

# Central Lincolnshire Policy S46 Safeguarded Land for Future Key Infrastructure Evidence Report

Formerly Policy S46

March 2022



## Contents

1. Introduction.....	3
2. Policy Context.....	3
National Policy and Guidance.....	3
Local Policy .....	4
3. Context and Evidence.....	4
4. Issues and Options Consultation.....	4
5. Regulation 18 Consultation .....	4
6. Proposed Approach in Draft Local Plan .....	5
7. Reasonable Alternative Options.....	5
8. Conclusion.....	5

## 1. Introduction

- 1.1. The Central Lincolnshire Local Plan is being updated since the first Local Plan for Central Lincolnshire, an area covering the districts of City of Lincoln, North Kesteven and West Lindsey, was adopted in April 2017.
- 1.2. This Evidence Report (which is one of a collection) provides background information and justification for Policy S46, which relates to specific land that needs to be safeguarded from development to ensure key infrastructure can be provided in the future.

## 2. Policy Context

### National Policy and Guidance

- 2.1. Since the Central Lincolnshire Plan was adopted the National Planning Policy Framework (NPPF) was updated in July 2018 with subsequent additional changes being published in February 2019 and a further update in July 2021.
- 2.2. Paragraph 7 of the NPPF explains that:

*“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.”*
- 2.3. Paragraph 8 goes on to state that:

*“Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

*a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;...*”
- 2.4. Paragraph 22 makes reference to infrastructure, stating:

*“Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.”*
- 2.5. Paragraph 82 states:

*“Planning policies should:*

*...b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;*

*c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and...*”
- 2.6. Paragraph 106 states:

*“Planning policies should:*

*...c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;...”*

### Local Policy

- 2.7. Policy LP36 of the adopted Local Plan contains a requirement to safeguard land for two major infrastructure projects – the Lincoln Eastern Bypass (which is now completed) and the Lincoln Southern Bypass (now known as the North Hykeham Relief Road).

## 3. Context and Evidence

- 3.1. Sometimes infrastructure which may not be viable or needed in the short-term is likely to be crucial to future development over the medium to long-term. This may lead to, on a fairly exceptional basis, the need to ‘safeguard’ land from certain forms of development in order to protect it for future infrastructure needs.
- 3.2. A new North Hykeham Relief Road would link the Eastern Bypass (at the A15 Sleaford Road) with the existing A46 Western Bypass (at its junction with Newark Road), creating (with the Eastern Bypass) a complete Lincoln ring road. The authorities see this as part of the solution to the city’s transportation challenges and the proposal features in the Lincoln Integrated Transport Strategy (doc ref TRA003). As this future major infrastructure project has been identified, it has been considered appropriate to include the policy to safeguard the land identified for the preferred route.
- 3.3. In November 2020 Lincolnshire County Council secured £110 million towards the construction of the North Hykeham Relief Road. At the time of drafting, Lincolnshire County Council projects construction is estimated to commence in the mid 2020’s with preferred construction partners being firmed up in 2022.

## 4. Issues and Options Consultation

- 4.1. The Issues and Options consultation did not include any specific questions relating to safeguarding land for infrastructure, or infrastructure projects that may need land to be safeguarded. No comments were made within the responses to any part of the consultation specifically with regard to safeguarding land for key infrastructure, or to any projects that could be considered as key infrastructure.

## 5. Regulation 18 Consultation

- 5.1. A Consultation Draft of the Local Plan was published for consultation between 30 June and 24 August 2021. During this eight week consultation comments were received on the plan, the policies within the plan, and supporting information and evidence.
- 5.2. Only a small number of comments were received in relation to this policy, all of which were broadly in support of the policy.

## 6. Proposed Approach in Draft Local Plan

- 6.1. Lincoln Integrated Transport Strategy has identified the North Hykeham Relief Road as a primary infrastructure intervention, and as such, it is appropriate to include a policy within the Draft Local Plan that would safeguard the preferred route and protect it from future development. At present there is no certainty about the final route of the road with additional work being undertaken to define the precise boundaries of the project.

## 7. Reasonable Alternative Options

- 7.1. The following alternative options have been considered for this policy (option 1 being the preferred option).
- 7.2. Option 2: To have no policy and rely on other plan policies and market forces to bring forward necessary key infrastructure. This option was discounted as it would not provide certainty over what type of infrastructure land is to be provided, or where it would be located. This option has the potential to see land that could be required for an infrastructure scheme lost to other development.

## 8. Conclusion

- 8.1. This Evidence Report demonstrates the rationale for the proposed policy as contained in the Proposed Submission Draft Central Lincolnshire Local Plan. This helps bring together relevant evidence that has informed this policy and how we have responded to comments received during the plan making process, as well as how the latest evidence and national guidance has been taken into account.