on policies including NPPF, SELLP and other local policies including the LTP and Spalding Transport Strategy.
- Before planning approval is sought on the central sections there will have been at least one review of the SELLP with no reason to believe the route of Option 4 would not be protected in future versions of the Local Plan.

Alternative Route Option 4 – Trojan Wood Cost

The cost of Route Option 4 exceeds that of Route Option 3 by £2.2m. This represents a difference in the total estimated cost of the scheme as a whole of 2.18%

Developer contributions are expected to make a significant contribution to the costs of the Scheme. If the Council needed to find the Additional £2.2m it would be within the bounds of affordability of the Council's capital programme

The degree of detailed design on Route Option 4 is limited at present and less than for Route Option 3 but the costings represent the best estimate possible at this stage and afford a sound basis for comparison between the two route options.

Alternative Route Option 4 – Trojan Wood Residential and Commercial Properties

Residential Properties are affected on both route options. In the absence of detailed design work the precise impact is not known. However it is known that on Route Option 3 up to 9 properties would need to be demolished or will be directly affected as a direct consequence of them being in the line of the route.

For Route Option 4, no residential properties would require to be demolished and no residential properties are affected by the line of the new road itself. However, realignment of the existing Bourne Road where it meets the new road will impact on some frontages.

Alternative Route Option 4 – Trojan Wood Residential and Commercial Properties

The direct impact of Route Option 4 is on the Trojan Wood commercial operation which would require demolition. Initial discussions with Trojan Wood have taken place concerning possible relocation.

The greatest impact on residential properties will take the form of some requirement to acquire land on the frontage of some properties. This is the kind of impact that any realignment or road widening scheme could have on properties next to the road.

Representations against the choice of Route Option 4 have been received from residential properties potentially affected by the route. As with all schemes reasonable steps would be taken at detailed design stage to minimise the impact of the new road on adjacent properties

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Agenda Item 6

02 JANUARY 2020

UPDATE TO THE COUNCIL BUDGET 2020/21

This briefing paper provides an update on the 2020/21 budget following the publication of the Provisional Local Government Finance Settlement 2020/21 on 20 December 2019. The Council Budget report to the Executive on 7 January 2020 was prepared prior to this date so this information should be read in conjunction with that report. The impact of this information on the Council's budget proposals is set out below.

Provisional Local Government Finance Settlement 2020/21

The funding the County will receive from government next year is largely in line with the funding proposals outlined in the Local Government Finance Settlement 2020/21 Technical Consultation released on 9 October 2019. There are some instances where the inflation allowed for in our modelling was higher than that given in the Provisional Settlement.

The table below shows the 2020/21 major funding streams from government, both as originally budgeted for in the Medium Term Financial Plan (MTFP), and as announced on the 20 December 2019 with the difference between the two. This shows a total decrease in funding of £0.4m compared to the funding assumed in the MTFP.

Changes in Funding following Provisional Finance Settlement 2020/21

| | MTFP 2020/21 | Provisional Settlement 2020/21 | Difference |
|--------------------------------|--------------|-----------------------------------|------------------|
| | £ | £ | £ |
| Business Rates Top-up Grant | 91,455,555 | 91,302,226 | - 153,329 |
| Revenue Support Grant | 20,501,089 | 20,466,718 | - 34,371 |
| Rural Services Delivery Grant | 7,059,753 | 6,934,924 | - 124,829 |
| New Homes Bonus | 2,182,413 | 2,091,292 | - 91,121 |
| Social Care Support Grant | 14,731,549 | 14,731,468 | - 81 |
| Total Change in Funding | | | - 403,731 |

Council Tax

The Provisional Settlement confirmed that Councils with adult social care responsibilities can again raise an additional council tax precept in 2020/21 of up to 2%. The core level of council tax which can be levied prior to triggering a referendum was confirmed at 2.0% for next year. This means that council tax can be increased for next year by up to 4.0% without holding a referendum. Our budget proposals include a council tax increase of 3.5% for 2020/21 (2.0% adult social care precept plus 1.5% core council tax).

Impact on the Budget Proposals for 2020/21

We have taken the opportunity to revise the contribution to General Reserves next year from £200,000 to £150,000 so that the level of General Reserves in 2020/21 will be aligned to the financial risk assessment carried out in October 2019. The shortfall arising from the funding announced in the Provisional Settlement, net of the change to the contribution to General Reserves, will be met by reducing our contribution to the Development Fund. As a result of this and the funding changes outlined above, our overall budget position for 2020/21 remains balanced as follows:

Impact on Budget 2020/21

| | £ |
|--|-----------|
| Budget Position 2020/21 per Budget Report Executive 7 January 2020 | - |
| Change in Funding per Provisional Settlement | - 403,731 |
| Reduction in Contribution to General Reserves | 50,000 |
| Reduction in Contribution to Development Fund | 353,731 |
| Revised Budget Position 2020/21 | - |

The contribution to the Development Fund will now be £1,446,722 (reduced from £1,800,453). This revised figure, added to the £10.180m which will be transferred to the Development Fund from Earmarked Reserves which are proposed to be released, gives a total amount for the Development Fund of £11.627m. This is sufficient to fund the Development Initiatives shown in Appendix G to the Budget Report, which total £11.310m.

Table A in the Budget Report is set out below, taking account of the changes outlined above:

| SUMMARY REVENUE BUDGET | 2020/21 £m |
|---|----------------|
| EXPENDITURE: | |
| Net Base Budget | 461.283 |
| Cost Pressures (<i>including inflation</i>) | 44.123 |
| Savings & Additional Income | -14.842 |
| Other Movements (PH Grant & BCF Grant) | -1.221 |
| Total Expenditure | 489.343 |
| Use of Reserves | - |
| Contribution to Development Fund | 1.447 |
| Transfer to/from General Reserve | 0.150 |
| Budget Requirement | 490.940 |
| INCOME: | |
| Business Rates Local Retention | 121.965 |
| Revenue Support Grant | 20.467 |
| Other Grants | 34.141 |
| County Precept | 314.367 |
| Total Income | 490.940 |

Any further changes arising i.e. from budgetary figures supplied by the District Councils at the end of January or from further announcements relating to other grants not covered by the Provisional Settlement, will be reflected in the next Budget Report to the Executive on 4 February 2020.

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