

# Spalding Western Relief Road (SWRR)

**Executive**

**7<sup>th</sup> 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 8<sup>th</sup> 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

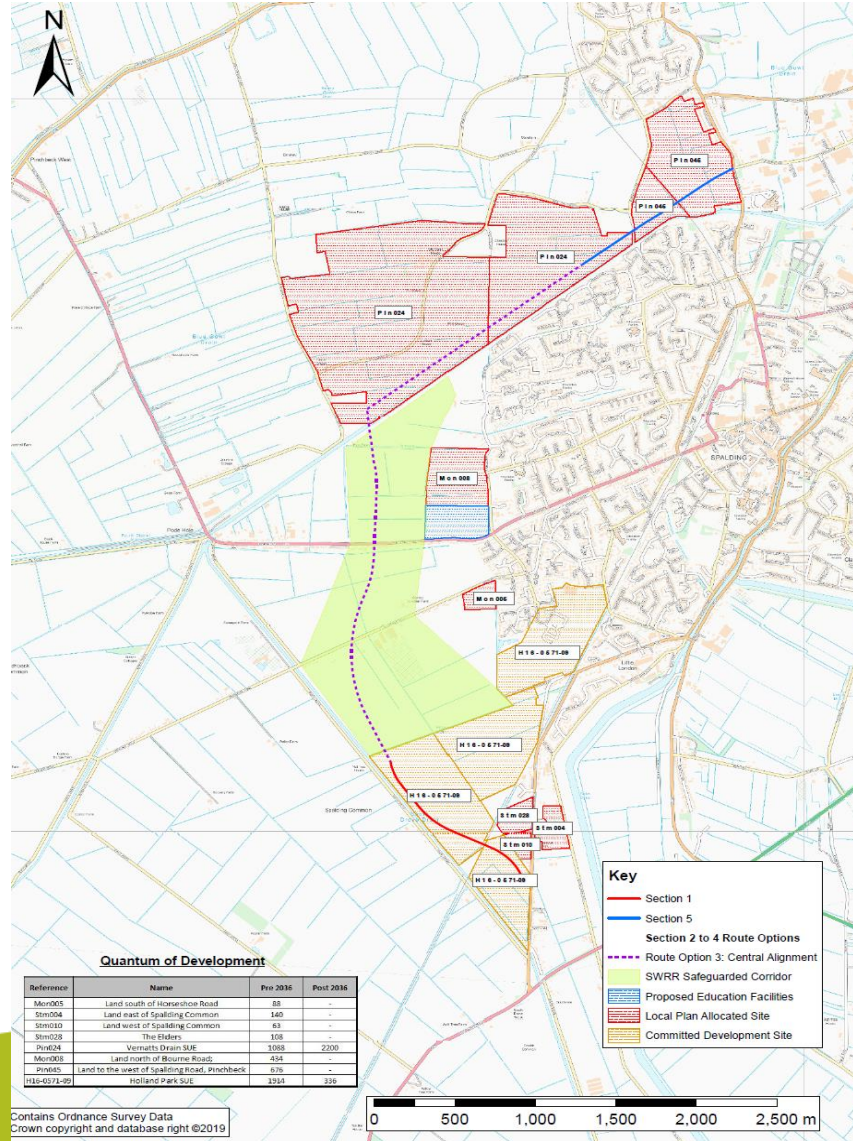
Section 3: Bourne Road to North of Vernatt's Drain

Section 4: North of Vernatt's Drain

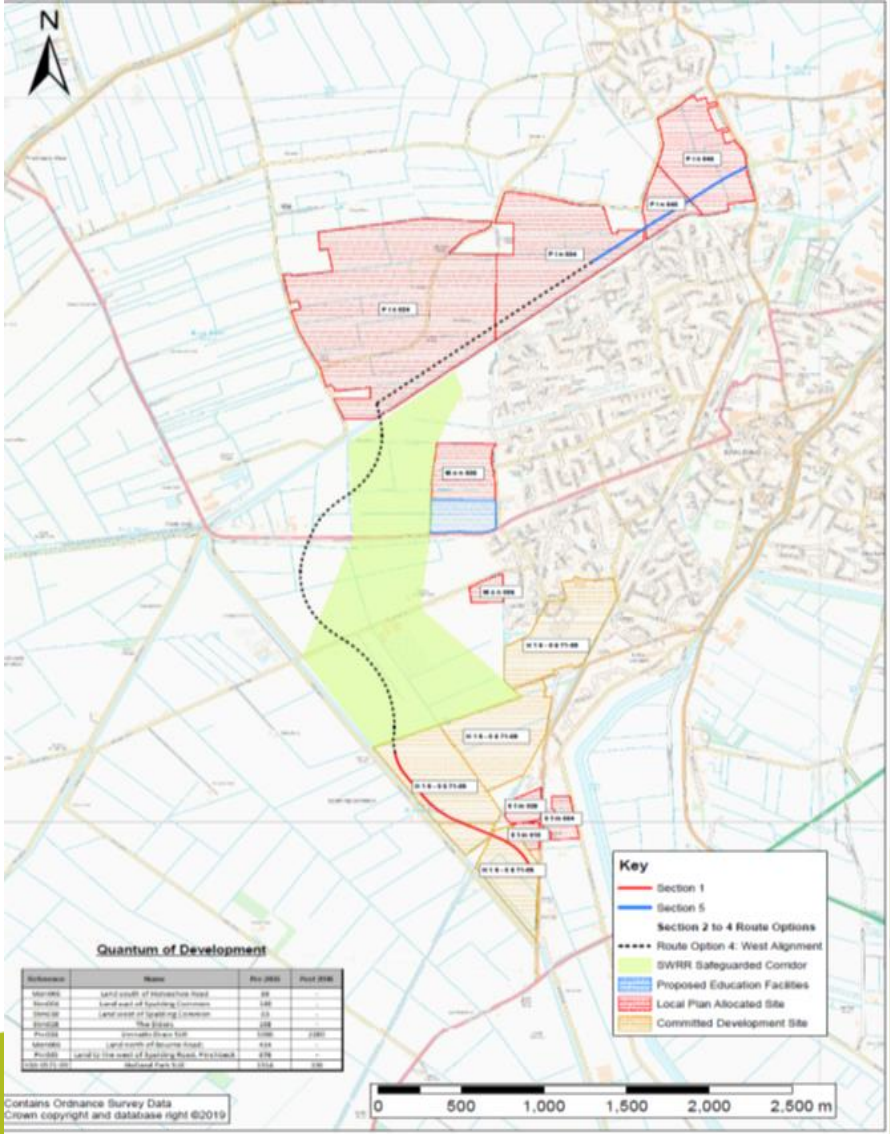
Section 5: North of Vernatt's Drain to Spalding Road (Northern Connection)

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



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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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