

Minutes of the Pinchbeck Parish Council meeting held 19:30hrs Monday, 27 November 2023 at the Pinchbeck Community Hub & Library.

Present: Cllr James Avery (chair), Cllr Andy Chamberlain (from 19:43hrs), Cllr Geoff Garner, Cllr Audrey Gregory, Cllr Sam Jeffery, Cllr Terry Moore, Cllr Peter Ruysen, Cllr John Smith, Cllr Ben Sear, Cllr Philip Tweddell, Cllr Oliver Wood, Mr Robert Smith (clerk), one member of the press, eleven members of the public.

Absent: Cllr Lynne Andrew, Cllr Emma Beavis, Cllr Dean Roizer, Cllr Ann Savage,

23.124. Cllr Andrew, Cllr Beavis, Cllr Roizer, Cllr Savage, Dist. Cllr Slade, and Dist. & County Cllr Sneath gave their apologies for absence.

23.125. There were no declarations of disclosable interest, nor requests for dispensation.

23.126. Members of the public made the following representations.

01. Members of the WI said that the group would be celebrating one hundred years of the WI in Pinchbeck 11 December 2023. Therefore, WI members would not be able to attend the next Parish Council meeting that evening.
02. A member of the public gave a presentation calling for LCC (Lincolnshire County Council) to reduce the speed limit on Glenside South, and to decide on an alternative route for the proposed Western Relief Road (see appendix 3).

19:43hrs Cllr Chamberlain joined the meeting.

23.127. The Council **resolved** to approve the minutes of the 07 November 2023 Parish Council meeting.

23.128. Chairman's Report

01. The chairman handed a cheque to the Parish Council for £247.55. This amount was left over from funds raised by the WI for the Village Sign.
02. The chairman presented a memorandum from WI President M. J. Moyses, recording the transfer of the sign's ownership from the WI to the Parish Council (see appendix 2).

23.129. Clerk's report / matters arising not on the agenda.

01. The clerk reported:
 - i. Planning comments had sent to SHDC (South Holland District Council), as resolved.
 - ii. Information on the Parish Council's website had been updated.
 - iii. The Christmas tree was due to arrive 10am Wednesday. Cllr Garner and Cllr Smith volunteered to help with the tree's installation. The PC would be providing sausage rolls.
 - iv. Permission was being sought from LCC for the installation of a Barbara Camps memorial bench, donated by the Herring Lane Bakers.
 - v. The grass cutting, hedge cutting, and tree maintenance tender had been sent out to contractors, published on the PCC website, and published on the Governments Contract Finder website.

23.130. Financial matters.

01. The Council **resolved** to approve November 2023 payments (see appendix 1).

23.131. Correspondence.

01. SHPVCS (South Holland Parish Voluntary Car Service) Autumn updates newsletter.
02. The clerk had replied to a note of thanks for help with the Remembrance Day Parade, received from the Royal British Legion.
03. Information on the AED (Automated External Defibrillators) fund from Sir John Hayes CBE MP.
04. LALC (Lincolnshire Association of Local Councils) November Training Bulletin. Cllr Smith would attend a councillor induction course via Microsoft Teams, 6pm Tuesday 6 February 2024.
05. The Council **resolved** for Cllr Gregory & Cllr Smith attend a PCC (Police & Crime Commissioner) Parish Council Engagement Session on behalf of the Parish Council. via Microsoft Teams 6pm Tuesday 12 December 2023.

23.132. Planning applications.

01. H14-0995-23 Tree works near Cuckoo Bridge. The Council **resolved** to make no comment.

- 23.133. The Council noted South Holland Planning decisions, as circulated with the agenda.
- 23.134. To consider Highways' matters and traffic strategy.
01. In response to the representation for a speed reduction on Glenside South, the chairman would discuss the matter with LCC Highways.
 02. Regarding the representation for an alternative route for the Western Relief Road, the chairman would raise the matter with SHDC at the right time.
 03. LCC had sent results of a speed survey on Six House Bank.
 04. Early in 2024, the chairman would discuss with Highways data obtained from the Parish Council's SIDs (Speed Indicator devices) to find out what action Highways would be taking.
 05. Cllr Moore would send SID data to Cllr Sears. The information remained confidential.
- 20:10hrs a member of the public joined the meeting.*
- 20:14hrs the Council **resolved** to suspend standing orders to allow a member of the public to speak.*
06. A member of the public spoke in favour of speed reduction on Glenside South.
- 20:16hrs the Council **resolved** to reinstate standing orders.*
07. A discussion on the value of specialised street furniture to help with speed reduction took place.
- 23.135. The Council **resolved** to make the following councillor appointments to committees.
01. Finance Committee: Andrew, Avery, Beavis, Chamberlain, Jeffery, Moore, Ruysen, Tweddell.
 02. Personnel Committee: Garner, Gregory, Jeffery, Savage, Smith.
 03. Hub & Library Committee: Andrew, Gregory, Roizer, Sear, Smith.
 04. Cemetery Committee: Avery, Beavis, Moore, Ruysen, Savage, Wood.
 05. Open Spaces & Assets Committee: Avery, Chamberlain, Garner, Moore, Roizer, Savage, Sear, Tweddell, Wood.
 06. The Council **resolved** that each committee was to put forward terms of reference for approval by full Council.
- 23.136. The Council **resolved** to hold the Annual Assembly of the Parish Meeting 7pm Monday 18 March 2024.
- 23.137. The Council **resolved** to reschedule the February Parish Council meeting to Tuesday 5 March 2024.
- 23.138. Next Parish Council meeting: 7.30pm Monday 11 December 2023.
- 23.139. The Council **resolved** to move into closed session on the grounds of confidentiality in accordance with the Public Bodies (Admission to Meetings) Act 1960 s.1(2).
- 20:20hrs eleven members of the public and one member of the press left the meeting.*
- 23.140. Tree works.
01. The Council **resolved** to approve contractor repricing of the tree works at the War Memorial at an added cost of £612.20 to £2,172.20 excl. VAT.
 02. Cllr Wood displayed work undertaken at Pinchbeck Wood by the Woodland Trust. The Council **resolved** to renew the agreement with the Woodland Trust and to look for further thinning works within the wood.
- 23.141. Blue Gowt Cemetery
01. The Council received minutes of the last cemetery committee meeting.
 02. The Council **resolved** that financing for the new cemetery would be from existing reserves.
 03. The clerk reported that a JCT Minor Works with Building Contract with contractor's design (MWD) had been purchased @ £80 plus VAT. He would circulate a draft for approval for the next Parish Council meeting.
- 23.142. Playing Field leases.
01. Solicitors were still to provide a response about lease arrangements for the Glebe Field. The clerk and chairman to follow up.
 02. Solicitors were still to provide a response on lease arrangements for Leaveslake Drove playing field and clubhouse.

- 23.143. The Council **resolved** that registration of any of its land not registered with HM Land Registry should go ahead at the earliest opportunity.
- 23.144. To help with access issues, the Council **resolved** that the chairman should inform residents at Gallery Walk of relevant land ownership between Gallery Walk and Captain's Beck.
- 23.145. Following a resident's request to buy a small piece of Parish Council land, the clerk was to check registration of land at Starlode Drove. The chairman would visit the site to review the position of land boundaries.
- 23.146. The Council **resolved** that it did not require a subscription to the Village Halls Advisory Service.
- 23.147. The clerk reported that he was awaiting quotes for the following:
01. Replacement of scaled taps in the hub.
 02. Removal of understairs toilet and wash basin in the hub.
 03. Repair for the Cockerel Springy in the Glebe play area.
- 23.148. The Council **resolved** to defer a decision on the pension scheme Employer's Discretion statement to the next Parish Council meeting.
- 23.149. Staffing & administration matters.
01. The clerk reported that following an appeal, HMRC had cancelled £200 late filing penalties.
 02. The clerk reported that interviews for a new cleaner were taking place Monday 4 December 2023.
 03. The Council **resolved** for the clerk to attend LALC cemetery training @ £60 + VAT.
 04. The Council **resolved** to approve payment of the clerk's SLCC membership @ £296.00.
 05. The Council **resolved** to approve the clerk's mileage expenses.

The chairman closed the meeting at 21:20hrs.


Appendix 1**PINCHBECK PARISH COUNCIL****Payments & Receipts November 2023**

Account	Type	Description	Amount
Community Account 4238			
Payment	Bill Payment	Clerk's Mileage Oct/Nov 2023	-£ 188.10
Payment	Bill Payment	SLCC Clerk's Membership	-£ 296.00
Payment	Bill Payment	Welland & Deeping IDB, Bus stop rental	-£ 10.00
Payment	Bill Payment	SJJ Electrical Services	-£ 1,222.12
Payment	Bill Payment	SALARIES NOVEMBER 2023	-£ 3,367.97
Payment	Bill Payment	WEST YORKSHIRE PEN PINCHBECKPC P30104 BB	-£ 1,013.34
Payment	Bill Payment	INTERIM CLERK JUL/AUG/SEP 2023	-£ 6,900.40
Payment	Bill Payment	MALC FIRTH LANDSCA PINCHCOU INV.38644 BB	-£ 776.30
Payment	Bill Payment	ANGLIAN WATER BUSI SBUFC 88889050751 BBP	-£ 173.77
Payment	Bill Payment	NPOWER COMMERCIAL A0009234996 BBP	-£ 15.88
Payment	Bill Payment	P J SMITH PIN01 INV. 66350 BBP	-£ 80.00
Payment	Direct Debit	INTUIT LIMITED 0001WLFDF3Q9-00RU DD	-£ 40.80
Payment	Direct Debit	BCARD COMMERCIAL 5312141024566287 DDR	-£ 379.73
Payment	Direct Debit	BETTER WASTE HT64QCZ DDR	-£ 54.24
Total payments			-£ 14,518.65
Receipt	Credit Payment	45SOUTH LINCOLNSHI 100836	£ 8,687.71
Receipt	Counter Credit	H J M Memorials HJM -Creek BGC	£ 190.00
Receipt	Counter Credit	L & D FLOWERS LTD PINCHBECK PARISH C BG	£ 268.62
Receipt	Counter Credit	SCHOFILD C R 2 c/s BGC	£ 3,243.64
Receipt	Counter Credit	RICHARD KING MEMOR 23/24069 BGC	£ 100.00
Receipt	Counter Credit	J Drakard 23-24 082 BGC	£ 255.00
Total receipts			£ 12,744.97
Net receipts 4238			-£ 1,773.68
Library Account 1517			
Payment	Bill Payment	EASTERN SHIRES PUR 116283/001 BBP	-£ 79.92
Payment	Bill Payment	STAFF SALARIES NOVEMBER 2023	-£ 2,315.35
Payment	Direct Debit	BCARD COMMERCIAL 5476761029463487 DDR	-£ 171.19
Payment	Bill Payment	EASTERN SHIRES PUR 1005850 BBP	-£ 340.61
Payment	Bill Payment	STAFF EXPENSES 01/11/23 BBP	-£ 30.00
Payment	Bill Payment	LT ELECTRICAL SERV INV.11777 BBP	-£ 228.00
Payment	Bill Payment	EASTERN SHIRES PUR 1005850 BBP	-£ 81.66
Total payments			-£ 3,246.73
Receipt	Counter Credit	BOOTHs Mr G Booth BGC	£ 285.66
Receipt	Credit Payment	45SOUTH LINCOLNSHI 100762	£ 771.25
Receipt	Counter Credit	TOUCH OF HEA feel good therapy BGC	£ 105.00
Receipt	Counter Credit	STAGEDALE LIMITED KNIGHT ST COVID BGC	£ 7,028.54
Receipt	Counter Credit	CHAPPELL AK & SM Invoice 23-24 094 BGC	£ 643.14
Receipt	Counter Credit	WRIGHT C & M 23-24 087 BGC	£ 571.50
Total receipts			£ 9,405.09
Net receipts 1517			£ 6,158.36
Total Payments			-£ 17,765.38
Total Receipts			£ 22,150.06
			£ 4,384.68

Pinchbeck WI decided to undertake a project for the millennium, and chose to provide a new Sign for the Village.

This was accomplished, by raising funds, sourcing a suitable company to make the sign, and someone to build a plinth to hold the sign, which was officially unveiled by MP John Hayes in September 2000.

After a majority vote by present Pinchbeck WI members, it was decided to hand the Sign over to Pinchbeck Parish Council, in order for them to maintain and keep the sign in good order.

Signed:..... 

M J Moyses, President

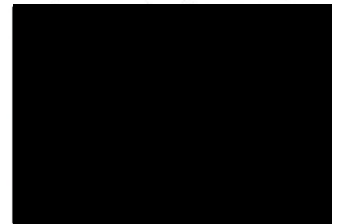
4th November 2023

GLENSIDE SOUTH

B1180

SPEED RESTRICTION

Presented by:



NB.

Please note the measurements referred to are for illustration purposes only.

They have been prepared as carefully as possible but their accuracy is not guaranteed.

Glenside South (B1180) Speed Restriction

INTRODUCTION

The B1180 Road is the main thoroughfare from the A16 to Bourne.

From the roundabout on the A16 it travels along Wardentree Lane ,north on to Spalding Road and then through the village of Pinchbeck via Church Street and Knight Street to Herring Bridge when it becomes Glenside South.

At West Pinchbeck it joins the A 151 which continues to Bourne and then the A1 at Colsterworth.

It is the main link between the industrial areas of Spalding and Pinchbeck situate on West Marsh Road, Wardentree Lane, and Enterprise Way and the industrial areas of Bourne situate on Spalding Road , Pinfold Road, Manning road ,and Cherryholt Road.

From the A16 to Glenside South the road is subject to speed restrictions not exceeding 40 MPH.

Through the village the restriction is 30MPH, and this changes at Herring Bridge. At Herring Bridge the speed limit on Glenside South for a distance of some 152m. is 40MPH.

There is no footpath on this section of the road to serve residential properties. The older residential properties are adjacent to the road.

Shown coloured red on plan appendix1 .

At Herring Bridge onto Glenside South the speed limit is 40MPH. It continues for a distance of 152 metres.

There is no footpath on this section of the road to serve the residential properties . The older properties are adjacent to the road .

After the derestriction signs is a deep pit for a distance of some 328m



This is immediately alongside the road with no identifiable verge.

There are no protection barriers

Depth unknown

A significant DANGER to road users

Glenside South Speed Restriction

The older residential properties from Herring Bridge to Money Bridge Lane are all adjacent to the road . The closest is Glen House with a distance of 660 mm to the roadside kerb . (2'2")

Photo . Appendix 2

The barn at the Chestnuts is immediately adjacent to the road.

Other distances are :

Whitehaven.	1.2m. (4')
MinninglowHouse.	1.78m (5'10"")
Manor House.	Boundary wall alongside road edge.

Accesses to the majority of the properties are concealed and although some have erected mirrors to mitigate the lack of visibility the speed and volume of the traffic renders them unsafe.

A SIGNIFICANT SAFETY HAZARD

These are also shown the attached plan. Appendix 1. coloured red

The visibility is graded accordingly.

West end Cottage. Seriously restricted to east and west

The Chestnuts. -do-

Whitehaven. Restricted to east

Glenside Business Park. Seriously restricted to the west.

Sense Centre : a dedicated place for people with disabilities and deaf blindness.

A reduction in speed for the users will facilitate egress to the west.

MinninglowHouse. Seriously restricted to the east.

Benner Farm. Restricted to the west

Glen House. Very seriously to east .

Manor House. Very seriously restricted to east and west.

The visibility at the junction with Moneybridge Lane South to the west is also seriously restricted

Glenside South Speed Reduction

There have been at least 2 traffic accidents on Glenside South during the past 12 months.

Fortunately there were no serious injuries as far as we are aware.

The Glenside Business Park which includes the facilities for :

Sense Centre:

A dedicated place for people with disabilities and deaf blindness.

Vehicles access this regularly and the imposition of a speed limit would reduce the dangers of higher speed traffic .

The barrier on the north side of the road adjacent to the river Glen encourages all vehicles to drive nearer to the centre of the road.

Owing to the integrity of the road HGVs drive on ,or over, the centre white line.

When passing they have to draw onto the virtually none existant verges or use gateways and private driveways to pass .

Photo . Appendix 2

The southern boundary of the road is mainly supported by established hawthorn hedges (some intermittent) existing barns , and brick walls and the remaining sections of those demolished many years ago.

Also identified on the attached plan. Appendix 1

Now that the water main has been replaced the only reason for deterioration / damage to the properties nearest to the road is vibration from the heavy volume of traffic.

This is considerably worsened by the Surface Water Drain Cover being below the level of the tarmac Road surface outside Minninglow House.

Photo. Appendix. 2

The condition of the wall west of Minninglow House clearly identifies that continual vibration causes structural damage to property.

The difference in the level of the road and the adjoining land is 1.2m (4') at this location.

The damage is emphasised by the movement in the roadside kerb at Glen House.

Photos Appendix 2. Which also show the original buildings at Minninglow House.

The width of the Road between the extremities of the white lines at Minninglow House is only 5.1 m.

The width of a lorry excluding driving mirrors is 2.55 m. (House of Commons Library)



Lorry sizes and weights

Standard Note: SN/BT/654

Last updated: 23 November 2009

Author: Louise Butcher

Section: Business and Transport

This Note sets out the current maximum size and weight of lorries used on UK roads, the various changes there have been to the rules, usually as a result of EU initiatives, and the enforcement system for monitoring compliance. It also gives the current state of play regarding the continued speculation that longer, heavier lorries will be forced on the UK's roads by the European Commission. Further information on road transport issues can be found on the relevant page of the

The current UK limits, set out in full in the *Road Vehicles (Construction and Use) Regulations 1986 (SI 1986/1078)*, as amended, are as follows:

weight	<ul style="list-style-type: none">• 44 tonnes for lorries with 6 axles; drive axle(s) must not exceed 10500kg and have road friendly suspension OR have a maximum axle weight not exceeding 8500kg. Each part of the combination must have 3 axles and the trailer must have road friendly suspension. Additionally, an engine complying with at least Euro 2 specification (or gas) is needed for operation over 41000kg.• 40 tonnes for lorries with 5 axles with maximum axle weight limit of 11.5 tonnes
length	<ul style="list-style-type: none">• 12 metres for a rigid vehicle• 16.5 metres for an articulated vehicle if the articulated combination can turn within a concentric radii of 12.5 metres and 5.3 metres; otherwise 15.5 metres• 18.75 metres for a road train (a combination of a lorry and a trailer)
width	<ul style="list-style-type: none">• 2.55 metres excluding driving mirrors• refrigerated vehicles are permitted to be 2.6 metres wide to allow for the extra thickness of the insulation
height	<ul style="list-style-type: none">• no limit, but wherever possible a maximum of 4.95 metres should be adhered to in order to make maximum use of the motorway and trunk road network

This information is provided to Members of Parliament in support of their parliamentary duties and is not intended to address the specific circumstances of any particular individual. It should not be relied upon as being up to date; the law or policies may have changed since it was last updated; and it should not be relied upon as legal or professional advice or as a substitute for it. A suitably qualified professional should be consulted if specific advice or information is required.

This information is provided subject to _____ which are available online or may be provided on request in hard copy. Authors are available to discuss the content of this briefing with Members and their staff, but not with the general public.

Conclusion.

**IN THE INTEREST OF ROAD SAFETY A SPEED RESTRICTION IS NECESSARY
ON GLENSIDE SOUTH.**

The limit should be a maximum of 40 MPH.

This presentation on the section of the B1180 has been concentrated on the section of GLENSIDE SOUTH between Herring Bridge and Money Bridge.

The remarks are also relevant to the remaining length to West Pinchbeck. The continuation of the restriction over the full length would be beneficial.

The distance from Herring Bridge to Money Bridge is 1.25 miles

Vehicles travelling at 60 MPH take 1 minute 15 seconds complete the distance

Vehicles travelling at 40 MPH take 1 minute 52 seconds to complete the same distance.

A difference of 37 SECONDS

On the basis of a user making a return journey once a day.

This equates to an increase in time of 1 minute 14 seconds a day.

Not much to save a life :

A Speed Limit would reflect the needs of all users.

Considering the road engineering and the road geometry.

Glenside South is restricted in width- HGVs cannot pass without the use of very limited grass verges , gateways , and private drives.

There are no footpaths for walkers and the road is a danger to cyclists.

A speed limit between Herring Bridge and Money Bridge along Glenside South is NECESSARY.



- Properties
- Walls
- Hedges



Drain outside Minninglow House



Kerb Glen House



Glen House wall



Wall Munninglow House



Archive 1964 photo Munninglow House

RELIEF FOR PINCHBECK?



**To be read in conjunction with the Speed Limit
Restriction on Glenside South (B180)**

The reference to measurements are still applicable

RELIEF FOR PINCHBECK ??

The northern section of the Western Relief Road to serve Spalding is in the parish of Pinchbeck but the proposed road offers no relief to the village of Pinchbeck .

All the benefits are attributed to Spalding with no relief to the existing roads used by through traffic.

The existing access roads into Spalding are said to be able to accommodate the increase in traffic . This demonstrates that the northern section need not be connected to the south by a bridge over the Vernatts Drain to permit residential development.

The cost of bridging the Vernatts drain is very significant owing to the large span required not only over the drain but also the Gas Main which runs parallel with the drain on the north side.

Any significant structures supporting the bridge on the north side will be seriously restricted by the gas main which runs parallel to the Vernatts drain.

The easement for the gas main will also prohibit any significant building works within a further 10 metres of the gas main on the north side. Access will have to be maintained for maintenance purposes , surveys, and repairs to the main.

The incline approaching the bridge also increases the distance of the relief road from the Vernatts Drain .

The span of the Vernatts has been measured at the Jobson bridge where the footbridge crosses the drain

The total span from the toe of the bank on each side and adding 20 m for the gas main easement is :-

76m.

The span of the bridge over the Railway Line is approximately 10 m.

This is the width measured at the Blue Gowt Lane and Langhole Drove crossings.

The bridge over the railway is higher than that required to bridge the Vernatts and requires a longer incline / gradient

The difference in the actual width over the vernatts and the gas main easement being some 7 times greater than the width over the railway line .

This is the most significant factor.

The construction of the bridge over the Vernatts is therefore cost prohibitive.

The omission of the bridge and the continuation of the road to Dozens Bank(A151) north of Clay Drove , Podge Hole , is the most viable alternative.

It will also be a significant improvement for through traffic from the A16 to Bourne & the A1. Provide Relief to Pinchbeck Village.

Result in a significant saving in costs .

Beneficial to all concerned.

The continuation of the relief road to Dozens Bank is shown on the attached plan.

The continuous red on the plan shows this from where the relief road may cross the Vernatts.

The broken line is a possible alternative which will be approximately 200m shorter resulting in a further saving in costs.

The green represents the gas main easement.

The yellow represents the Western Relief Road

The location of the junction with Dozens Bank (A151) is considered suitable as this has good visibility from the north and south. The land is owned by Pinchbeck Parrish Council, and it runs from Dozens Bank to Tydd Lane. The width of Dozens Bank at this location between the extremities of the white lines is 6.5 m.

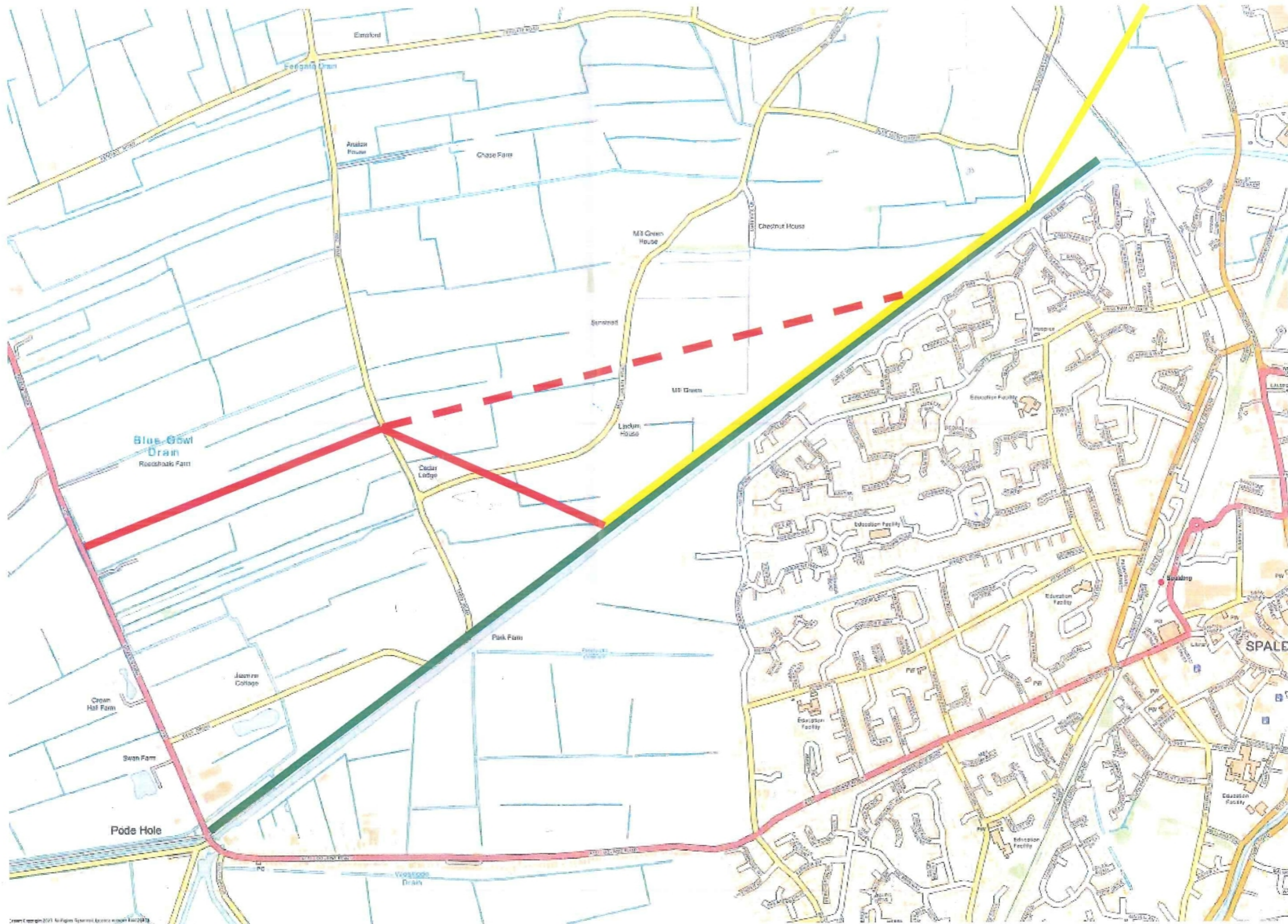
Conclusion:

A recent article in the press highlights problems in funding for the Western Relief Road.

This provides the opportunity to reconsider the design and route of the relief road.

The omission of the bridge over the Vernatts Drain and the replacement with a Relief Road to connect with the A151 on Dozens Bank is a more viable and cost effective solution.

The provision of the relief road , fit for purpose, from the A16 to the A151 on Dozens Bank will be beneficial to ALL road users.



— Gas main easement
 — Relief road
 — Proposed Road to Dozens Bank
 - - - Alternative to Dozens Bank



Above: views of Vernatts Drain East & West



Homes plans passed amid relief road worry

BY RICHARD RUSH
news@spaldingvoice.co.uk
Twitter: @SpaldingVoice

Building the Spalding Western Relief Road is more important than contributions for health and education, some councillors have argued as they passed plans for 400 associated homes last week.

Others raised concerns that the road will never be completed as South Holland District Council's Planning Committee voted through final plans for 100 homes and outline plans for 300 more to be accessed off the new roundabout at Pinchbeck.

The cost of the most northerly section alone, one of five parts, has doubled to £48m.

The rest are yet to be financed.

Lincolnshire County Council is making up £27m of that cost and is looking to recover at most £10m from Section 106 payments through 1,100 homes planned for around the section.

Applicant Ashwood Homes says it's prepared to pay contributions agreed for the road as part of the South and East Lincolnshire Local Plan, but provided a viability study to say it can't also meet its requirements to build the asked for 25 per cent affordable homes and education and health costs for the first 100 homes.

Instead, just seven of the homes will be affordable as South Holland District Council's Planning Committee voted the application through.

Some councillors expressed concern the road will never be built.

Planning Committee chair-



The latest picture of the relief road from Lincolnshire County Council.

man Coun James Avery stepped aside from the vote as speaking as the ward councillor.

"I have a real fear that the relief road is never completed but we still get the housing," he said. "That would be a major failure of the local plan."

"The maths in the report suggest the road is fully funded, but in reality the money is not yet in the bank."

"It should be fully funded similar to the Lincoln and Grantham projects."

"Until completed, the relief road will be no relief for Pinchbeck nor Spalding and people already suffer on the issues from the roads between the two towns before a single new house has been started. Increasing levels of traffic will exacerbate existing gridlock at certain times of the day."

He also accused those working on the road of accessing the site via Blue Gowt

Lane contrary to conditions on the road section's planning permission and expressed doubt the policy compliant affordable homes and Section 106 contributions proposed by Ashwood for the outline permission would be met.

"They'll sign up for anything," he said. "All over the district we're not getting the scale of health and education contributions. We are losing the plot somewhat if we go for massive reduced contributions in favour of joining up the relief road."

Other councillors disagreed.

Coun Jack Tyrrell said: "I would sooner see the money go towards the relief road."

"If we don't we'll never get there in the end."

Coun Rodney Grocock implied the application should be looked at differently.

"This has got to be looked at as a long term investment."

I appreciate we are supposed to look at the application in front of us and no others, but this is a long term strategy for South Holland with a five phase road system and houses to boot. We can't just look at the application without taking the other four into context.

"SHDC has already committed £1m. The last thing we want is to be a council that's wasted £1m money and go against the application."

Several councillors voted against the proposals.

Coun Rob Gibson said: "To me it feels like this road will never get completed."

"We're going to end up with it hanging around our neck for 20-odd years, the road is going to be more gridlocked and it's not going to be a relief road. I don't know how we can accept this knowing that's the case."

Before the application was voted through Coun Roger Gamba-Jones laid the blame at Network Rail.

"It's with a heavy heart that we're approving this because in the grand scheme of things we'd rather leave that area of land undeveloped," he said of the drastic closing of the gap between Spalding and Pinchbeck. "It's only because of the impact of the railway line on Spalding and the fact that Network Rail and its previous iterations completely ignored our appeals to do something about that impact."

"Telling us the gates would be down for 40 minutes in an hour is what led to us looking at a relief road."

"We asked them for a diversion and they said it could cost around £200m which sounds like small beer now. If they'd done it then we wouldn't be having these problems now."

Relief road suggestion gaining more support

A RESIDENT'S proposal to build a relief road to help ease the flow of traffic through Pinchbeck has received more support.

Plans for the road are in their early stages but a special meeting between parish councillors and highways chiefs saw it as a popular option.

At Pinchbeck Parish Council's annual meeting on Monday members discussed the best way of moving the project forward.

Coun Maurice Chappell said that a letter received from the highways depot at Pode Hole dismissed the idea but a meeting with other officials had been more fruitful.

He said: "We met the chairman of the highways committee.

"He thought it had great merit. He did advise us that we are talking big money in the long term but it's something that we have just got to keep on with."

report by **KATE BARNEY**
kate.barney@fsg.co.uk

Coun Chappell suggested the council should approach South Holland District Council about the road to link Enterprise Way to Dozens Bank.

Coun Chris Bettinson said: "The district council has various projects on the go and we are in a position to influence them if possible but it's a long way off and does depend on the availability of funds."

Resident John Allen (62) first wrote to the Spalding Guardian suggesting the new road.

He received great support from residents of Glenside South, West Pinchbeck - a road which has been closed for more than a year - and urged councillors to back him.

Parish councillors agreed to

take the proposal to the district council, possibly the next cabinet meeting.

It was also agreed that clerk Mrs Barbara Camps should write to Lincolnshire County Council's director of highways and planning Richard Wills and Coun Dick Edginton, portfolio holder for highways and planning, about the scheme.

Local paper cutting 20/05/04

Project's total funding remains up in air

As part of the Planning Committee meeting to decide on the 400 home plan, Lincolnshire County Council's Paul Jackson provided an update on the financing of the Spalding Western Relief Road.

"In an ideal world we would like to deliver the relief road all in one hit," he said. "It would have been three times the cost of this section five and quite simply, the county council could not afford that."

When first costed six years ago the most northerly section of the road was due to cost £24m, but its now estimated to be £48m.

"It's doubled in six years because of the cost of steel,

inflation and delivering the project," Mr Jackson continued. "We've gone through COVID and the war in Ukraine which has pushed the price up.

"We were successful in getting £20m from Homes England which remains the biggest allocation in the East Midlands region.

"We've spent the totality of that £20m already because in effect what's been completed is half of this section's relief road with the five arm roundabout, the piles either side of the railway line.

"We're now in a situation where we're spending this council and the county council's capital," he said

referencing a £1m donation by South Holland District Council and the £27m shortfall on the county council.

The South and East Lincolnshire Local Plan suggested developer contributions surrounding the proposed 1,100 homes around the first section would only bring £10m back.

"The money is there and this section will get built in its totality," he said. "You will get a roundabout and bridge to link it up to section four.

"The money is not there for sections one through to four at the moment.

"Anything at the moment is unlikely before the next

election, but the government has said it will invest into infrastructure so we're pretty confident once we've started something there's a good argument we'll get it funded.

"The model has to work and what we, as a council, need to do is peel back the money.

"The relief road is the highest priority for the plan and it maximises the potential for the district to get the best money over time."

He also revealed a bid for funding of the most southerly section from Spalding Common had been unsuccessful as the project already has planning permission.

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