

Central Lincolnshire Infrastructure Delivery Plan (IDP)

Foreword

As Members of the Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) and individual representatives of each of the Central Lincolnshire authorities, we are committed to delivering the highest quality infrastructure, within financial and other constraints which face us. Delivering high-quality infrastructure is integral to our growth strategy for providing 36,960 new homes and an appropriate level of employment land by 2036.

Central Lincolnshire has a track record of delivering large numbers of homes. We want to build on this to increase delivery in the future balanced with a viable infrastructure package, delivered in time for our communities and economy to grow.

We are aware of the scale of the financial constraints that face us and our partners in the public and private sector. We will need to work in partnership to align funding sources to ensure that we can deliver infrastructure to support growth. We expect the development industry to fully contribute towards the delivery of infrastructure, affordable housing and economic growth and, where justified, will seek to maximise the use of planning obligations and the Community Infrastructure Levy (CIL).

We will also work closely with other public sector organisations, such as the Environment Agency and local health trusts, to deliver the required facilities and structures. It is expected that timely investment will also be made by private utilities, given those companies' statutory obligations. However, the authorities will work closely with utility companies to ensure this occurs, using our relevant statutory powers where necessary. In addition, there will be a need to use our own resources (funding, land, ability to access finance, statutory powers, governance arrangements and staff resources) to deliver our growth aspirations.

With our officers, we will assess the opportunities of new and proposed powers, responsibilities and funding streams, some of which are specifically mentioned in this document.

This document is an important first step in planning for and delivering the infrastructure that is required to support growth in Central Lincolnshire. The actions, projects and programmes within it will need to be monitored and reviewed by the Central Lincolnshire Authorities throughout the life of the Local Plan. Monitoring processes are in place, which include quarterly reviews and an annual IDP update. We welcome the views of all stakeholders as part of the autumn 2015 consultation and will continue to engage throughout the life of the IDP and the Local Plan.



Councillor Jeff Summers, Leader of West Lindsey District Council



Councillor Mrs Marion Brighton OBE, Leader of North Kesteven District Council



Councillor Ric Metcalfe, Leader of City of Lincoln Council



Councillor Colin John Davie, Lincolnshire County Council Executive Councillor for Economic Development, Planning, and Tourism

Contents		
Section	Title	Page
	Foreword	
	Executive Summary	1 - 4
1	Introduction	5 - 8
2	Where is the planned growth taking place	8 – 11
3	Infrastructure Priorities and Potential sources of funding	11 – 16
4	Infrastructure needs in Central Lincolnshire	16 – 66
5	Summary of costs & requirements	66 - 67
6	Conclusions	67
	Appendices	

Executive Summary

This Infrastructure Delivery Plan (IDP) supports the Central Lincolnshire Local Plan. The two documents should also be considered in conjunction with the Whole Plan Viability (WPV) assessment and report, which has been prepared with consultancy support from Peter Brett Associates (PBA). The IDP identifies the physical, social and green infrastructure required to support the vision for Central Lincolnshire over the period of the strategy.

In developing the IDP, the type, scale and distribution of infrastructure items have been informed by the level, location and phasing of development identified in the Local Plan. The IDP identifies the costs of infrastructure required to support growth, proposed sources of infrastructure funding, known funding gaps, proposed delivery mechanisms and proposed delivery partners.

Priorities contained within this document may change both over time and as more detailed assessment is undertaken in relation to specific development types or locations. This is why, whilst the Local Plan does provide some detail of infrastructure in the narrative relating to key themes, such as green infrastructure, the policy on infrastructure often points to the IDP. This will enable the IDP and changing infrastructure requirements to be monitored and reviewed.

Infrastructure schemes had been prioritised under the following categories and it is these which are carried forward into the current schedule:

1	High priority – Key strategic transport and flood resilience at key locations
2	Medium priority – education provision, primary healthcare centres, other health, most transport, fire, sport / community centres, high participation sport, green infrastructure and carbon reduction measures.
3	Low – Lower participation sports and a few more general transport measures
0	Assumed 100% funded including utilities connections and existing allocations.

These categories have been identified for IDP purposes and for ease of reference. In addition, items could change category as the IDP is reviewed and further evidence is gathered or as site-specific information is advanced. In relation to the final point, the identification of an item in those categories should not in all cases be seen as a suggestion that an item should or should not be funded by developer contributions (planning obligation or CIL).

The infrastructure to support the delivery of the Local Plan have been categorised into three main themes:

- Physical Infrastructure; including Utilities, Waste and Transport;
- Social Infrastructure; including Education, Emergency Services and Community Facilities; and
- Green Infrastructure

In addition detailed infrastructure considerations relating to the three urban areas of Lincoln, Gainsborough and Sleaford (where most of the new development in Central Lincolnshire will be focussed) has also been identified. A detailed discussion of these elements is set out in section 4.50, 4.51 and 4.52 whilst a summary is set out below.

Physical Infrastructure

Energy Usage and Supply

Through discussions with energy companies, it has been determined that there are no major “showstoppers” to future development in relation to gas and electricity infrastructure. The companies have a statutory duty to provide, subject to cost and timing. Where known, information on costs and timing is summarised in this document and detailed in the appended schedule.

Waste Management

This will be managed under the statutory responsibilities of LCC as detailed elsewhere in this document.

Flood and Water

The IDP looks at infrastructure to help protect and enhance the environment. In particular, it considers issues relating to flood risk, water management and green infrastructure. These are a key part of adaptation to climate change, as discussed above.

Work has been on-going with stakeholders, including the Environment Agency and LCC, as Lead Local Flood Authority (LLFA), to identify the flood risk issues associated with new development and how these may be overcome. The Authorities will work closely with partners to ensure the policies of the Local Plan are implemented. Further detail will also be collected and incorporated into the work of the authorities in relation to new development, particularly the major urban extensions.

In terms of water supply and waste water treatment, no major development constraints have been identified in the short term (first five years of the Local Plan). There are issues which are under consideration that could become significant to the later stages of the Local Plan. The relevant Water and Sewerage Companies (WASCs) have a statutory responsibility to provide these services. The local planning authorities have engaged with Anglian Water (responsible for most of Central Lincolnshire) and Severn Trent Water (responsible for some areas in the West of the joint-planning area, including Gainsborough). Both companies continue to work positively with the Authorities to ensure that facilities are delivered when and where necessary. It should be noted, however, that some of this work will be as a direct result of negotiation between the relevant utility company and the specific developers and, therefore, is difficult to cost within the IDP.

Transport

Transport infrastructure will include new roads, public transport, cycling and walking schemes that will help encourage the use of sustainable travel modes. Current evidence suggests that, although transport in Central Lincolnshire requires more significant funding than any other theme of infrastructure, more funding is available which means the burden on developer contributions is likely to be lower than compared to other themes. A figure is shown in the appended analysis but these figures may change over time as more detailed Transport Assessments are undertaken, particularly for major sites.

Social Infrastructure

Sections 4.29 – 4.46 of the IDP considers social and economic infrastructure. This includes the provision of facilities such as schools, childcare, health and emergency services, social care, libraries, museums, community halls, and leisure facilities. These types of infrastructure all contribute to the health and wellbeing of Central Lincolnshire's new and existing residents and promote economic growth.

The future requirements for Central Lincolnshire have been identified through engagement with stakeholders and partners, including the health trusts and relevant sections of the four local authorities.

As with the transport infrastructure, the funding requirements for the elements identified could change with more detailed assessment of infrastructure options, for example, the consideration of co-locating community facilities. However, our current evidence suggests that significant funding is required in a variety of themes but particularly education, with a large proportion of education funding required from developer contributions.

Green Infrastructure

A Green Infrastructure (GI) Study for Central Lincolnshire has been prepared which identifies a strategic GI network and opportunities and objectives for network protection and enhancement and where investment opportunities would best maximise multiple benefits. Further information is provided in the relevant section below, which summarises some of the contents of the GI study, including consideration of the multi-functional outputs that can be expected from GI, including benefit to nature conservation, public health, place quality, sustainable transport and eco services provision.

Area Based Chapters

Sections 4.50 – 4.52 of the IDP considers in more detail infrastructure relating to the three urban areas of Lincoln, Gainsborough and Sleaford where most of the new development in Central Lincolnshire will be focussed. It identifies schemes that will be necessary to deliver the growth of these areas including schemes contained within respective transport strategies and masterplans.

Outside of the three main areas infrastructure will be delivered as appropriate, and comments made within each theme-based section will also relate to these areas.

1.0 Introduction

- 1.0.1 This Infrastructure Delivery Plan has been prepared by Lincolnshire County Council (LCC), in its role as a partner authority in the Central Lincolnshire joint-working arrangements, with extensive support from the Central Lincolnshire Joint Strategic Planning Committee and the three District Councils. The final Infrastructure Delivery Plan (IDP) will support the Central Lincolnshire Local Plan and will identify the physical, social and green infrastructure needed to support the vision for Central Lincolnshire over the period covered by the Strategy including when the infrastructure will be required and how it will be funded.
- 1.0.2 The document has been prepared following extensive discussions with LCC services, District Council services and external organisations, such as the health trusts and utility companies. The document and its appendices (notably the draft IDP schedule) have been produced in preparation for the Central Lincolnshire Local Plan consultation and to support the Authorities' on-going delivery of infrastructure.
- 1.0.3 It is important that the IDP is seen as a document that has a wider role than just supporting the Local Plan. In the current economic climate, it is important that the authorities consider whether and how available resources can be utilised to deliver the programmes and projects identified in this and other corporate documents. There will be a limited pot of funding and, therefore, a need to prioritise spending to ensure that resources are used most effectively and efficiently. A Whole Plan Viability (WPV) assessment and report has also been prepared with consultancy support from Peter Brett Associates (PBA – formerly Roger Tym & Partners) which closely relates to the IDP.

1.1 Policy Background

- 1.1.1 The National Planning Policy Framework (NPPF)¹ suggests that local planning authorities set out 'strategic priorities' for the Local Plan area to deliver:
- '...
 - *The provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
 - *The provision of health, security, community and cultural infrastructure and other local facilities; and*
 - *Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.'*
- (Paragraph 156)

¹ <http://planningguidance.planningportal.gov.uk/>

1.1.2 The NPPF continues: *'Local Plans should: ... plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework'* (Paragraph 157).

1.1.3 However, at several points, the NPPF notes that Plans should be 'deliverable' and 'viable'. One such point is:

'Local planning authorities should set out their policy on local standards in the Local Plan, including requirements for affordable housing. They should assess the likely cumulative impacts on development in their area of all existing and proposed local standards, supplementary planning documents and policies that support the development plan, when added to nationally required standards. In order to be appropriate, the cumulative impact of these standards and policies should not put implementation of the Plan at serious risk, and should facilitate development throughout the economic cycle. Evidence supporting the assessment should be proportionate, using only appropriate available evidence.' (Paragraph 174)

1.1.4 The Central Lincolnshire authorities will therefore look to manage infrastructure and other requirements in order to ensure the delivery of the Plan. As noted above, the authorities have prepared a Whole Plan Viability (WPV) assessment with consultancy support. Some of the findings from the WPV assessment are noted in this paper.

1.2 What do we mean by 'Infrastructure'?

1.2.1 The term 'infrastructure' is wide-ranging. The NPPF requires local planning authorities to assess the quality and capacity of the following types of infrastructure and its ability to meet forecast demands:²

- Transport;
- Water supply;
- Wastewater and its treatment;
- Energy (including heat);
- Telecommunications;
- Utilities;
- Waste;
- Health;
- Social care;
- Education; and

² Paragraph 162 <http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/plan-making/>

- Flood risk and coastal
- 1.2.2 In addition there is also reference to the need to plan for the housing needs of the community including affordable housing.³
- 1.2.3 The NPPF references security, community and cultural infrastructure. It also requires local planning authorities to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. The NPPF defines green infrastructure as *“a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”*⁴.
- 1.2.4 The above references by the NPPF to types of infrastructure make it possible to identify three broad categories of infrastructure, as listed below. The examples are not exhaustive; they simply illustrate what might be included under each category.
- Physical infrastructure - e.g. transport (inc. public transport, cycling and pedestrian paths), water supply and waste management, public realm, energy supply, telecommunications, waste management and flood alleviation;
 - Social infrastructure - e.g. education, health, social care, emergency services, courts and probation services, arts and cultural venues, art and design in the public realm, sport and recreational facilities, community halls and religious facilities;
 - Green infrastructure - e.g. public open space, green space, parks and play space
- 1.2.5 In general, the IDP defines ‘infrastructure’ as ‘any facility, service or physical structure that supports or enables proposed development, whether privately or publically funded’
- 1.3 Report structure
- 1.3.1 The IDP comprises the following sections
- Where is the planned growth taking place (Chapter 2)
 - Infrastructure Priorities and Potential sources of funding (Chapter 3)
 - Infrastructure needs in Central Lincolnshire (Chapter 4)

³ <http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/delivering-sustainable-development/6-delivering-a-wide-choice-of-high-quality-homes/>

⁴ <http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/annex-2-glossary/>

- Physical
- Social
- Environmental
- Lincoln Area
- Gainsborough Area
- Sleaford Area
- Summary of costs and requirements (Chapter 5)
- Conclusions (Chapter 6)
- Appendices
 - Central Lincolnshire Infrastructure Funding Analysis
 - Technical note to the IDP schedule and funding analysis
 - Central Lincolnshire Housing and Infrastructure Trajectories

2.0 Where is the planned growth taking place?

2.0.1 The Central Lincolnshire Councils have come together in a formal partnership with Lincolnshire County Council to prepare a Joint Local Plan which sets out the planning policies for growth and regeneration for the area up to 2036.

2.1 Settlement Strategy

2.1.1 Local Plan Policy LP2 defines the spatial strategy and settlement hierarchy for Central Lincolnshire. The latter is focused around seven designations:

1. Lincoln Area;
2. Main Towns;
3. Market Towns;
4. Large Villages;
5. Medium Villages;
6. Small Villages; and
7. Countryside

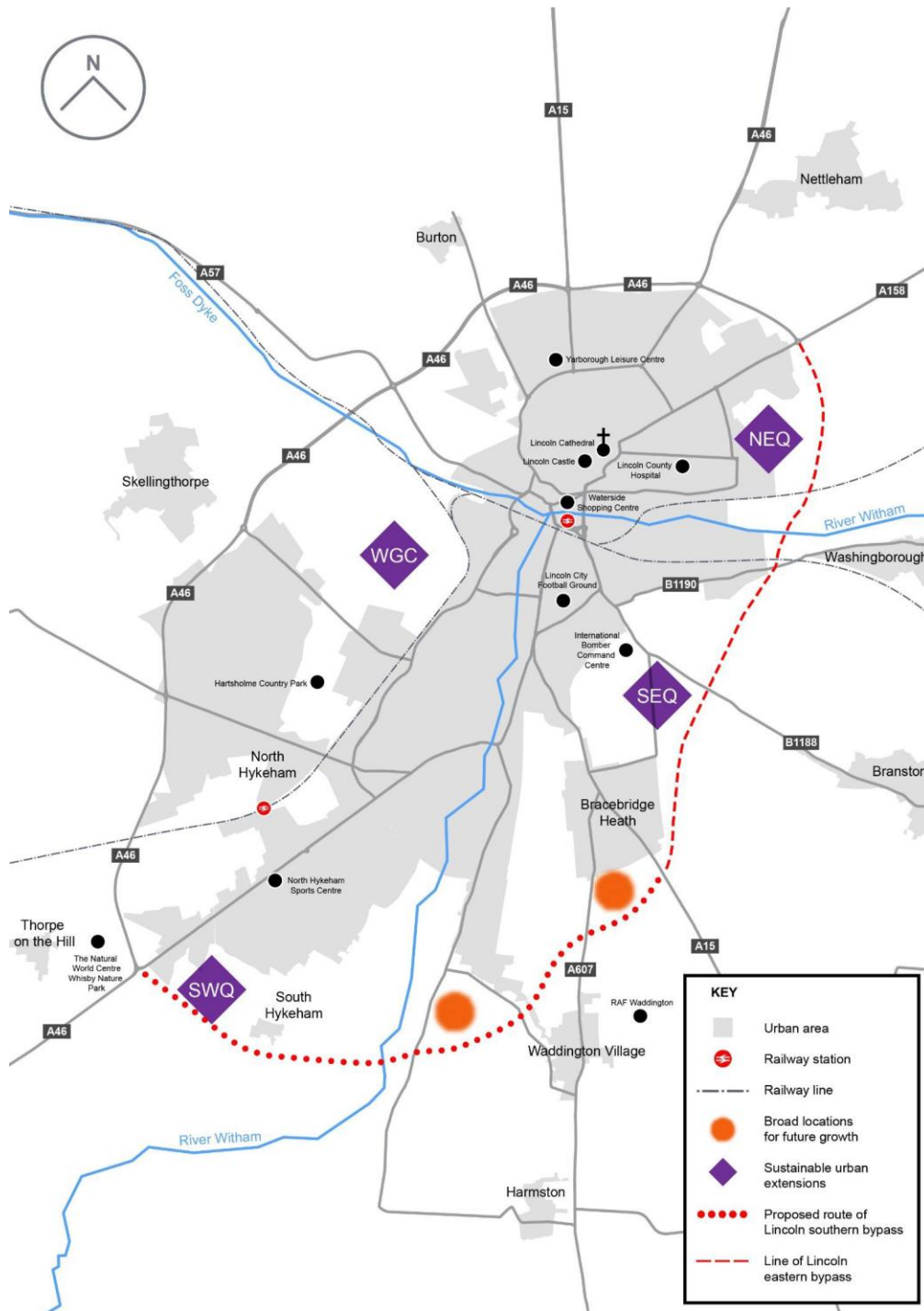
2.2 Delivery Strategy

2.2.1 Local Plan Policy LP3 seeks to provide for at least 36,960 homes whilst Policy LP5 seeks to allocate nearly 100 hectares of new employment land between 2012 and 2036. It focuses this growth in Lincoln and the Lincoln area and as follows:

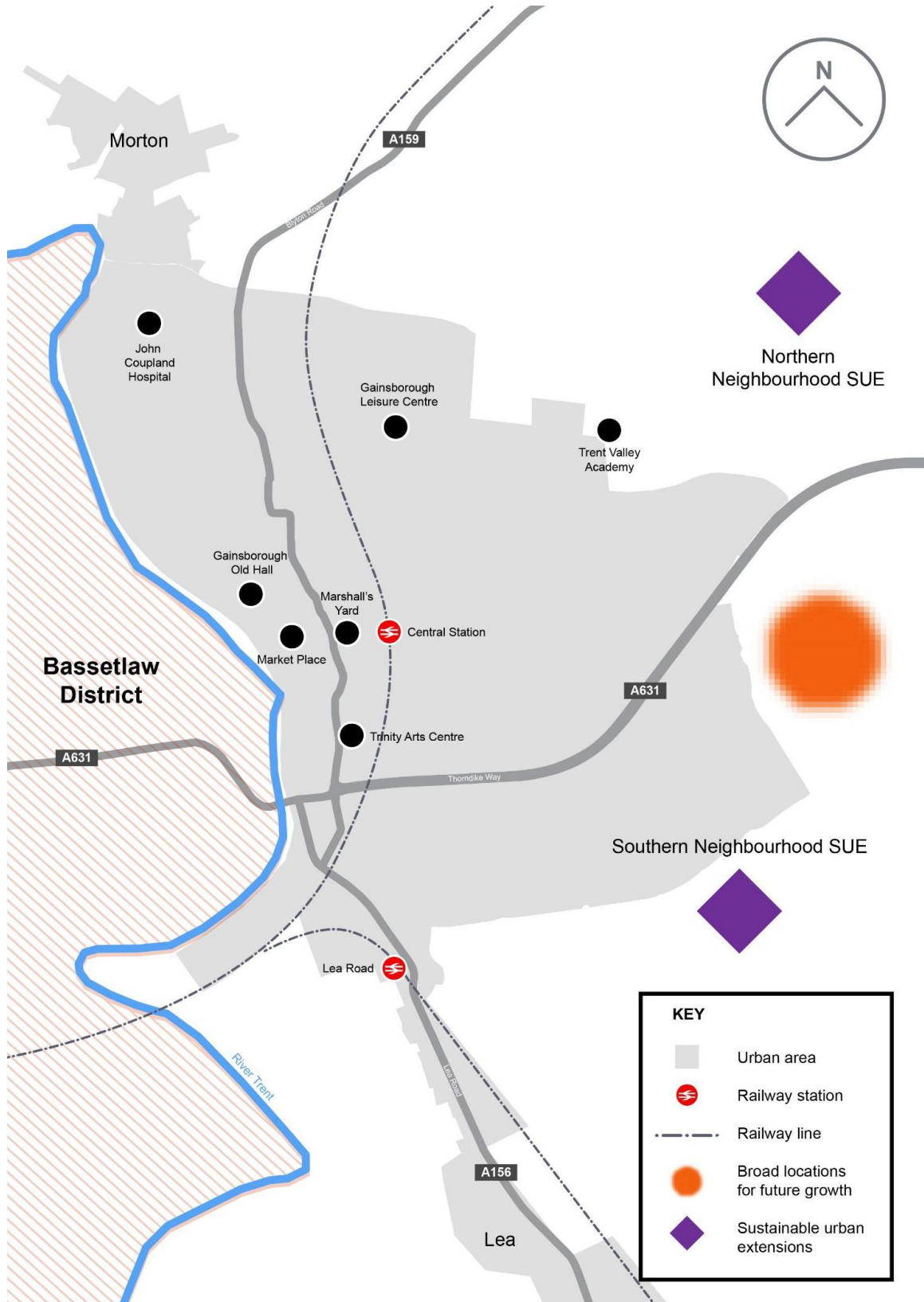
- Lincoln Area– 64%of homes and employment land
- Gainsborough– 12% homes and employment land
- Sleaford– 12% homes and employment land
- Elsewhere– 12% homes and employment land

2.2.2 Sustainable Urban Extensions (SUE's) will form an important part of the delivery strategy and those proposed are shown on the map below. These are located in areas that can be aligned with the capacity of existing infrastructure, or which can be planned at a scale that is viable to include new or improved infrastructure.

Key Diagram of Lincoln Showing Location of SUEs



Key Diagram of Gainsborough Showing Location of SUEs



KEY

- Urban area
- Railway station
- Railway line
- Broad locations for future growth
- Sustainable urban extensions
- Opportunity Areas
 - Heart of Sleaford
 - Riverside Centre
 - Southern Southgate
 - Forma Advanta Seeds
- Sleaford Link Road

Map labels: A15, A17, A153, River Slea, SWQ, SSQ, Sleaford Wood, St George's Academy, St Dennis Church, Market Place, National Centre for Craft & Design, Sleaford Leisure Centre, Boston Road Recreation Ground, Bass Mallings, Quarrington, Greylees, Sleaford Link Road, Marshdon Lane, Gresham Road, Victoria Road, Boston Road, Sleaford Road, A15, A17, A153.

3.0 Infrastructure Priorities and Potential sources of funding

3.1.1 As explained below, the IDP and its schedule will be managed and monitored and priorities are likely to change as development proposals move from inclusion in the Local Plan to detailed planning applications. Up to 2013, the Joint Planning Committee made decisions about infrastructure priorities. This will need to be reviewed as the Local Plan is developed further. Infrastructure schemes had been prioritised under the following categories and it is these which are carried forward into the current schedule:

1	High priority – Key strategic transport and flood resilience at key locations
2	Medium priority – education provision, primary healthcare centres, other health, most transport, fire, sport / community centres, high participation sport, green infrastructure and carbon reduction measures.
3	Low – Lower participation sports and a few more general transport measures
0	Assumed 100% funded including utilities connections and existing allocations.

3.1.2 These categories have been identified for IDP purposes and for ease of reference. In addition, items could change category as the IDP is reviewed and further evidence is gathered or as site-specific information is advanced. In relation to the final point, the identification of an item in those categories should not in all cases be seen as a suggestion that an item should or should not be funded by developer contributions (planning obligation or CIL).

3.1.3 The relevant items have been categorised based on extant policies, available evidence and officer and member discussions across the four authorities. The priorities will continue to be monitored throughout the life of the Local Plan.

3.2 Management and Monitoring Arrangements

3.2.1 The Central Lincolnshire Joint Strategic Planning Committee (CLJSPC) will continue to oversee the Central Lincolnshire IDP, infrastructure priorities and related matters. This is particularly relevant for Central Lincolnshire wide issues, of which there are many in relation to infrastructure. The Committee has also taken responsibility to monitor the delivery of the IDP.

3.2.2 As appropriate, the individual authorities will need to take decisions through their own corporate/ scrutiny processes. The CLJSPC meetings are frequently attended by senior managers at the four authorities, including Chief Executives and Executive Directors. This group of senior officers provide further support through the Central Lincolnshire Strategic Group (CLSG) which meets once a month, chaired by the Chief Executive of North Kesteven District Council. A wider body of officers provide support through the Strategic Urban Extension (SUE) delivery groups, which meet approximately once a month, and the Infrastructure Task group, which meets monthly. The former have chairs from each District, typically Heads of Planning. The latter is chaired by the LCC Planning and Environment Commissioner. All groups have defined Terms of Reference.

3.2.3 The SUE delivery groups involve members of the Central Lincolnshire Authorities and the site landowners / promoters. Other expertise will be sought throughout the process as and when necessary. These groups consider issues including those relating to viability and infrastructure provision and help inform the policies in the Local Plan as well as the Infrastructure Delivery Plan. It is intended that, given the

long term nature of these schemes that this group will continue to be fundamental throughout the lifetime of the development.

3.2.4 The IDP is not statutory policy but will inform decisions on development contributions (section 106 and CIL) and similar issues. It is however a statement of common objectives, having been informed by the decisions and comments of the CLJSPC and partner organisations, and based on current joint evidence and expectations. The CLJSPC, CLSG and associated groups will be the forum within which the IDP is reviewed as the Local Plan is implemented.

3.2.5 The CLJSPC itself will invite third party organisations, such as the health trusts or the Environment Agency, to attend meetings where appropriate. The Authorities will also establish any specialist sub groups as necessary to inform the development of evidence and review of the IDP.

3.2.6 The IDP will be reviewed quarterly and an annual update will be taken to the CLJSPC. To aid this process, the IDP will be monitored alongside the LDF Annual Monitoring Report (AMR) and relevant information will be reported through the AMR.

3.3 Potential sources of funding

3.3.1 There will be an infrastructure funding gap: the level of investment aspirations of the authorities and partners will be higher than the funding available from the sources set out below. In order to bring forward development, the authorities will have to establish funding priorities and set out proposed phasing of development and investment. The priorities and proposed phasing will need to be reviewed by the Central Lincolnshire Authorities and partner organisations as the Local Plan is implemented.

3.3.2 The following sources of funding have been identified and their scope is under further assessment by the partner authorities:

Local Authority and Partner Resources:	
➤ Land asset holdings	City of Lincoln Council holds land (including a former tip) that will form part of the Western Growth Corridor and land which will form part of the City Centre Transport Hub. In both cases, redevelopment objectives will focus on the delivery of affordable housing / infrastructure
	WLDC has been promoting the redevelopment of land in its ownership through the Gainsborough Housing Zone
	In relation to relevant projects, LCC has been entering into agreements, issuing "blight" and pursuing compulsory

	purchase orders. This will continue as appropriate.
	NKDC is understood to have limited land assets that are relevant to the IDP. In some case, these will be taken forward as employment sites.
➤ Capital programmes,	The authorities have set aside funding for major capital projects including (for LCC) the Lincoln Eastern Bypass (LEB) and (the City) Transport Hub. Funds are therefore relatively limited. However, there could be opportunities that arise later in the plan period, particularly with an “invest to save” approach, perhaps part funded by developer contributions.
➤ Affordable homes programmes	The three district authorities have building programmes (West Lindsey through its partner – ACIS). These are not discussed in detail here but are considered in the Housing Delivery Plan
➤ Local Authority pension funds	These would only be taken forward with a great deal of caution. Any potential project(s) would need to be supported by very strong business cases demonstrating strong returns and manageable risks. For pension funds, it is more likely that a group of funds will spread potential risks by investing together. Future prudential borrowing is likely to be limited, particularly for LCC, which has agreed to borrow to fund projects such as LEB
➤ Prudential borrowing	
Developer Contributions: ➤ CIL; ➤ Neighbourhood CIL; and ➤ Section 106	Each is discussed in detail below
The Growth Fund	Lincoln and Gainsborough (West Lindsey) were identified as Growth Points and awarded Growth Funding. Both funds are now closed to new applications with all funding allocated or spent. An example of a major project to be funded is the East-West Link in Lincoln
Local Growth Fund	This fund is provided via the LEP's Strategic Economic Plan. This funding replaces Local Transport Board funding
Invest & Grow	Also via the GLLEP, this investment loan funding (part of the national Growing Places Fund) is a rolling fund designed to kick start stalled housing and commercial developments by funding infrastructure between £500k and £2m
Regional Growth Fund	Understood to be closed
Network Rail,	This includes its 5 year investment plans (currently Control Period 5 until 2019). This is likely to be limited going forward as much of the funding is allocated and project

	already allocated funding are under review as noted in the sections below.
Central Government Departmental spending	Despite a downward trend in Central Government funding, the Authorities with partners such as the NHS will seek to secure additional funding both for specific projects and across the area to support growth in population.
Lottery Funding	This will be particularly relevant for sport and physical activity provision, green infrastructure and cultural facilities
Sport England and Non-Governing Bodies	It is assumed that some funding will come from these bodies. Further dialogue with them is needed.
Tax Increment Financing (TIF)	At the beginning of the 2010-2015 Parliament, announcements were made on the potential to introduce these measures. Six pilots are underway in Scotland but none understood to be likely in England for the foreseeable future. Officers will monitor announcements.
Business Increase Bonus (BIB)	
New Homes Bonus	This "bonus" is provided to local authorities based on the homes completed in their area. This is split 80% to district councils and 20% to county councils. In Central Lincolnshire, at a time when authorities' grant funding has been cut, the authorities have supported their capital programmes (see above)
Privatised Utility Companies	It is assumed below that where there is a utility responsibility that the company will provide sufficient funding and deliver through the relevant statutory regime. However, this will be tested further now that the location of development is clearer.

3.3.3 Through updates of the IDP, the partner authorities will provide a realistic assessment on the size of these funds.

3.3.4 The Central Lincolnshire Authorities' expectation is that Local (neighbourhood and parish) Councils will first consider using their CIL funding to provide items contained within the IDP. The Authorities will support Local Councils in assessing parish-/neighbourhood-level infrastructure needs and potential for match-funding within the context of the IDP. Given the extent of the funding gap as shown in the IDP, the District Councils will not be able to re-allocate CIL funds (which would clearly be at the expense of other local areas) to local areas which do not use their CIL funds in this manner. In the current public sector funding environment, it is likely to be challenging for the district authorities or county authority to secure any non-CIL funding for infrastructure that is not already included in the IDP and cannot be supported by clear evidence of need. Local Councils should consider the above priorities in their use of CIL in the context of the potential to match-fund

with district council CIL and other public funding. With sufficient robust local evidence, there might be a case for re-aligning priorities.

4.0 Infrastructure needs in Central Lincolnshire

4.0.1 The following section of the IDP details the specific types of infrastructure that are required to deliver the Central Lincolnshire Local Plan, discussing the individual requirements and issues for each individual piece of infrastructure.

Physical Infrastructure

4.1 Energy Usage and Supply

Overview

4.1.1 The gas and electricity networks are overseen by the industry regulator Ofgem (Office of Gas and Electricity Markets) whose key priority is the protection of consumers. Ofgem sets policy priorities on a range of issues, setting financial allowances for a set period (usually five years).

4.1.2 Within Central Lincolnshire, National Grid owns and operates the high pressure gas transmission system and the lower-pressure distribution gas mains which deliver gas to homes and employment sites whilst they also hold the licence to transmit electricity across the country. National Grid published an Electricity Ten Year Statement in November 2014⁵ which provides a wide range of information relating to the possible development of electricity transmission systems. National Grid also published a Gas Ten Year Statement in December 2014⁶ which provides a forecast of the gas transportation system usage and sets out likely system developments.

4.1.3 Western Power Distribution and Northern Powergrid are the electricity Distribution Network Operators (DNO) and have responsibility for the network of engineering assets that allows the distribution of electricity to customer's premises from the National Grid.

4.2 Capacity & Future Infrastructure needs

4.2.1 The relevant electricity and gas providers have been engaged to identify and understand major development constraints, spare capacity in the existing

⁵ <http://www2.nationalgrid.com/UK/Industry-information/Future-of-Energy/Electricity-Ten-Year-Statement/>

⁶ <http://www2.nationalgrid.com/UK/Industry-information/Future-of-Energy/Gas-Ten-Year-Statement/>

networks, reinforcement work and related costs in support of the proposed development distribution. This will continue up to examination of the Local Plan and through its implementation.

- 4.2.2 The capacity of electricity infrastructure is fluid and the situation can change quickly depending on the demands that a development puts on the network. This is particularly the case with commercial development where the needs may not be known until the actual use has been determined. As shown in the table below the power companies have confirmed that at a macro level, there are currently no major problems with supply.
- 4.2.3 The main area where new or improved infrastructure may be required concerns primary and secondary substations especially in Lincoln, Gainsborough and Sleaford where a large proportion of the growth will be located. In Lincoln there have been supply issues with circuits in Summer 2014; Western Power Distribution has identified the issue as the 9km connection from Spa Road to North Hykeham. This will be addressed in the current eight year RIIO (Revenue = Incentives + Innovation + Outputs) period. In Sleaford, capacity is available to the south but limited network to the north is restricting capacity. Western Power (WP) have a reserved primary substation site to the north which would be utilised should significant load be requested, subject to development timescales. WP would also need to lay cable from the north to south side of Sleaford which would impact timescales due to crossing the railway.
- 4.2.4 In terms of gas, National Grid have confirmed that there are currently no major issues with gas provision which is due in part to the reduced reliance on gas as a result of better insulated and more fuel efficient homes. In respect of the proposed Sustainable Urban Extensions (SUE's) South East Quadrant, North East Quadrant, Western Growth Corridor (all Lincoln) and Sleaford West will need a connection to the gas main.
- 4.2.5 If necessary, local reinforcements to the gas network can usually be made within 12 months, particularly if close to urban areas. The company is subject to a Price Control Review (PCR – a pricing agreement with OFGEM) and prepares annual delivery plans. Major reinforcements can be programmed if communicated in advance. Payment for gas connection might be required, dependent on the outcome of an economic test, which is undertaken by National Grid. It is anticipated that a more detailed assessment of capacity information and infrastructure needs can be prepared now that Local Plan site allocation have been progressed and can be shared with providers. However at this stage the provision of gas and electricity is not considered a constraint to Central Lincolnshire's Development

4.2.6 In April 2014 changes to part L of Building Regulations which concern the conservation of fuel and power came into effect. This is a key milestone towards the Government's target for all new homes to be zero-carbon by 2016, and new non-domestic buildings by 2019. The cost implications of these changes have been estimated through national studies, which have fed into the viability evidence (WPV) supporting the Local Plan and IDP. Local Plan Policy LP18 Climate Change and Low Carbon Living sets out how the Central Lincolnshire Authorities will ensure that development in the plan area will contribute towards the government's targets. Residential development over one dwelling and non-residential development over 100 square metres will be expected to demonstrate how the scheme will make a positive and significant contribution towards one or more of the following (in order of priority):

- Reducing demand for energy;
- Improving resource efficiency (sustainable design and construction);
- Increasing the amount of energy, heat and power generation from decentralised, renewable and low carbon sources (rather than from non-renewable sources).
- Carbon off-setting

4.2.7 Further changes to the building regulations are expected in 2016, including the need for developers to determine how their site can use "allowable solutions", which involve the development of solutions outside of the site boundary to further reduce/offset carbon emissions associated with new development. More detail on the proposed 2016 changes is expected in a policy document this year. It is understood that the proposals will require a financial contribution to be made, which, as default, will go to a national budget.

4.2.8 Where a local policy is in place, developers can choose to pay a contribution to a local public or private provider. The Central Lincolnshire authorities will closely monitor the situation, particularly with regards to any implications for development viability, and are preparing to draft a local policy in advance of changes. The Authorities will seek to coordinate and deliver "allowable solutions" in order that the fund delivers local projects to the benefit of the local economy, residents and housing market.

4.2.9 One potential source of heat (excess steam) and electricity is the energy from waste (EfW) plant to the south-west of Lincoln, which has been constructed to allow the use of excess steam. An LCC sponsored study on the EfW plant suggests that excess steam can more readily be used to the west and south-west of the City. LCC has made a corporate decision that the EfW plant is its long-term solution to waste disposal in Lincolnshire. The scheme is also mentioned under the 'waste management' heading below.

4.2.10 The biomass heating plant in Sleaford is also providing heat to the Sleaford leisure centre. The Authorities will promote any potential extension to this.

4.2.11 In addition to tackling the causes of climate change, it is important to plan appropriately for a changing climate, through adaptation. The Climate Change Act put in place a process for assessing and managing the risks and opportunities to the UK from climate change. In its first assessment, the Adaptation Sub-Committee identified five adaptation priorities where there is scope for “low-regret actions” (low financial cost, high environment benefit measures) or where decisions today have significant long-term, systemic consequences for future vulnerability;

- Land use planning
- Designing and renovating buildings
- Providing national infrastructure;
- Managing natural resources and
- Emergency planning

4.2.12 The first four are relevant to infrastructure planning. The Sub-Committee concluded ‘from an adaptation perspective, the land use planning system is one of the most important functions delivered by local government’. These kinds of issues, around adaptation, should be considered by the Central Lincolnshire authorities and partners in infrastructure provision.

4.3 When infrastructure will be required?

4.3.1 As stated above the main areas which will require improvement concern primary and secondary substations. In addition new development may require connection to the electricity and supply network. The known infrastructure requirements and the timescales for delivery are summarised below

4.3.2 As noted above, in Western Power's area, a new connection from Lincoln to North Hykeham will provide some additional resilience in that area within the current RIIO period and connection to the north of Sleaford will create new capacity as required to support development north of the railway line. In the rural areas, Cranwell substation is at capacity however Western Power is proposing to add additional capacity in 2017.

4.3.3 Northern Powergrid will be undertaking overhead line replacement between Blyton and Harpswell (2022) and are currently undertaking asset replacement in Harpswell

4.4 How will new energy infrastructure be funded?

- 4.4.1 The actual cost of infrastructure will depend on a number of factors including the size of development and existing supply and capacity supply. For example greenfield site with no existing provision will cost more than a site which has existing infrastructure available. Costs will be met through agreement between developers and providers (see further detail below). Now that site allocations have been made clear, dialogue with site promoters will aim to ensure that all utility connections have been considered in work undertaken.
- 4.4.2 The energy generation supply and distribution to provide for new development is the responsibility of the development, and will be paid for jointly by the developer and the utilities company. In respect of connections to the electricity network, the DNO can do this or there is the option of an Independent Connection Provider (ICP) or an Independent Network Operator (IDNO) to undertake some of the works.
- 4.4.3 Where a new connection and a new network is built by an ICP it may be adopted by an IDNO who will retain ownership of the network and be responsible for its future operation and maintenance up to the point of connection to a pre-existing part of the main power distributor's network. In this case the end customers connected to this new network will be customers of the IDNO rather than the power distributor.
- 4.4.4 It is noted that until there are planning consents in place, it is difficult for utility providers to include investment in regulatory investment plans. However, utility providers are under a duty to ensure that new development is serviced. The IDP has incorporated information received thus far, and any new information and evidence from utility providers and other relevant bodies will also be included in future IDP reviews. Officers from the planning authorities will continue to engage pro-actively in discussion with energy providers as the Plan is delivered.

4.5 Telecommunications

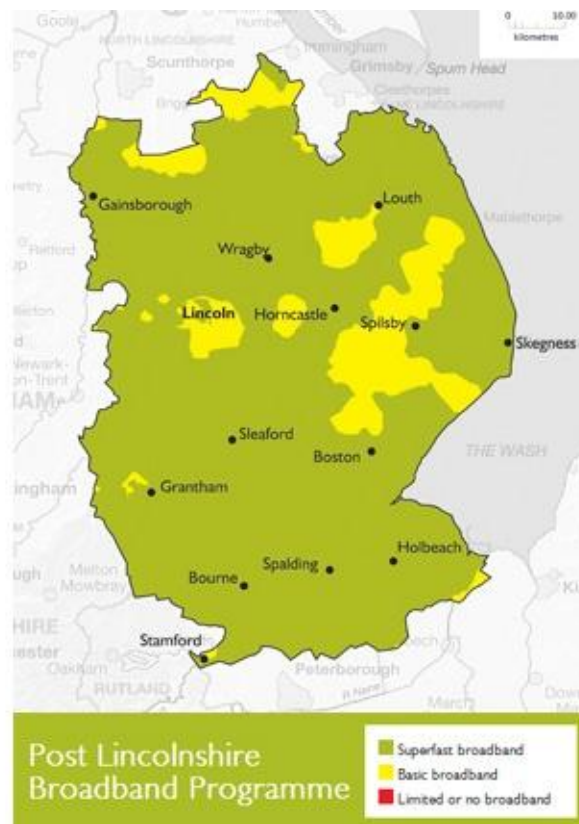
Overview

- 4.5.1 Broadband has a significant role to play in business growth and this is particularly pertinent in rural areas like Central Lincolnshire, where many businesses can operate at home or in small scale rural premises.
- 4.5.2 Lincolnshire County Council, central government and BT in particular are investing significant funds so that at least 89% of all premises in Lincolnshire should have access to super-fast broadband by April 2016, with the council aiming for

everyone else to have access to at least 2Mbps broadband. This will mean that for the first time, broadband should be available everywhere in Lincolnshire.

4.5.3 All exchanges in Lincolnshire have been upgraded to support broadband but this is a largely a copper infrastructure to the cabinets and then to homes and premises. As a result the further a premises is from the exchange, the slower will be the internet speed. The Broadband Delivery UK Project (BDUK) will see most exchanges in Lincolnshire upgraded to offer Superfast Broadband. This will be achieved by upgrading existing exchanges and putting fibre optic cables from the exchange to new green street side cabinets which will normally be placed adjacent to the current cabinets. In some cases entirely new cabinets will be provided.

4.5.4 A map showing broadband coverage post April 2016 is set out below.



Source: Lincolnshire County Council

4.5.5 There are aspirations for rolling out the next generation of broadband to the whole of Lincolnshire by 2017 and the “onlincolnshire project team” will continue to seek funding so that this can be achieved. The County and District Councils and the GLLEP have agreed to continue to speak with developers to encourage them to incorporate appropriate complementary infrastructure with the opportunity for

fibre optic technology introduction, within their schemes from the beginning to reduce the need for retrofitting at a later stage.

4.5.6 BT Openreach offers Fibre to the Premises (FTTP) which is a high-speed broadband service which provides an end-to-end fibre optic connection the full distance from the exchange to the end user's premises². This offers speeds of up to 330Mbit/s downstream and up to 30Mbit/s upstream. This is up to 40 times faster than copper.

4.5.7 BT is also looking at ways in which communities can help themselves, for example, by assisting with digging trenches for the new infrastructure so that the costs of rural broadband can be reduced. BT is also looking at Broadband Enabling Technologies to infill areas that will not be upgraded in the near future.

4.5.8 A growing number of communities are likely to be able to receive superfast broadband via fixed wireless operators like AB Internet, Linpop, and Quickline. In the past these have tended to be more expensive than the traditional fibre/copper service such as BT, Virgin Media, and Talk Talk but the services are improving in terms of reliability, speed and cost.

4.5.9 Satellite Broadband is already available in most parts of the county and like fixed wireless is improving significantly. A further opportunity may emerge over the next year or so with the development of 4G mobile broadband. There are currently four providers offering the service; EE, O2, Vodafone and Three. Indications to date are that the services provided are significantly better than 3G. As the market develops it is expected that 98% of the country will have mobile broadband access, with average speeds of about 9mbps.

4.6 Capacity and Future Infrastructure Needs

4.6.1 Whilst there are significant improvements taking place to the broadband infrastructure in Lincolnshire it is anticipated that there will be a need for new / improved infrastructure to meet the housing and employment needs within central Lincolnshire, the timing of which will be in line with the rate of development.

4.7 How will infrastructure be funded?

4.7.1 BT funding is arranged by site size, and there is a small figure available on small sites from BT, after which the customer helps with the cost, work is undertaken to a service level agreement. On larger sites BT works closely with the developer with the cost of works shared. To assist the development industry, BT Openreach has

prepared a Developers Guide⁷ which contains information about extending, altering or connecting to the network. This is suitable for all scales of development, from a large housing site to an individual property.

4.8 Waste Management

4.8.1 Lincolnshire County Council has the statutory responsibility of municipal solid waste disposal, but this responsibility does not extend to other waste such as Commercial and Industrial Waste (C & I Waste). The waste management strategy for the County is, in line with The National Waste Strategy⁸, to reduce the disposal of waste in favour of, for example, energy recovery. Locally, this means the development of the Lincoln Energy from Waste (EfW) plant, which came into operation in 2013. The plant is served by five waste transfer stations including two within Central Lincolnshire: Gainsborough and Sleaford.

4.8.2 New development should be delivered to promote the re-use and recycling of waste in line with national planning and waste management guidance, for example, using the practical guidance on layout of housing which is currently in the Code for Sustainable Homes.

4.8.3 As county planning authority, LCC has responsibility for making relevant waste planning decisions and preparing a Minerals and Waste Development Framework (MWDF) which relates to all kinds of waste disposal. Relevant MWDF documents can be viewed at: <http://www.lincolnshire.gov.uk/mineralsandwaste>

4.8.4 C&I waste is dealt with by private contracts between commercial and industrial operators and private waste disposal.

4.9 Funding of infrastructure

4.9.1 It is not expected that developer contributions will be sought for any off-site waste disposal or management facilities or for the collection of waste. Where appropriate developer contributions or planning conditions might be required to ensure adequate on-site or edge-of-site waste storage facilities and receptacles.

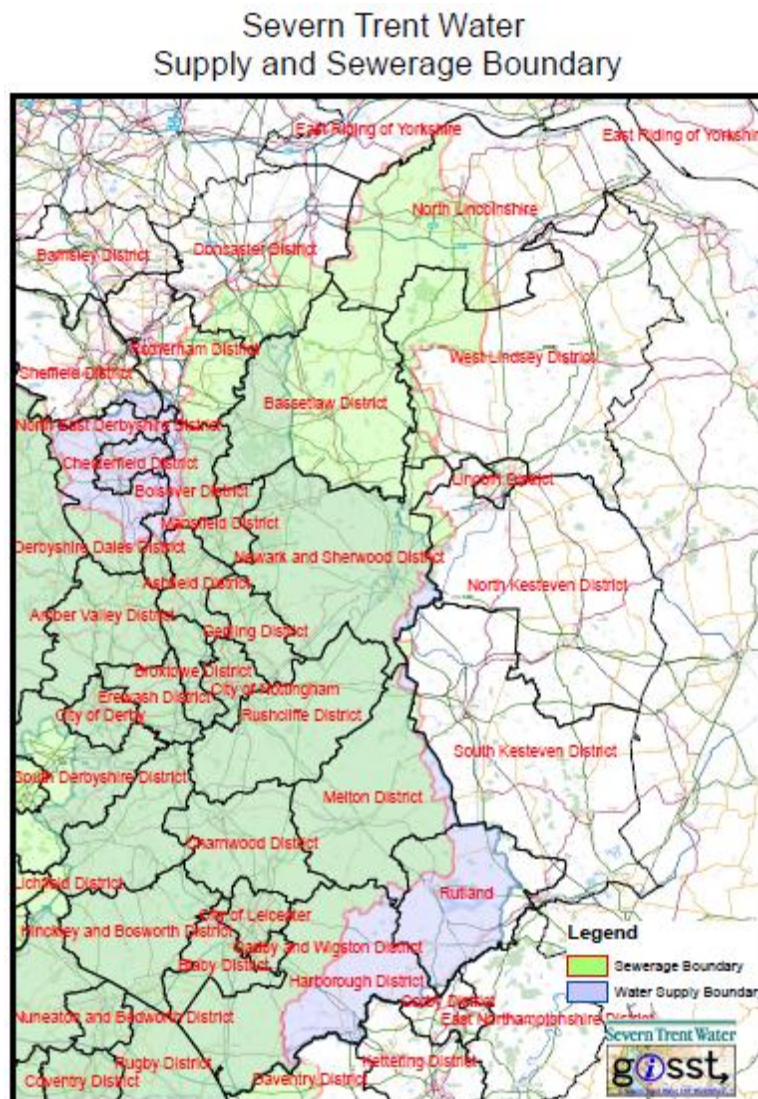
⁷ <http://www.newdevelopments-openreach.co.uk/Developers-and-architects/DevelopersHandbook.aspx>

⁸ Department for the Environment, Food and Rural Affairs (DEFRA) (2007) Waste Strategy for England 2007

4.10 Water

Overview

- 4.10.1 Water infrastructure, including water supply and waste water treatment need consideration in relation to any development. Anglian Water is the Water and Sewerage Company (WASC) for the vast majority of Central Lincolnshire but the boundaries for water and sewerage have some significant variation. Severn Trent Water provides water supply for areas alongside the river Trent and this broadens out to a much larger area for sewerage services around Gainsborough. The west of the town drains to a sewage pumping station located off Bridge Street which pumps directly to Gainsborough sewage treatment works located to the south of the town. Development to the east drains to a sewage pumping station at Heapham Road which also pumps directly to the sewage treatment works.



- 4.10.2 Since the water and sewerage industry was privatised in 1989, a regulatory framework has been in place to ensure that consumers receive high standards of service at a fair price. The industry must also comply with national and European legislation. The Water Resources Act 1991 (as amended) places on water companies a duty to provide water supplies to persons and a system for the collection and treatment of sewage. As such, water companies have a legal obligation to ensure that they meet the needs of new developments.
- 4.10.4 Water and sewerage companies plan on the basis of providing across their specific areas taking account of projected population growth and proposed new development.
- 4.10.5 Under the Water Act 2003, water companies are required to publish a Water Resources Management Plan (WRMP)⁹ which forecasts the demands for water, calculates the balance between supply and demand and suggests how any supply deficits will be overcome – informing the proposals set out in the relevant business plan. Water companies are required to review the WRMP every five years and review performance against the plan on an annual basis. The WRMP focuses on water supply rather than waste water treatment.
- 4.10.6 Every five years water companies are required to submit to the water regulator, Ofwat, business plans known as Asset Management Plans that reflect the funding necessary to operate the business and to undertake new investment. These business plans must explain what services and improvements the company is planning to make and how much these will cost. Ofwat sets price limits for the next five years based around the water companies' intentions as set out in the relevant business plan. As such, there cannot be certainty over infrastructure provision over the medium and long terms until future funding is secured. The AMP6 period runs from 1 April 2015 to 31 March 2020 and does not therefore cover the whole Local Plan period.¹⁰
- 4.10.7 In addition it is understood that Anglian Water will be preparing a long term wastewater strategy similar to the Water Resource Management Plan. AW will encourage councils within their area to engage in this process.

4.11 Current Capacity & Infrastructure Requirements

- 4.11.1 As part of the preparation of the Local Plan, Water Cycle Studies have been prepared for Gainsborough and the remainder of Central Lincolnshire. These have been supplemented by discussions and information received from the EA and

⁹ <http://www.severntrent.com/future/future-plans-and-strategy/water-resources-management-plan> and http://www.anglianwater.co.uk/assets/media/WRMP_2015.pdf

¹⁰ <http://www.severntrent.com/2020-plan/> http://www.anglianwater.co.uk/assets/media/ICT_Final.pdf

Water companies. These show that overall there should be no water resource deficit for the 25 year Water Resource Management Plan Period across all three of the relevant water resource zones (RZs).

- 4.11.2 Based on the current information about the level of growth the water companies have confirmed there may be a requirement for improvements to the supply network and water recycling centres (formerly known as sewage treatment works). Foul water flows from new development will have an impact on the existing sewerage network, this will be dependent on the size, location and phasing of development. In addition all development, including the Sustainable Urban Extensions will require a connection to the sewerage network which may mean that there is a need to upgrade the network.
- 4.11.3 Based on information from Severn Trent Water provided in 2010 (supported again by discussions with the company in 2015) it is understood that in terms of Sewage Treatment there was headroom within the current discharge consent for Gainsborough sewage treatment works to accept up to 1,250 new dwellings. Severn Trent stated in 2010 that the discharge consent is for 9,100m³ of treated effluent per day directly to the River Trent with current measured discharge at 8,620m³/day. This is expected to be sufficient to accommodate the first phase of the Foxby Lane (Gainsborough Southern Neighbourhood) development plus those developments with approved planning permission yet to be completed. Accommodating further development will require a new discharge consent to be agreed with the Environment Agency but Severn Trent did not expect this to be an issue – the planning authorities will need to discuss with the EA.
- 4.11.4 Turning to the Sewerage Network; drainage of the Foxby Lane development was being assessed as part of the sewer requisition enquiry in 2010. As this development to the east of watershed ridge within the Foxby Lane site will require a dedicated pumping station and rising main direct to Gainsborough sewage treatment works the location of this pumping facility should take account of the long term drainage needs to accommodate the northern and eastern neighbourhood extensions. To avoid potential abortive infrastructure, guidance would be required from the planning authorities on the potential likelihood and timescale of the northern and eastern developments.

Anglian Water

- 4.12.1 In 2014, Hall Water Treatment Works, which serves the Central Lincolnshire area, came into operation. Costing £44m, water from the River Trent is pumped two kilometres to a newly constructed 20 acre reservoir which holds 300 million litres of water. From here, up to 20 million litres every day will be treated using processes unique in the UK, before it is supplied to homes and businesses in

Lincolnshire. This new water source will help underpin the region's growth and ensure there will be enough water for Lincolnshire's future.

4.12.2 In addition to the above investment, discussions with Anglian Water confirm that the company is planning to make additional investment in the Central Lincolnshire area as part of the current Asset Management Plan (which covers the period 2015 to 2020). Additional investment is planned at the following Water Recycling Centres (WRCs):

- North Hykeham WRC
- Sleaford WRC

4.12.3 The purpose of proposed investment is to provide additional capacity to accommodate further growth which is anticipated within these catchments based upon the information which is currently available. The exact timing of which is dependent upon proposals in the Local Plan within the catchments for these facilities and particularly the timing of these developments. Anglian Water continually monitors the flows to each WRC to determine when improvements should be brought forward.

4.12.4 In addition, there may be sewers or water mains which cross a site. The site layout should be designed to take these into account; this existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The sewers or mains should be located in highways or public open space. If it is not possible to accommodate the existing sewers or mains within the design then diversion may be possible under section 185 of the Water Industry Act 1991 or entering into a build over/near agreement may be considered.

4.13 Funding Infrastructure

4.13.1 The requirement in European legislation that development must not cause deterioration in the quality of watercourses will be a consideration. The statutory rights for relevant parties¹¹ mean that the only recoverable costs for Water and Sewerage Companies (WASCs) apply to connections to the WASCs' existing water mains and sewers. A WASC has to offset connection costs against the revenue income it will receive from the proposed development for twelve years after occupation, through a process called discounted aggregate deficit (DAD) which can be adjusted to take account of individual phases of longer term developments to reduce costs to the developer. Hence the major responsibility falls to the relevant WASC.

¹¹ Under Section 98 and Section 106 of the *Water Industry Act 1991*

- 4.13.2 Alternatively, the developer may choose their own contractor to do the work, which is known as self-lay. The water company will take over responsibility for (adopt) self-laid pipes that meet the terms of its agreement with the developer or self-lay organisation (SLO) that carries out the work.
- 4.13.3 If a strategic system for waste water and sewage is required to serve more than one development then the water company may choose to design the system to cater for the future flows. The developer will then be required to pay for the proportion of costs associated with that development with the remainder paid for by the water company who will recharge those costs as the other developments progress.
- 4.13.4 Since this will be as a direct result of negotiation between the relevant utility company and the developer, it is difficult to cost within the IDP. However, work is continuing between the authorities to ensure that facilities are delivered when and where necessary to support key growth proposals and in particular the Sustainable Urban Extensions.
- 4.13.5 In addition, capital expenditure to water and wastewater treatment works has to be approved by the regulator, OFWAT. Capital expenditure can then be funded through customer's water and sewerage charges (through the Asset Management Plan – AMP) and not by the development industry. In justifiable circumstances, OFWAT will approve investments midway through an AMP period.
- 4.13.6 In very rare circumstances, the local planning authorities may choose to exercise their statutory ability to requisition sewers¹² and/or fund any investment through development contributions. Such rare circumstances might include providing one strategic sewer to serve a number of developments, particularly if that would aid prompt delivery.

4.14 Flooding and surface water management

Overview

- 4.14.1 Central Lincolnshire has significant areas of land that are deemed to be at risk of flooding from both fluvial (river) and pluvial (surface water) sources. However, Lincoln, Gainsborough and Sleaford, the areas most affected by flood risk, have key brownfield and edge-of-town centre sites that are in need of regeneration.
- 4.14.2 The three Central Lincolnshire District Councils have completed Strategic Flood Risk Assessments¹³ that provide accurate information on flood risk issues and

¹² As included in the Water Industry Act 1991

¹³ <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/environment/>

factor in climate change adaptation. Water Cycle Studies (WCSs)¹⁴ that provide information on drainage and sewerage issues have also been completed for Central Lincolnshire and have been agreed with the relevant partners. These pieces of evidence are important in helping to ensure that flood risk and water management issues are fully taken into account when new development is considered.

- 4.14.3 Further analysis through the site allocations process has shown some development in flood zones 2 and 3 could meet the sustainability objectives of the Local Plan. Discussions with the Environment Agency (EA) and other bodies are ongoing through the Local Plan process to ensure detailed consideration of flood risk issues. One specific SUE where flood risk is under further detailed consideration and assessment is the Lincoln Western Growth Corridor (further comment is provided in the Lincoln section below).
- 4.14.4 Local authorities have a role, in line with the NPPF's guidance on flood and the Floods and Water Act 2010, to promote greener approaches such as Sustainable Drainage Systems (SUDS). These practices can reduce the risk of flooding (the NPPF's main objective in this area) and improve overall sustainability, for example, by reducing the use of mains water and even reducing carbon footprint. Under the Flood and Water Management Act 2010, there is a further requirement to use SUDS. This will be delivered to an agreed standard. SUDS should be considered at an early stage and those involved in development in Central Lincolnshire are advised to consider the construction industry research and information association (CIRIA) publication 'Planning for SUDS –making it happen'⁴
- 4.14.5 As part of the Government's continuing commitment to protect people and property from flood risk, new guidance to make better use of the planning system to secure sustainable drainage systems came into force in April 2015. It is expected that sustainable drainage systems will be provided in new developments wherever this is appropriate.
- 4.14.6 To this effect, local planning policies and decisions on planning applications relating to major development – developments of 10 dwellings or more; or equivalent non-residential or mixed development (as set out in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010) – to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate. The current requirement in national policy that all new developments in areas at risk of flooding should give priority to the use of sustainable drainage systems will continue to apply.

¹⁴ <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/environment/>

- 4.14.7 Under these arrangements, in considering planning applications, local planning authorities consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate.
- 4.14.8 As LLFA, LCC is also responsible for managing local flood risk: surface water, groundwater and ordinary watercourses. A Preliminary Flood Risk Assessment (PFRA) was undertaken for the whole County in 2011 and the Joint Lincolnshire Flood Risk and Drainage Management Strategy (JLFR&DMS) was agreed in 2012. This sets out ways to manage local flood risk (from all sources) between partner Risk Management Authorities and is updated annually with a Common Works Programme detailing approved measures and flood risk schemes. Since December 2013 further resource has been available from the Environment Agency, who, working with lead local flood authorities (LLFAs), produced the updated flood map for surface water and this can be viewed on the Environment Agency's website. In addition Flood Risk Management Plans (FRMPs) highlight the hazards and risks of flooding from rivers, the sea, surface water, groundwater and reservoirs, and set out how Risk Management Authorities (RMAs) work together with communities to manage flood risk. It is currently planned to implement these in December 2015.
- 4.14.9 Under the Flood and water Management Act, all risk management authorities (LLFAs, EA, District Councils, IDBs and Water Companies) have to act consistently with the National Flood and Coastal Erosion Risk Management (FCERM) Strategy and as LLFA, LCC has implemented and monitors the JLRM&DM Strategy to ensure the number of people at risk from flooding, and its impacts are reduced.
- 4.14.10 There are clear linkages and potential opportunities in the provision of the water management infrastructure with the Central Lincolnshire Green Infrastructure Strategy objectives. Wherever possible applicants and the relevant delivery/regulatory bodies should look to integrate green and blue infrastructure to promote better outcomes and minimise initial and ongoing costs.
- 4.14.10 The Water Management Plan is being prepared by the Water Management Board (WMB), on behalf of the Greater Lincolnshire Local Enterprise Partnership (GLLEP).
- 4.14.11 The Water Management Plan will support delivery of the Strategic Economic Plan. It will link key objectives set out in the existing Joint Lincolnshire Flood Risk Management Strategy with a broader approach to water. In effect, it will establish an agenda for water management in the round as a key element to support Lincolnshire's economic growth. The document will be launched in autumn 2015

and further information is available from

<http://www.greaterlincolnshirelep.co.uk/news/view/working-out-ways-to-manage-our-water-resources>

4.15 Infrastructure Capacity

4.15.1 Local Plan policy LP14 adds to national planning policy related to an upfront sequential test; an exception test where required; and an appropriately detailed site specific flood risk assessment (FRA). The purpose of the sequential test is to promote development away from areas of flood risk both by considering alternative sites and the layout of development within a site. Although capacity for this theme of infrastructure is perhaps less tangibly assessed than other themes, it is possible therefore to say that (given that a large part of the plan area is without risk of flooding) there is significant capacity to address Central Lincolnshire's development needs within existing capacities. However, there will be cases where development within what is currently considered to be a site at risk of flooding is necessary and appropriate, requiring reconsideration of "capacity" through the exception test.

4.15.2 Any site specific Flood Risk Assessment needs to consider flood risk from all sources to ensure that development is located in areas at low risk of flooding and to ensure that there is no increase in flood risk elsewhere taking climate change into account. The FRA will need to consider surface water and groundwater flooding as well as fluvial, coastal and other possible sources of flooding.

4.16 Infrastructure Requirements

4.16.1 The Western Growth Corridor will require flood mitigation and improvement works. The detail for this is currently being scoped. A very indicative figure is included in the draft IDP schedule as appended to this document but this will be updated in due course.

4.16.2 No other major schemes have been identified at this stage as requiring major flood management interventions. There is the potential that other schemes will come forward during the life of the plan which also require flood risk and water management infrastructure. However, as noted above, all schemes over 10 dwellings (and equivalent non-residential) will need to consider SuDS through design, layout and then infrastructure, potentially integrated with green infrastructure.

4.17 How will it be funded

4.17.1 NPPF requirement that SUDs provided on development of 10 dwellings or more and that new development does not increase risk elsewhere.

4.17.2 May be circumstances where s106 may be sought and further detail set out in the developer contributions. There are currently no flood management schemes identified as likely for CIL funding.

4.18 Transport

4.18.1 As stated in the Lincolnshire Local Transport Plan: 'Transport impacts on everyone's lives in many ways, be it catching a bus to work, walking to school or driving to a hospital appointment. Good transport is essential for a thriving economy and for social well-being, as well as supporting a range of wider aims and objectives such as encouraging a healthier lifestyle.' The links between transport and land-use are clear as explained in the NPPF and the draft policies of the Local Plan, including policy LP13.

4.19 Highways

4.19.1 Lincolnshire County Council is responsible for the local road network, while Highways England maintains the strategic road network. The county's road network is extensive at some 5,534 miles – the 5th largest of any local highway authority and is made up of the following types of road:

Type	Length (miles)	%
Trunk	38	0.7%
Principal A Roads	650	11.7%
B Roads	490	8.9%
C Roads	1,823	32.9%
Unclassified Roads	2,533	45.8%

Source: Lincolnshire County Council: Transport Monitoring Report 2014

4.19.2 As can be seen within this total, there are no motorways whilst the vast majority of the trunk road network is made up of the A1 and the A46. Within Central Lincolnshire there are a number of key routes to centres within and outside the plan area including:

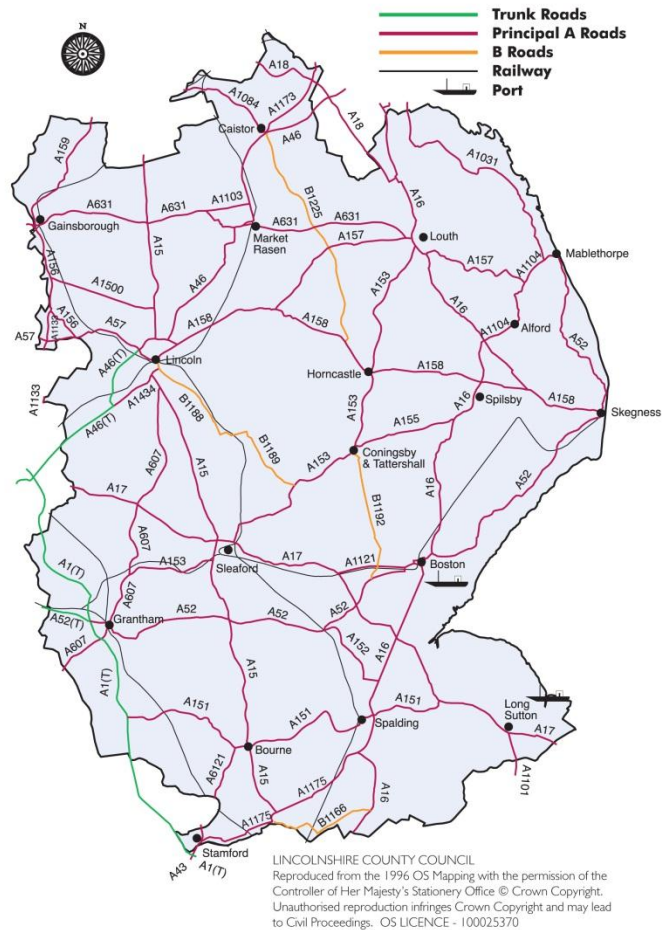
- A15: North-South links to the Humber Ports via the M180 and to Peterborough / East Anglia;
- A17: Newark / A1 to the west and Norfolk to the south east;
- A57: Lincoln-Sheffield including interchanges with A1 and M1;

- A46: Lincoln to Newark, Nottingham and the M1 at Leicester
- A631: Gainsborough to Market Rasen and Louth in the east and South Yorkshire (Rotherham, including M18) in the west; and
- A158: Lincoln to Horncastle and Skegness

4.20 Rail

- 4.20.1 The rail network, including level-crossings and stations, are owned by Network Rail, who must give approval for relevant works. Stations and services are operated by train operating companies (TOCs) or freight operating companies (FOCs).
- 4.20.2 There are twelve railway stations within the plan area; Gainsborough Lea Road, Gainsborough Central, Lincoln, Market Rasen, Metheringham, Ruskington, Sleaford, Rauceby, Heckington, Hykeham, Saxilby, and Swinderby. The network is predominantly rural and these stations are served by one or more of the six main routes: Leicester-Nottingham-Lincoln-Grimsby, Sheffield-Lincoln, Doncaster-Peterborough, Grantham-Skegness, Lincoln-London (via Nottingham or Newark Northgate) and Sheffield-Cleethorpes (Saturdays only). In addition there are connections to the East Coast Main Line outside of the area at Doncaster, Retford, Newark, Grantham and Peterborough.
- 4.20.3 From May 2015, Lincoln and Hykeham have benefited from more services and faster journey times to Nottingham. As part of the East Coast Franchise there were promises of additional services between Lincoln and London from May 2019 when new rolling stock was due to be delivered but this has been brought into question recently by potential timetable issues.
- 4.20.4 Freight traffic is also a significant user of the rail network with trains passing through the area to access the various ports including Immingham and Felixstowe and other specific terminals. This affects Lincoln in particular and to a lesser extent Sleaford with rail crossing downtime causing significant waiting times for highway users.
- 4.20.5 A map showing the strategic highway and rail network is set out on the following page.

Map showing Lincolnshire Strategic Highway and Road Network



4.21 Buses

4.21.1 Buses also provide a valuable service to the community especially for those without access to a car. Provision across Central Lincolnshire varies: there is generally good access to bus services in the larger urban areas such as Lincoln. Regular IntoTown services operate in both Gainsborough and Sleaford, whilst frequent rural InterConnect services run on key routes between the larger urban areas. However in the rural areas not immediately adjacent to Lincoln and away from major road routes, provision is more limited with heavy reliance on the demand responsive CallConnect services. These have proven to be successful in maintain access to key services with some 280,000 trips made in the last year. Services in the evenings and at weekends (particularly on Sundays) are very limited outside of Lincoln.

4.21.2 It is anticipated in LTP4 that work will focus in four main areas:

- Working with public transport operators to improve services in a large rural area, both those that are commercially operated and those that are subsidised including 'InterConnect' and 'CallConnect';
- Rolling out "IntoTown" services;
- A programme of bus stop improvements; and
- Continuing a programme of making existing bus stops more accessible and informative, for example, through new information technology.

4.21.3 Full details about the network which operates can be viewed at

http://www.cartogold.co.uk/lincolnshire_travel/lincolnshire_transport_map.htm

4.22 Walking & Cycling

4.22.1 Walking and cycling have an important role to play in tackling traffic congestion (especially in urban areas), improving air quality and contributing towards the improvement of people's health and wellbeing. Central Lincolnshire contains a wide range of walking and cycle routes. Maps showing the location of cycle routes can be viewed at: <http://www.lincolnshire.gov.uk/transport-and-roads/walking-cycling-and-sustainable-travel/walking-and-cycling/cycling-infrastructure/34651.article>

In addition the County Council are working on the production of a walking and cycling strategy for Lincolnshire. Linked to the Governments Walking and Cycling Investment Strategy (England), the aim of the document is to encourage cycling within the County and increase its modal share. It will include action plans for various settlements including Lincoln and which will set out priorities for infrastructure improvements. Further information on the strategy will be included in the IDP when it is available.

4.22.2 In 2012, LCC secured Local Sustainable Transport Fund (LSTF) money for the 'Access LN6'. Following the success of that scheme which has been seen new and improved cycle routes provided, significant registration and use of the 'hirebike' scheme, more than 1,000 pupils take part in the Bikeability Level 1 and 2 training in LN6 between March 2013 and September 2014 and the almost doubling of cycle usage in Lincoln between 2012 and 2014¹⁵, this has been broadened out to 'Access Lincoln' focusing on how to encourage the private sector to build on existing travel plans for employers and new travel, as such this programme requires little public subsidy.

¹⁵ Source: Lincolnshire Local Transport Plan Implementation Plan Update – March 2015 Access LN6

4.23 Current Capacity and Infrastructure Requirements

- 4.23.1 The level and distribution of development proposed in the Local Plan means that pressure on the transport network is expected, particularly in and around the City of Lincoln, where most services and employment opportunities are located and demands for travel are likely to be greatest. This will require the development of new and improved infrastructure including roads, public transport (road and rail), walking, cycling and other facilities. This is summarised below with more detail provided in the IDP schedule
- 4.23.2 The Central Lincolnshire Authorities have been working with the Local Highway Authority (LCC) and Highways England to determine the transport principles that have fed into Local Plan policies. These relationships will continue over the lifetime of the plan and developments contained within it to ensure that schemes continue to be appropriate. In particular work will be on-going in relation to bringing forward the Sustainable Urban Extensions, many of which will have a timespan that extend beyond the Local Plan Period. The information below identifies how this has and will be considered and implemented in more detail.
- 4.23.3 One such mechanism is the Local Transport Plan 4, which Lincolnshire County Council adopted in April 2013. LTP4 sets out the Council's strategy for transport spending. Officers from the Central Lincolnshire Authorities are working closely to ensure that LTP4 and the IDP are integrated effectively and that the LTP4 fully considers what is required to enable growth in Central Lincolnshire. Any new schemes identified in LTP review will be included in future IDP schedules.
- 4.23.4 Other key plans and strategies which have been used to inform the transport infrastructure requirements for Central Lincolnshire are:
- Lincolnshire Local Transport Plan 4 (2013/14 – 2022/23)
 - Lincolnshire Local Plan Tool (2015)
 - Transport Strategy for the Lincoln Area (February 2008)
 - Gainsborough Transport Strategy (October 2010)
 - Sleaford Transport Strategy (June 2014)
 - Lincolnshire Rail Strategy (April 2010)
- 4.23.5 Whilst these documents have informed the IDP schedule some of the more pertinent schemes are discussed in the following sections of this IDP, including the area based chapters.

4.24 Highways

- 4.24.1 Lincolnshire Local Plan Tool (LLPT) is a model to show at a high level the combined impact of planned growth on Lincolnshire's highway network. Findings from the first run of the model indicate that that based on the level of growth proposed there will be some areas of network stress around Central Lincolnshire, Lincoln, the A15 south of Lincoln and A46 south of Lincoln. Further detailed work will be undertaken in respect of Lincoln (and other areas of the county) to test the local road network in more detail taking account of committed and proposed highway schemes and to identify further mitigation which will be required to support the delivery of the Local Plan. It is anticipated that the result of this work will be completed by the end of 2015.
- 4.24.2 There are several significant highway schemes in the appended schedule of significant cost, although in many instances these will secure significant non-developer funding. For example estimated cost of the Lincoln Eastern Bypass (LEB) is currently £96m. This scheme is of regional and local importance, and is fundamental to the delivery of new development in Central Lincolnshire and the transport strategy for Lincoln. Given its significance, LEB is determined as a high priority for infrastructure spending within the context of the prioritisation categories identified above.
- 4.24.3 More information on these schemes, as well as others relevant to specific urban areas of Lincoln, Gainsborough and Sleaford are considered in more detail in the appropriate area sections of the IDP. These schemes (and others identified in IDP schedule) are more related to improving local traffic movements in comparison to the strategic role of the LEB, but will nevertheless help unlock new development.
- 4.24.4 In addition there may be specific pieces of infrastructure which may be required to mitigate the impacts of a particular site coming forward and/or that serves the development and links into existing facilities. These will be identified as part of Transport Assessments submitted as part of the planning application process. Whilst on smaller sites these will be quite minor improvements, dealt with through the development management process; on larger sites, these are likely to be more significant. Consideration of infrastructure requirements will therefore be undertaken through the development of the Transport Assessments and where relevant with input from the IDP officer group and the SUE delivery groups.

4.25 Rail

- 4.25.1 Currently, the most significant rail issue to affect Central Lincolnshire is the recent changes to the GN/GE Joint Line. This will see the number of freight trains using the route increase with re-routing from the East Coast Main Line between Peterborough and Doncaster. This will result in a significant increase in closure of

road crossing in Lincoln, notably Lincoln High Street. Schemes that will help mitigate related problems include the East-West Link and the proposed footbridge at Lincoln High Street and proposed at Brayford Wharf East. High Street bridge will be fully funded by Network Rail and is under construction and to be delivered in 2016. Brayford East benefits from planning permission but is under review by Network Rail, LCC and other partners with options for a more cost-effective crossing scheme under consideration. In the short term, redevelopments south of the railway line will improve pedestrian access between High Street and Brayford East to facilitate pedestrians crossing at the new High Street bridge.

4.25.2 However, the Joint Line upgrade is a major infrastructure investment and will provide the opportunity to enhance existing services and create new services, particularly at weekends. LCC and its partners will continue to press the rail industry for enhanced passenger services once the upgrade is completed along with other routes and services within the plan area.

4.25.3 Improved passenger services between Lincoln, Gainsborough and Sheffield are already included within the new Northern franchise due to be awarded in December 2015.

4.26 Buses

The Local Transport Plan sets out a number of initiatives related to buses which may be implemented and investigated over the LTP period:

- Seek to further increase the number of people using the InterConnect/CallConnect services across the county;
- Support local bus services by producing area bus guides for residents and visitors and continuing to develop and improve web based information;
- Investigate the use of social media to inform bus users of timetable changes, ticketing initiatives and travel updates;
- Phase in new “stop specific” roadside displays at appropriate bus stop locations. These displays will show the departure times and other information specific to each stop to aid bus users to better interpret the information displayed;
- Work with partners, such as bus and train operators, to investigate creating multi modal hubs at locations where local bus services link with accessible modes including demand responsive transport, walking, cycling and rail services.

4.26.1 A key project which will assist growth is the proposed Lincoln Transport Hub, including bus interchange. This is considered in more detail under the Lincoln section below. A number of bus improvements have and will be implemented in Lincoln in accordance with the Lincoln Transport Integrated Strategy as also mentioned at the Lincoln section.

4.26.2 Many Gainsborough bus improvements have taken place in recent years (in line with the Gainsborough Transport Strategy) and these are mentioned in the Gainsborough section below.

4.27 Walking and Cycling

4.27.1 As well as road and rail schemes there is also a need to consider improvements to the cycling and walking infrastructure in Central Lincolnshire. Following a successful bid to the DfT's Local Sustainable Transport Fund, the County Council and its partners are implementing 'Access LN6'. This is a £6.5million programme which runs from 2012-2015 and aims to improve sustainable transport options in the LN6 area.

4.27.2 Numerous projects have and continue to be implemented including: improved bus services, improved cycling and walking infrastructure, Bike loan schemes, Improved accessibility to Hykeham Station, Personalised Travel Planning for residents and businesses and a broad programme of behaviour change initiatives through a mixture of social marketing, travel planning, information and encouragement.

4.27.3 The Public Rights of Way improvement Plans produced by Lincolnshire County Council identify objectives that have clear linkages with the Central Lincolnshire Green Infrastructure and the sport and recreation infrastructure requirements, as does bridleway access. These Plans have informed green infrastructure evidence and will inform decision-making on both the Local Plan and planning applications.

4.27.4 The LEB provides an enhancement to the current Non Motorised User (NMU) provision to the east of Lincoln in addition to maintaining and connecting to the existing provision on radial routes into Lincoln. This includes:

- a 3m wide NMU Route along the full length of the bypass which can be used by pedestrians, cyclists and equestrians; plus a shorter section on the eastern side between Wragby Road and Greetwell Road, part of which uses the line of Greetwell Fields which has been reclassified within the Orders;
- Where the bypass crosses Hawthorn Road, Greetwell Road, Lincoln Road and Bloxholm Lane either a bridge over the bypass or a subway under, to maintain the connectivity of the existing routes is provided.
- Connections from the LEB NMU route to both the Viking Way and the Sustrans route that runs alongside the River Witham.
- All roundabouts have uncontrolled crossing points on their arms to allow pedestrians and cyclists to cross over the roundabouts along the NMU route.

4.28 What are the costs and how will infrastructure be funded?

- 4.28.1 As shown in appendix 1 it is estimated that the transport infrastructure required to support the level of growth in Central Lincolnshire will be £356,700,000 of which a large majority will be for new and improved highway infrastructure.
- 4.28.2 LCC (as highways authority) will take the lead role in delivering the vast majority of the transport projects in the IDP. However, as identified above, delivery of all types of infrastructure will be overseen by the IDP group, joint Central Lincolnshire Joint Strategic Committee and SUE delivery groups.
- 4.28.3 Appropriate financial contributions will be sought from sources including new development, in line with the IDP schedule and developers, particularly on larger sites, will be required to produce site specific Transport Assessments and associated travel plans. These assessments will identify the impact of the development and how this can be mitigated as well as how new development can be effectively linked to and enhance existing transport infrastructure and services. In line with the emerging Developer Contributions Supplementary Planning Document (SPD) it is expected that developer contributions may be sought for a range of measures including:
- New access roads;
 - Improved junction layouts;
 - Public transport accessibility;
 - Measures for cyclists and pedestrians;
 - Traffic Management / highway safety measures;
 - Travel information; and
 - Public rights of way

Social Infrastructure

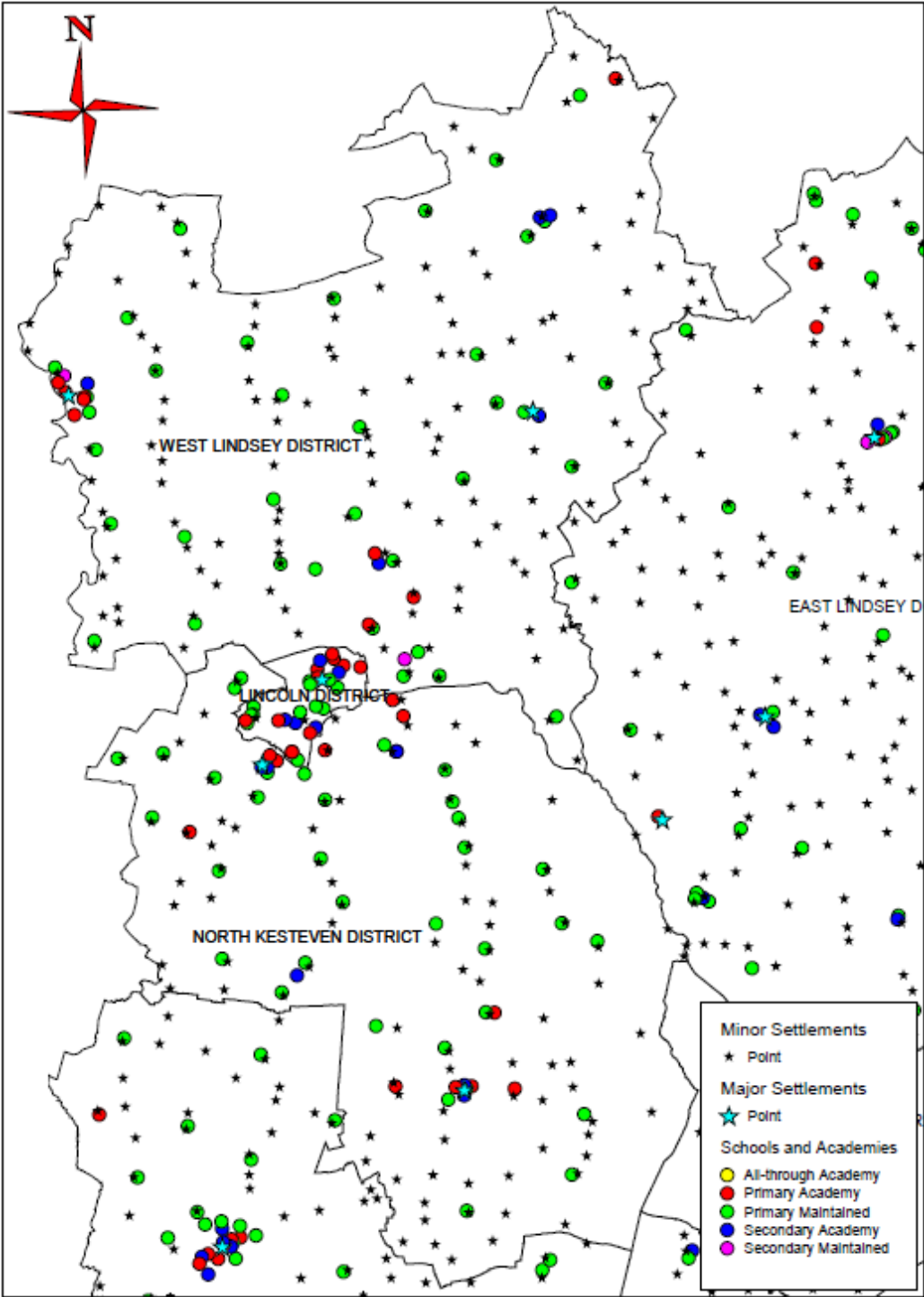
4.29 Education

Overview

- 4.29.1 Lincolnshire County Council has a statutory responsibility to ensure sufficiency of Education provision for children between the ages 4 and 16 years at primary and secondary schools and for children up to 18 years of age at schools with a sixth form. In addition, the County Council has a statutory duty to ensure a sufficiency of pre-school places (through Play Group and/or Nursery provision) for children aged three and four years under the Childcare Act 2006. Local authorities also

have a statutory duty to provide free early education to disadvantaged two-year-olds which is an extension to the entitlement for three and four year olds.

The location of schools in Central Lincolnshire is set out in the map below



4.29.2 Central Lincolnshire is served by a mix of types of school, including Local Authority (LA) Maintained and Academy schools. There are currently 116 Primary and 23 Secondary (excluding special provision but including the new university technology college). Academies (both primary and secondary schools) are centrally funded but provide capacity for local pupils. LCC has statutory responsibility for commissioning and capital funding of adequate capacity in all schools, including academies, and co-ordinates school admissions and pupil transportation for all of Lincolnshire.

4.30 Capacity

4.30.1 Central Lincolnshire schools are increasingly at capacity and oversubscribed in many instances. The pattern tends to be that the urban areas, particularly Lincoln, Sleaford and Gainsborough are projected to have limited spare capacity available taking account of the impact of housing developments with planning consent. There is some capacity in Market Rasen and Caistor at Secondary level.

4.30.2 Detailed evidence gathered by LCC shows that local primary school populations are growing rapidly, with a significant growth of recorded pre-school children who will enter the education system in the near future. This growth in primary school numbers is most pronounced in urban areas. There is no significant surplus capacity expected in the primary sector in most growth areas. The growth in primary school population is obviously expected to create pressure in secondary provision as children age and move through the education system.

4.31 Infrastructure Requirements

4.31.1 Based on the growth proposed there will be a need for new primary and secondary provision across Central Lincolnshire either through physical provision or financial contributions. The nature of this will vary however it is anticipated that the proposed Sustainable Urban Extension's in Lincoln, Gainsborough and Sleaford will be required to provide on-site primary and, in some cases, secondary schools.

4.31.2 Timescales for delivery will be linked closely to development. LCC will typically expect contributions for larger schemes to be paid in phases: typically every 100 dwellings however this will depend on the size of the development. Where LCC has taken responsibility for delivery, the Authority has in the past delivered schools in phases, adding additional class rooms as required. In addition, LCC has in the past taken responsibility for constructing and paying for part of the school in advance of the necessary "trigger point".

4.32 What are the costs and how can it be funded?

- 4.32.1 To accommodate new pupils from proposed growth, it is clear that many additional schools and school extensions will continue to be needed, but there is not any apparent significant local or central funding available for this. The capital funding available to schools directly (devolved formula capital – DFC) has been reduced to 20 per cent of 2009/10 levels; and, in any case, has always focused on maintenance rather than providing the means for major expansions. Future levels of capital available via DfE or LCC are unclear but it is highly likely that this will be required simply to meet statutory needs for the existing population with no further funding available to support housing growth.
- 4.32.2 LCC has made enquiries regarding additional funding specifically for increasing education provision on the basis of the growth agenda. The latest enquiry was made to the DfE in June 2014 and it was confirmed this would be very unlikely. It is not expected that this situation will change in the future and, given the current public sector funding climate, it is less likely that funding will be available from the DfE to support housing growth. Whilst “basic need” funding is still available to support the most pressing existing issues, major third party contributions will be needed to support growth.
- 4.32.3 It is expected that almost all education infrastructure that is needed to support growth will need to be funded via planning obligation or CIL. Where that funding is agreed and subject to relevant legal safeguards, LCC (as education authority) will typically underwrite funding and forward fund investment, on the basis that funding is returned over an agreed timescale. The school construction and opening will be phased accordingly. The approach for calculating developer contributions will be set out in the Central Lincolnshire Developer Contributions Supplementary Planning Document

4.33 Childcare

- 4.33.1 Childcare is a consideration in terms of the implications of population growth and change. Nursery provision is generally provided on a commercial basis, albeit with close liaison with LCC, which has a statutory responsibility for securing sufficient provision. This might mean some provision in the form of purpose-built nurseries and "extended provision" (out of school childcare) on major developments or regeneration areas. Smaller sites can more easily be served by existing provision such as independent child-minders.
- 4.33.2 Where nurseries are needed, it is assumed that either the developer or a relevant public sector body (likely to be LCC) will manage the relevant building and let sufficient floor space to a private provider on a commercial basis. In certain circumstances provision is likely to be secured through planning obligations

and/or planning conditions. These facilities should be modestly designed and appropriately located so that a provider can secure the facility at an affordable rent, without capital cost to the developer. It should be stressed that in some cases the developer might be required to subsidise this rent for a certain period to ensure a commercial nursery can operate effectively.

4.33.3 In terms of "extended provision" (out of school care) the most appropriate model (for reasons explained below) is to provide a room and facilities within a school site. The Authorities will consider "extended provision" away from a school site (for example within community hall or other community facility) but a number of factors will need detailed discussion in order to ensure this is appropriate, including design/ security, of the proposed provision Ofsted standards and best practice including the need for children's toilets, an enclosed play area adjacent to facility, safeguarding of children (security of the facility in respect of the adult public) and security of children's records/ files. In addition, the relationship to school sites will be considered in respect of the time and additional staff resources needed to take children to the nearest school. In all cases, relationships with parish councils, community organisations and/or management companies will need to be properly considered, with certainty for all parties provided by relevant leases and contracts.

4.33.4 In preparing the IDP schedule, early years and extended provisions have been excluded from the schedule as with appropriate design this is considered to be a nil or very low cost.

4.34 Emergency Services

4.34.1 Emergency services infrastructure includes the requirements of the police, fire and rescue service and ambulance service. New development creates new areas that will require emergency service coverage. The population increase will lead to a greater number of incidents to be dealt with by the emergency services.

4.35 Fire

4.35.1 LCC is the relevant Fire & Rescue authority. It bases its provision on the standards of fire appliances arriving to incidents with specified times. The average fire station in Central Lincolnshire supports around 8,000 dwellings and around 600 commercial properties. LCC is also responsible for managing thousands of fire hydrants.

4.36 Police

4.36.1 The vision of Lincolnshire Police is aligned to the National Policing Vision 2016, and the objectives of the organisation are to:

- 'Reduce crime
- 'Provide a fair deal for the people of Lincolnshire
- 'Provide police and services that are there when you need them'.

4.36.2 Dialogue will continue with Lincolnshire Police so that the organisation can understand and prepare for the potential implications of growth in the provision of the service.

4.37 Ambulance

4.37.1 East Midlands Ambulance Service NHS Trust (EMAS) provides emergency 999, urgent care and patient transport services for the 4.8 million people within Derbyshire, Leicestershire, Rutland, Lincolnshire (including North and North East Lincolnshire), Northamptonshire and Nottinghamshire.

4.37.2 Within Central Lincolnshire there are ambulance stations in Gainsborough, Lincoln, Market Rasen and Sleaford along with Community Ambulance Stations at North Hykeham, and Lincoln North, Bishops Education Centre.

4.38 Infrastructure Requirements

4.38.1 All development will have some financial impact on these services and financial contributions will be sought from development industry where appropriate.

4.38.2 Discussions with the Police and the East Midlands Ambulance Service (EMAS) are on-going in relation to the provision of emergency policing and ambulance services (respectively). It is understood that both will have straightforward requirements: the Police require a single room and car parking space where an officer can work for part of the day; and, ambulance requiring a hard-standing in certain circumstances. However, there are also significant implications which those bodies will need to consider and which the planning authorities will consider further through IDP reviews.

4.38.3 Major strategic development will perhaps require the provision of new fire stations or the re-location of existing stations. A new £6m fire station is proposed in Sleaford to replace the facility on Church Lane. Subject to gaining the required approvals it could be operational by 2016. Assumptions about future provision have been made as set out and explained in the appended technical note and IDP schedule. LCC will provide relevant funds for fire stations where appropriate.

Where developer contributions are likely to be required, it is assumed that this would only be through CIL.

- 4.38.4 In addition water management is clearly a very important issue for the Fire & Rescue authority. This will need to be carefully considered in the design of development, with access to open water courses and provision of fire hydrants as appropriate. This is more likely to be secured through planning condition, particularly on larger sites that would allow provision within an application site. Where necessary, more likely on smaller sites where off-site provision might be needed, section 106 obligations will be used.

4.39 Healthcare

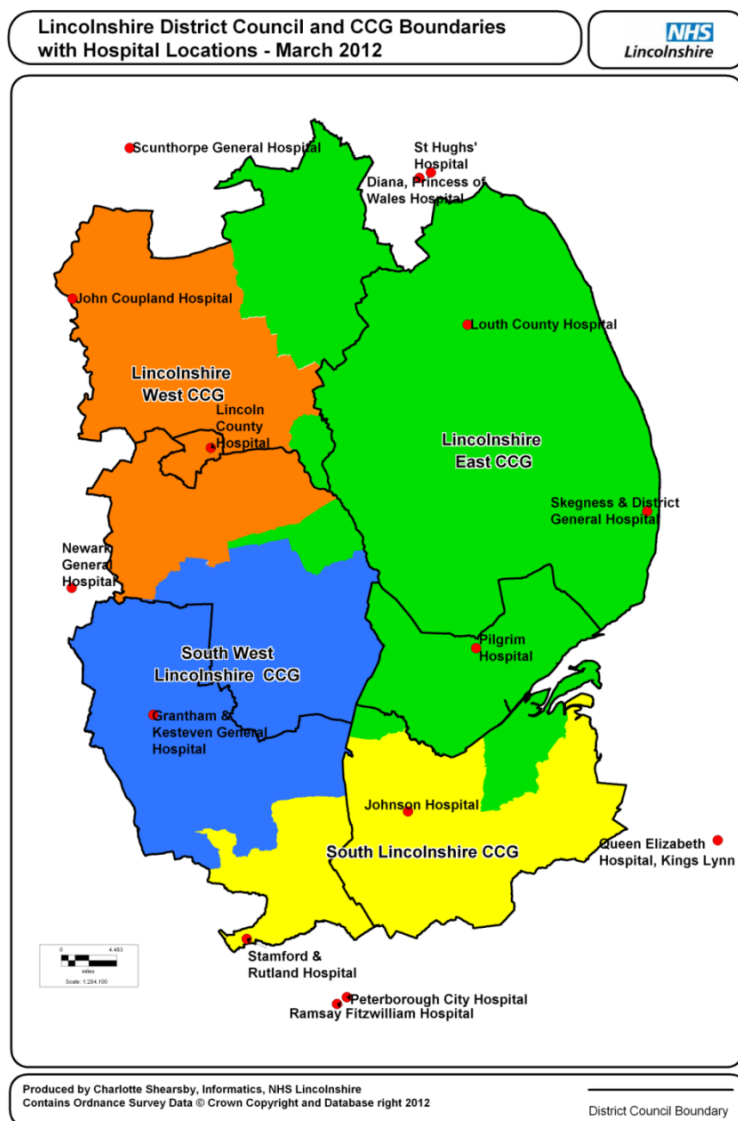
Overview

- 4.39.1 There are two main types of health provision:
- Primary care focuses on the treatment of minor injuries and illnesses, and deals with minor surgery and the on-going management of chronic conditions. It is the first point of contact most people have with the NHS, and is delivered by a wide range of professionals, including family doctors (GPs), nurses, dentists, pharmacists and opticians.
 - Secondary care covers care in general and specialist hospitals for conditions that normally cannot be dealt with by primary care services. It includes medical and mental health services.
- 4.39.2 Healthcare in England is provided by a range of organisations under the umbrella of the Department for Health which has responsibility for strategic leadership of both the health and social care systems.
- 4.39.3 **NHS England** has a number of roles including funding local Clinical Commissioning Groups (CCGs) to commission services for their communities and ensures that they do this effectively. Nationally, NHS England commissions specialised services (e.g. cancer, renal and forensic mental health services) and some primary care such as dentistry and ophthalmology, offender healthcare and some services for the armed forces. NHS England also has responsibilities in funding and managing delivery of new primary care infrastructure.
- 4.39.4 **Clinical Commissioning Groups (CCG's)** are made up of doctors, nurses and other professionals who use their knowledge of local health needs to plan and buy services for their local community from any service provider that meets NHS standards and costs. These could be NHS hospitals, social enterprises, voluntary organisations or private sector service providers. CCGs manage the majority of the NHS commissioning budget. They commission most of the hospital and community NHS services in the local areas for which they are responsible

4.39.5 The Central Lincolnshire area is covered by three of the four Lincolnshire CCGs as follows:

- Lincolnshire West PCT makes up the majority of the area, including Lincoln and Gainsborough and this CCG area is entirely within Central Lincolnshire;
- A small amount of the eastern parts of Central Lincolnshire are within the Lincolnshire East CCG;
- Sleaford and the surrounding parts of North Kesteven are within the South West Lincolnshire CCG.

4.39.6 A map showing the various CCG areas is set out below:



4.39.7 Lincolnshire County Council has responsibility for many **Public Health** functions. The council has a statutory duty to take steps to improve the health of Lincolnshire. This also includes the duty to provide preventative services such as housing related support to help people gain or maintain their independence and enable people to carry out day to day living tasks themselves. The desire to promote good public health through design and other planning considerations has been considered in the preparation of the Local Plan.

4.40 Capacity and Infrastructure Requirements

4.40.1 Acute hospital care in Central Lincolnshire is mainly provided at Lincoln County Hospital to the north of the City Centre but more specialist cases will be referred to specific units across the UK and, in all cases, at the cost of the local health commissioner. Some ambulatory (walk-in or outpatient) care is currently provided in community hospitals such as John Coupland Hospital in Gainsborough and health centres.

4.40.2 In respect of primary health care there are numerous GPs and dentists throughout the plan area. The location of GP surgeries is set out in the map below.



- 4.40.3 The Lincolnshire health bodies are undertaking an assessment of the various elements of healthcare property. This has been associated with wider health planning (such as the Lincolnshire Health and Care – LHAC – initiative) which will take account of growth, particularly housing, in considering how to manage new and existing healthcare premises in Lincolnshire. Health care commissioners and providers will work with NHS England, supported by the Central Lincolnshire Planning Authorities, to meet the expected shortfall in capital funding.

4.41 How will it be funded?

- 4.41.1 A serious concern is the probability that an increased population in Lincolnshire will not be matched by increased funding by the Department of Health. The Department currently provides funding on the basis of the previous year's allocation with only national funding growth (real growth above inflation) which is only marginally influenced by population change. If there is little real growth in national NHS funding, areas of population growth suffer a reduction in per capita resources. To avoid this reduction in per capita funding for the existing population, additional funding is required to mitigate the cost burden of population growth. As noted above, local bodies will work together to ensure that national bodies are aware of these issues.
- 4.41.2 The cumulative impact of development across Central Lincolnshire may lead to pressures on the health infrastructure network which is beyond the immediate proximity of the proposed development. Some settlements, such as Sleaford, have a population close to the "tipping point" of requiring ambulatory centres and, in such cases, it is proposed that proportional payments are made through both mainstream health funding and through developer contributions. Therefore in the later years of the plan it is anticipated that CIL will fund some Secondary (acute) healthcare.
- 4.41.3 Developer contributions through S106 legal agreements may be sought for new primary health care facilities (which may be co-located with other health or social care providers), and construction costs for additional facilities / extensions, adaptations or alterations which are required to meet the needs of a development. The current emphasis in GP provision is to improve existing facilities to allow a wider range of services and improved efficiency within larger practices. This also reflects a national agenda to provide better care at a local-level (see the third principle of The NHS Five Year Forward View). Requests for such contributions will be based on an up-to-date assessment of current supply and future needs in the relevant part of the plan area.

- 4.41.4 Where surgeries are to be provided, the design, location and specification should be considered in close liaison with the local planning authority and CCG. In principle, surgeries should be modestly sized and designed, with adequate (not unnecessarily large) car park, circulation and amenity space. This is important in minimising capital costs and potential on-going revenue costs.
- 4.41.5 The Central Lincolnshire Authorities will continue to work with NHS England, Local Area Team (LAT), Clinical Commissioning Groups (CCGs), GPs and other partners involved in health and social care provision to ensure that the infrastructure required to support growth is identified and provided in a timely manner.

4.42 Social Care

- 4.42.1 LCC is the relevant social care authority. The Joint Strategic Needs Assessment (JSNA)¹⁶, considers objectives around care for older people as well as those with learning difficulties, physical / sensory impairments and those experiencing mental health problems. Provision of specialist accommodation to meet the needs of these groups, for example, “extra care” units for the elderly is considered in the SHMA.
- 4.42.2 In terms of the distribution of housing and the layout of major housing schemes, LCC social services has advised that due to the potential reduced mobility of some people accessing care services, it would be preferable to see developments around key centres with access to public transport and other services such as GP surgeries, shops, social activities and other such facilities.
- 4.42.3 The development of any specialist accommodation (such as “extra care”) could be used as a community hub to support all the local people as well as those with a social care need. The County Council has an extra care strategy. Facilities to meet extra care requirements can ensure a sufficient mix of house types.
- 4.42.4 In addition the Central Lincolnshire Strategic Housing Market Assessment (SHMA) recognises that Central Lincolnshire has an ageing population and members of the community with reduced mobility which will lead to specific accommodation needs. In recognition of this Local Plan Policy LP10 sets out a range of housing solutions which developers will be required to ensure that homes are accessible and meet their needs.

¹⁶ Lincolnshire County Council and NHS Lincolnshire (2010) Joint Strategic Needs Assessment

4.43 Libraries, Museums and Community Halls

- 4.43.1 Current provision of social infrastructure such as libraries, museums and community halls, is provided in town centres, district (neighbourhood) centres and major rural settlements. There are often opportunities to integrate community infrastructure with savings in capital and revenue expenditure. If this is done effectively, it can support growth areas and improve “customer” service.
- 4.43.2 A range of static and mobile library facilities are available however the way that this is provided is currently under review. Decisions about future provision are expected in 2015. However it is not expected that the development industry will be asked to contribute to stand-alone new provision. Where development has an impact on an existing facility it is considered to be a local issue and therefore should be funded utilising other funding sources such as the local proportion of CIL receipts which a community may receive.
- 4.43.3 Where there is an identified need for improved facilities, options for providing this in other community facilities should be considered where it provides planning and financial benefits. Some facilities could be incorporated into new community halls however.
- 4.43.4 Village and community halls are an important local recreational resource. They can be venues for local sports and recreation clubs, or places to meet and socialise. In rural areas that lack immediate access to purpose built sports hall they often represent a vital hub for the community. This is recognised in Local Plan Policy LP15 which seeks to ensure that where possible existing community facilities are protected along with the requirement for new development to make provision either on site or off-site.
- 4.43.5 The Draft 'Central Lincolnshire Indoor and Built Sports Facilities Study' includes an assessment of village and community halls. This Central Lincolnshire supply and demand assessment recognises that the need for sports halls will not meet all the demand for sports halls in rural areas. Therefore village and community halls are an important resource in meeting some of the demand for indoor sports and particularly physical activity.
- 4.43.6 The provision of new and improved community facilities is considered to be a local issue. Therefore, with the exception of Sustainable Urban Extensions, contributions will not be sought and provision should be made utilising other funding sources such as the local proportion of CIL receipts.

4.44 Places of Worship

- 4.44.1 The four Councils are not in a position to assess what is an appropriate aggregate level of floor space for places of worship. However, the authorities will support all faiths in delivering new places of worship. The authorities will expect partners, including those in the development sector, to support this by, for example, considering places of worship in the context of new community facilities within Sustainable Urban Extensions. The authorities will not promote the development of any one faith or denomination in preference of others.
- 4.44.2 It is possible that rather than the development of new places of worship, provision for faith groups can be integrated with other community facilities, such that the space can be used for multi purposes as well as multiple faiths. In this way the organisation may reach wider groups of people in a number of forms, for example, church run mother and toddler groups. As major residential schemes come forward, the Authorities will invite local faith groups to engage to ensure that where possible and appropriate their needs can be met.

4.45 Leisure, Sport and Physical Activity

- 4.45.1 Public leisure provision is managed by the District Councils in the respective areas, with some direct private- and community-sector provision and partnership. Existing public facilities are ageing across the districts, with significant implications for revenue expenditure, and will need investment or replacement during the life of the Local Plan. The three District Councils have contracts for leisure provision which will expire during the early years of the Local Plan and IDP.
- 4.45.2 A further process of assessment was undertaken by Neil Allen Associates in 2013. This was sponsored by a group of partners including Sport England, the Lincolnshire Sports Partnership, Lincoln University, Lincoln College and Leisure and Planning Services in each of the districts has commissioned to complete a study into sports pitches, indoor sports facilities and “minority sports” (such as equestrian sports). This evidence gathering process considered the availability, usage and quality of existing provision in order to determine a strategy to deliver against future requirements in line with the growth strategy proposed in the now abandoned Core Strategy. The study findings included some questions that the authorities now need to consider so that outputs can supplement current assumptions in the IDP schedule.
- 4.45.3 Current assumptions take assumptions from a December 2009 evidence document prepared to support the City of Lincoln Council’s strategic approach to the provision of leisure facilities. Although sponsored by the City Council, the evidence considers the Lincoln Policy Area as it was in East Midlands Regional Spatial Strategy (2009) and the Lincolnshire Structure Plan (2006). The Lincoln

Policy Area needs have been augmented, in discussion with partners, to provide some Central-Lincolnshire-wide assumptions in the appended IDP schedule. These assumptions have been applied to the proposed growth in the Local Plan as detailed in the notes and schedule appended to this document.

4.45.4 During the life of the Local Plan, the Authorities and partners have agreed to monitor evidence and work together on delivery. Given the deteriorating condition of existing facilities and prevalent local authority financial constraints, it is likely that partnership working will be central to future delivery. The partnership of organisations noted above aims to consider needs of both residents and those visiting Central Lincolnshire and to establish where and how suitable provision can be focused. Options to be considered include provision of facilities as well as managerial and operational suitability and best practice.

4.45.5 The relevant parties will explore and recommend appropriate partnership arrangements and explore external funding opportunities, including for non-developer funding. The involvement of education establishments and organisations in the group is very useful in this regard. Education establishments have a need to provide such facilities as part of respective curriculums, but this is only for part of any week or year. Some educational providers in the area are already keen to ensure community use during evenings, weekends and holidays, providing best practice examples to others.

In respect of the non-developer funding there are a number of opportunities including the following Sport England Programmes:

Protecting playing fields grant Fund - £28 million nationally for up to £100,000 grant for improving and preserving playing surfaces;

Inspired Facilities fund - £110 million nationally. Round 9 Applications are due in January 2016;

Improvement Fund - £47.5 lottery supported fund – discretionary grants (this is not an open bid application process) for between £150,000 to £500,000 for ‘locally needed sustainable’ projects;

Strategic Facilities Fund - £30 million lottery supported funding. This is also a ‘closed’ fund - applications will be solicited by Sport England

4.45.6 An important consideration in future provision is on-going revenue costs, particularly energy. The authorities and partners are mindful of both the costs to facilities and the environmental impact of high energy usage buildings. The group will be looking at innovative design and use of modern technologies to reduce energy use and environmental impact.

4.46 Heritage

- 4.46.1 Central Lincolnshire contains a wide range of built and natural heritage assets which help contribute to both the unique character of the area and also to the visitor economy of the area. In its role as advisor in relation to archaeology, the County Council seeks to increase awareness of the importance of archaeological assets, and to protect them wherever possible. Whilst there are over 47,000 archaeological sites and historic features across the County, new sites continue to be discovered, often as a result of development activities. It is therefore important that measures are taken when planning permission is granted to investigate, record, analyse and protect this non-renewable asset.
- 4.46.2 The four Central Lincolnshire authorities and partners are responsible for a variety of heritage assets. In certain cases, these assets are infrastructure, for example, historic school buildings. In their capital programmes, the authorities should promote the long-term maintenance of these assets. Equally, opportunities to secure Central Government and other funding sources should be examined and pursued.
- 4.46.3 In the provision of infrastructure and the bringing forward of Local Plan development, it is foreseeable that development which may have an impact on archaeologically sensitive structures or locations may be required to make a contribution towards measures which protect and enhance facilities. This may include provision for site management, interpretation schemes, public access and community projects; or provision of open space, to protect archaeological remains that are of sufficient importance to warrant preservation in situ, and the maintenance of the open space to prevent any form of ground disturbance.
- 4.46.4 Whilst a lot of matters relating to heritage and archaeology can be subject to a planning condition, there will be circumstances where provision through S106 agreement may be sought. This need for this will be identified on a case by case basis depending on the impact of the proposed development.

4.47 Green Infrastructure

Overview

- 4.47.1 Green Infrastructure is a holistic approach to planning and managing the natural environment that acknowledges the multiple benefits and vital functions for the economy, wildlife, communities and cultural heritage. Investment in enhancement and provision of Green Infrastructure is an essential part of planning for Central Lincolnshire's future.

- 4.47.2 Policy LP20 Local Plan seeks to ensure that new development safeguards and enhances the area's existing Green Infrastructure by creating new open spaces and improving connectivity within the network whilst appendix C also sets out expectations regarding provision requirements expected from new development. As well as ensuring the development's design protects and enhances the existing green network it is also expected that it will include provision to meet the needs of the new residents through new provision or through contributions off-site to enhancing existing provision.
- 4.47.3 Central Lincolnshire's Green Infrastructure comprises both green-spaces within urban areas, such as Hartsholme Country Park and historic commons in Lincoln, and larger green-spaces in the countryside such as Laughton Wood. Major green corridors, such as the Witham Valley and Trent Valley are particularly significant GI assets within Central Lincolnshire. 'Green-space' also includes: allotments, community gardens and urban farms; amenity green-spaces (including green roofs); cemeteries, churchyards and disused burial grounds; "green (and blue) corridors"; natural and semi-natural green-spaces; and parks and gardens. "Green and blue corridors" are an interconnected network of land and water that supports the wider GI network. In addition to these greenspaces, GI assets also include domestic gardens and street trees, agricultural land, historic environment assets, and floodplains. It can include public and private assets, with and without public access.
- 4.47.4 The area's Green Infrastructure supports important ecosystem services and benefits integral to the health and quality of life for Central Lincolnshire's communities. This includes, for example, flood attenuation and water resource management, carbon storage, countering the heat island effect of urban areas, providing opportunities for access to nature and local food production. These important opportunities were highlighted in the Adapting through Natural Interventions study¹⁷.
- 4.47.5 The network of Strategic Green corridors and Access links are set out in the Central Lincolnshire Green Infrastructure Study¹⁸ completed in December 2011. This study was commissioned by the Central Lincolnshire Partner Authorities with steerage from the Central Lincolnshire Green Infrastructure Group (CLGIG), which includes key environmental partner organisations such as the Environment Agency, Natural England, Lincolnshire Wildlife Trust and the Lincolnshire Sports Partnership. The study sets out clear objectives for the development of a resilient green infrastructure network within Central Lincolnshire.

¹⁷ <http://www.climate-em.org.uk/resources/item/adapting-through-natural-interventions-projectreport/>

¹⁸ <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/environment/green-infrastructure-study-for-central-lincolnshire/120608.article>

- 4.47.6 The overall objective is to improve the Green Infrastructure network in Central Lincolnshire by enhancing, developing and providing a multifunctional network of green-spaces, parks, rivers and other corridors within and around settlements that connect them to each other and the wider countryside, improving access, environmental quality and biodiversity. This is supported by a series of sub-objectives around, protection and enhancement of the ecosystem services biodiversity, landscape and townscape, and to promote sustainable access to nature, sport and recreation, and support opportunities for sustainable local energy and food production, climate change adaptation and inward environmental tourism and leisure sector investment:
- 4.47.7 As well as identifying the strategic GI network and key objectives the study sets out a Green Infrastructure Framework and identifies a draft list of Strategic Green infrastructure Actions, Initiatives and Projects. Delivery of some of these will be delivered by CLGIG partners such as the commissioning of a Central Lincolnshire Biodiversity Opportunity Mapping study, and the appointment of a Project Officer to support the development the Witham Valley Country Park Project.
- 4.47.8 The latter covers an area of 19,500 ha and the project aims to deliver a sustainable, accessible network of managed outdoor spaces which provides a diverse range of high quality experiences for the enjoyment of residents and visitors. Within the Witham Valley Country Park area there will be existing and potential new sites (with opportunities for GI sought through the Minerals & Waste Development Framework) to the west and south of Lincoln as well as within Lincoln (e.g. Skellingthorpe Old Wood, Hartsholme Country Park and Whisby Nature Park). Improved connectivity will be achieved with the creation of better physical links between areas of the Park, such as new cycle tracks and footpaths.
- 4.47.9 Awareness of the Country Park will be raised by joined-up marketing activity and robust signage. Its aims are:
- To conserve and enhance the natural, historic and built environment;
 - To provide recreational space and leisure facilities for residents; and
 - To provide a range of high quality experiences for visitors and tourists.
- 4.47.10 The CLGIG partners will be undertaking further work to identify, cost and prioritise Green Infrastructure projects in support of the Central Lincolnshire Green Infrastructure Strategy objectives.

4.48 Infrastructure Needs

4.48.1 In addition to the Green Infrastructure Strategy, the Central Lincolnshire Authorities have undertaken an Open Space Audit and Provision Standard Assessment (2015). The objective of this work is to identify standards for quantity, (hectares per thousand population) accessibility (minimum travelling distances) and quality (% score against a given set of criteria) across the following range of open space types:

- Allotments & Community Growing Spaces;
- Amenity Green space over 0.2 ha;
- Civic Space including cemetery provision;
- Formal Equipped Play areas;
- Formal Playing Field provision;
- Natural/Semi Natural Greenspace (including access to Green corridor and PROW networks); and
- Park and Garden

4.48.2 As stated above the expectations regarding provision requirements from new development for each of these typologies can be viewed in appendix B of the Local Plan.

4.49 Funding Infrastructure

4.49.1 The Local Plan, IDP and evidence being developed through the CL GIG have a role in identifying and coordinating delivery of green infrastructure and protecting existing assets from development. New development will generate additional green infrastructure needs, and will be expected to contribute to the enhancement and improvement of the Green Infrastructure network on the basis of the evidence mentioned above and any other appropriate evidence that is later gathered. It is expected that strategic green infrastructure will be funded by CIL whilst local provision which is a required as a result a specific development may be sought through S106. Full details about the level of provision which may be sought through developer contributions will be set out in the Central Lincolnshire Developer Contributions Supplementary Planning Document (SPD).

4.49.2 In addition there are a number of other non-developer funding sources which may be available to aid provision of green infrastructure. These include:

European Strategic Investment Fund (ESIF) Priority Axis 6 “Protecting the environment and promoting resource efficiency” 2014-2020 programme

In response to expected call for project bids in October from CLG through the GLEP, Local Partners (EA GLNP and LWT) have identified some key project

opportunities for Greater Lincolnshire. The following identified opportunities could be relevant for Central Lincolnshire GI delivery;

- Adding value to green/blue infrastructure provision as part of planned growth.
- Supporting fluvial flood risk management schemes
- Multi-functional farm reservoirs:
- Redevelopment of brownfield ex-airfield/ ex-quarry
- Improving our waterways network.
- Biomass harvesting:
- Land acquisition fund
- Research on new crop irrigation methods.

4.49.3 There is a notional GLEp allocation of about £7 million for the greater Lincolnshire area. Projects will require a 50% match. .

Heritage Lottery Programmes (other than those included in Sport England's Programme:

- Parks for People fund - Grants of between £100,000 to £5 mill for regeneration of Historic Parks and cemeteries;
- Landscape Partnership fund - £1000 - £3 million an annual programme aimed at projects which aim to conserve areas of distinctive landscape character.
- Other smaller community based grants are also available.

Natural England

- Innovation and Partnerships Fund – annual small grant fund £1000 - £10,000. Bids open annually summer

Wren Funding programmes

Whilst there is a need to check which areas within Central Lincolnshire are eligible they include:

- Community Action fund – Grants between £2000-50000
- Biodiversity Fund - Partners are awaiting further information regarding 2016 bid opening. Potential grants of between £75 - £250K

4.50 Lincoln Area

4.50.1 A full range of infrastructure will be needed to support future development of the Lincoln Area. Many of these issues are touched upon in the sections above but some major Lincoln-specific infrastructure issues are considered in some detail below. Although these Lincoln-specific issues are significant, the Authorities will need to overcome these challenges to deliver against the proposed urban focus of the draft Local Plan. Viability evidence shows that the area close to Lincoln is that

which will achieve Central Lincolnshire's highest residential values and therefore provide the greatest opportunity to overcome significant infrastructure issues. Lincoln is also the Local Plan's focus for growth in non-residential uses so it is important that the City's infrastructure is maintained and enhanced.

4.50.2 In relation to transportation issues, The Lincoln Transport Integrated Strategy (LITS) sets out a number of proposals for managing transport in the City. The Lincoln Eastern Bypass (LEB) and East-West Link have formed fundamental parts of this strategy. Both have the benefit of planning consents.

4.50.3 As stated in chapter 1, a Public Inquiry into LEB took place in February 2014 and the Inspector's report was received in July. This included a decision not to grant the legal orders that the County Council required to proceed with the project because of a safety concern relating to the proximity of a pedestrian crossing of Hawthorn Road to the bypass. The Council considers it has addressed the issues outlined in the Inspector's report and republished the Orders in October 2014. A Public Inquiry is scheduled to start in August 2015 to reconsider the cases for and against the Compulsory Purchase Order and Side Roads Order which are needed for the project to proceed. Subject to a successful outcome with the Orders, the scheme is due to commence in summer 2016

4.50.4 The East-West Link is to be funded through LCC capital and growth point money and land has been secured by LCC and City of Lincoln Council to help facilitate the road's delivery and regeneration of the adjacent area. The scheme is currently under construction.

4.50.5 LITS supporting evidence demonstrates that LEB and EWL schemes would:

- Provide relief from traffic congestion;
- Create more space for alternative travel modes in the City Centre;
- Improve access to the existing and proposed bus stations;
- Facilitate access to neighbouring regeneration sites; and
- Improve air quality in and around the town centre.

4.50.6 A significant scheme which is a key component to the growth strategy for Lincoln is the £29 million Lincoln Transport Hub. The project will provide an integrated fit for purpose passenger transport interchange with improved connectivity to the city centre comprising the following key components:

- New fit for purpose and larger bus station adjacent to the train station;
- New footbridge linking Sincil area and the City Centre incorporating access to the train station platforms;
- New 1,000 space Multi-Storey Car Park (MSCP);

- New car park for Network Rail on the northern part of the existing Tentercroft Street car park; and
- New public realm and highway improvements to St Mary's Street and front of the train station

4.50.7 A funding package is currently in development however subject to additional information and approval the project has been granted £11million Growth Deal funding in 2016/17. A planning application is due to be submitted in 2015 and once the final funding package is in place there will be a 30 month construction period.

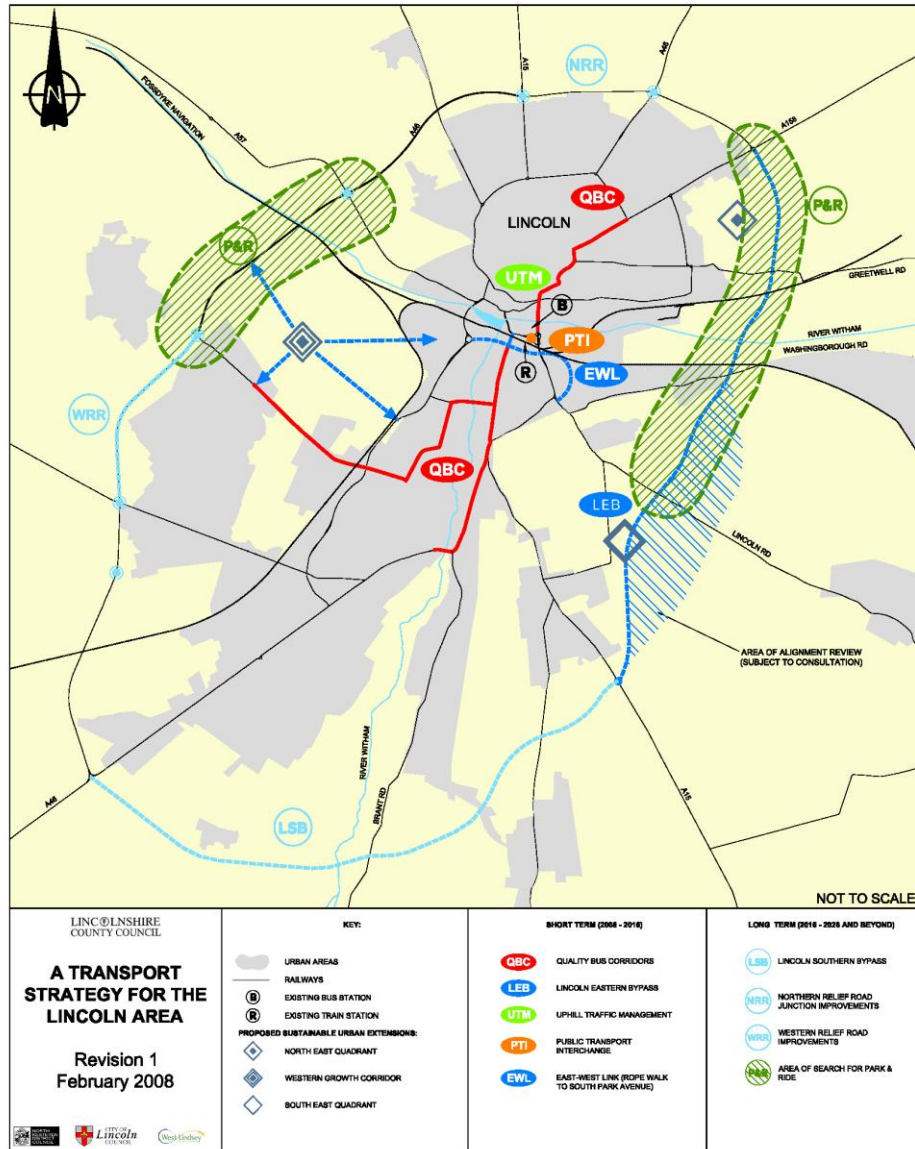
4.50.8 There are also proposals for other minor road infrastructure, cycle and pedestrian schemes, park and ride and quality bus corridors, with parts of the quality bus corridor network now in place following the LTS. The current economic climate makes public and private funding for major transport infrastructure uncertain, at least in the short term. Some growth point funding is available, as stated, as well as Local Sustainable Transport Fund for the "LN6" area and other ongoing DfT bids for specific transport improvements.

4.50.9 The current draft IDP schedule includes the £34m pay-back for LEB costs (underwritten by LCC) as the top priority for infrastructure funding. The majority of this is anticipated to come from CIL over the life of the Local Plan but a proportion is expected from section 106 agreements for schemes that will come forward before the introduction of CIL. Any CIL spending is to be formally agreed with the individual District Councils (as CIL charging authorities) as relevant reports are taken through the relevant committees. This approach has been a long-standing element of the IDP as discussed with officers and councillors of the four authorities over many years. The LEB is also the subject of a signed Memorandum of Understanding between the four authorities that agrees the importance of LEB in developer contributions funding. As noted above, DfT and LCC funding are already in place for the remainder of the £96m.

4.50.10 Further transport assessment will be needed, with major involvement from the promoters of the South West Quadrant SUE (extension to Hykeham) and promoters of other potential development sites in the area, to establish the nature, cost, timing and funding of different sections of the Lincoln Southern Bypass (LSB). The eastern section of LSB could potentially receive LEP or central government funding (relevant applications will be made) and potentially some CIL funding during the latter part of the plan period. The western part of the LSB route is directly related to the South West Quadrant and is expected to be provided via section 106 or directly provided by the developer as set out in the Local Plan policy for that SUE.

- 4.50.11 The Swanpool Link is mentioned in the LITS as a 'developer-led' scheme. The 'developer' in this includes the City of Lincoln, which has significant land holdings within the proposed SUE as well as the relevant private land owners and the site's main promoter/developer. The Link is has been suggested as potentially funded in part by the developer, part City Council and other funding, such as LTB and LEP funding. It is the subject of a LEP funding bid. Any CIL contribution would need to be considered in terms of justification, because the LTS assesses the scheme as site-specific, and viability, because the total expected CIL funding is limited. The need for, specification of and funding of each element of the Link has been considered in more detail as relevant partners move towards a planning application.
- 4.50.12 The Western Growth Corridor land owners have submitted external funding bids to European Regional Development Fund and European Single Infrastructure Fund for transport infrastructure (£19m), tip remediation (£4m) and flood mitigation (£5m). . If necessary, subsequent bids will be submitted to ensure that funding is secured to deliver the project. This type of funding is typically only made available once planning consent has been issued to a scheme so a positive planning policy context is vital to the site's delivery.
- 4.50.13 As evidenced within the adopted Lincoln Transport Integrated Strategy, Park and Ride is an important element in supporting the future growth of the city. Along with proposals for sustainable transport measures to support walking, cycling and other public transport use, it provided a balance transport approach to dealing with future demand for travel Proposal for new development will be expected to demonstrate that all transport implications from that development can be addressed, in part, through contributing to such measures.
- 4.50.14 Secondary education (both within and outside Lincoln) is assumed to be part-CIL funded and that some non-CIL funding will need to be secured, at least in the latter stages of the plan period, unless the property market has recovered sufficiently to allow increased CIL revenues. Again, this is subject to full agreement by the District Councils but has been a longstanding element of previous draft IDPs. In Lincoln, this provision will be in the shape of extensions to the secondary schools in the existing urban area and a new secondary school, the location for which can now be discussed in more detail as there is greater clarity about the sites which are to be allocated for housing development.
- 4.50.15 Other 'strategic' and 'local' infrastructure relevant to Lincoln is not assumed to be CIL funded in the short term. Where a development scheme would necessitate the delivery of these pieces of infrastructure and where that development scheme is viable, it is likely that some level of contribution will be expected through planning obligation.

The Plan below shows the location of the key transport infrastructure for Lincoln.



4.50.16 Work is ongoing with specialist flood risk consultants and the Environment Agency's modelling team to test scenarios for development to assess flood risk management options for sites in Lincoln likely to be affected by flood risk issues. Relevant information will be included with other future revisions to the IDP.

4.51 Gainsborough Area

4.51.1 A Gainsborough Transport Strategy¹⁹ was adopted by LCC and West Lindsey District Council in 2011, supported by modelling of a number of growth scenarios. The aims of the Transport Strategy are:

- To facilitate the significant growth in housing and employment in the town and its surrounding area;
- To provide a framework for the better management of movements into and through Gainsborough;
- To address the problems associated with existing and future levels of congestion in Gainsborough;
- To address the impacts of existing and future traffic movements in Gainsborough in accordance with the five NATA objectives: Environment, Safety, Economy, Accessibility and Integration; set in the context of Delivering a Sustainable Transport System (DaSTS).

4.51.2 A key part of the Gainsborough strategy is the upgrading of the existing bus station, part of the funding for this has been secured through the Gainsborough Growth Point initiative and Community Infrastructure Fund. The emerging strategy also includes many walking, cycling, public transport and road infrastructure improvements – many of which have been implemented. These include extensions to the cycle network, junction improvements and the implementation of the real time bus information Appendix C of strategy contains 4 plans which show the final option packages for buses, walking and cycling, congestion and rail.

4.51.3 A specific proposal in the GTS estimated there at £1m (also included in the IDP schedule at that cost although this might be towards the upper end of costs) is a range of improvements to Lea Road station. To fully implement this will involve the involvement of a range of partners including the two train operating companies who use the station, Network Rail, a voluntary group supporting the stations improvements, the town, district and county council and a private land owner who owns part of the site. Proposals partly rely on joint line upgrades as mentioned elsewhere in the IDP and will need a comprehensive funding package. Proposed measures include:

- Improved waiting and seating facilities on both platforms
- Increased CCTV coverage of entire station area
- Compliance with the Disability Discrimination Act
- Provision of information for onward travel, maps of local area and tourist information

¹⁹ <http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/transport-strategies/gainsborough-transport-strategy/101835.article>

- Installation of help points
- Refreshment facilities (now considered to be provided)
- Resurfacing of parking area
- Improved signage outside and directing to the station

4.51.4 The approved planning application for the Gainsborough southern neighbourhood does not include provision for secondary education. Although this is not an issue during the initial phases of the SUE, capacity is expected to be very limited once the scheme is close to completion. Further planned growth in Gainsborough will necessitate a new secondary facility and an extension to the Gainsborough Grammar. It is assumed that these items can be part-funded by CIL but it is very likely that some non-CIL funding will need to be secured, in order to deliver infrastructure needed to support housing delivery, unless the property market has recovered sufficiently to allow increased CIL revenues.

4.51.5 At Primary Level each SUE will need its own school on site funded via S106 contributions. For other smaller development in the Town contributions will be sought and used to expand the nearest suitable primary school.

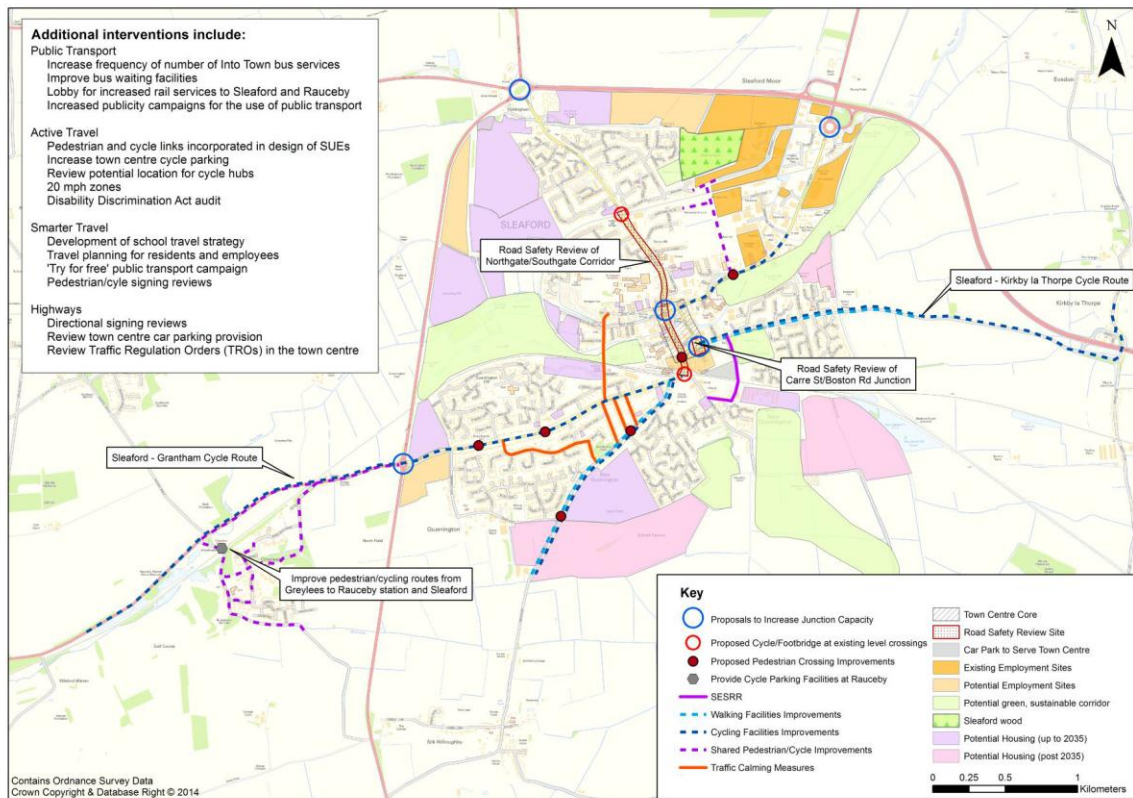
4.51.6 In addition, a Masterplan is in preparation to guide development and regeneration in Gainsborough, this will be a web-based tool which will promote the continued growth of the town by providing an overall vision for development alongside key information for prospective developers looking at opportunities in the town.

4.52 Sleaford Area

4.52.1 In Sleaford, transport is as part of the town's masterplan²⁰ and transport strategy. Evidence identifies the Sleaford South East Relief Road (SERR) is considered key to unlocking the extension of Sleaford town centre and the redevelopment of 'The Maltings'. A planning application has been approved, with an associated section 106 agreement, as part of a proposal by Tesco for a new superstore. Funding for the road was expected to be secured as part of this scheme. Further on site measures will be identified in a Transport Assessments for major developments. However, Tesco has made recent announcements that nationally it does not currently intend to erect stores of this size. Further assessments of options for the sites are being carried out in conjunction with NKDC.

²⁰ <http://www.n-kesteven.gov.uk/business/economic-development-and-regeneration/sleaford-masterplan?tab=downloads>

A map showing the transport inventions proposed for Sleaford is set out below:



Source: Sleaford Transport Strategy (2014)

4.52.2 The Sleaford Transport Strategy was published in October 2014²¹ and has been prepared jointly by LCC and North Kesteven District Council (NKDC). It sets out a number of public transport, Active Travel, Smarter Travel and Highways interventions which will help address existing issues and support future travel needs which will arise as a result of growth within the town. This is supported by information about potential funding sources including LCC, NKDC, LEP, developer contributions and transport operators. The document including the various measures identified can be viewed in full at the LCC website²²

4.52.3 One major element of the strategy is the SERR that is mentioned above. The scheme has been included in the IDP schedule along the lines discussed above but clearly there is a question mark now that Tesco is questioning its investment.

²¹ <http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/transport-strategies/sleaford-transport-strategy/123940.article>

²² <http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/transport-strategies/sleaford-transport-strategy/123940.article>

- 4.52.4 Another important element of the Sleaford Transport Strategy is improvements at the King Edward Street junction and level crossing. Discussions with Network Rail and other stakeholders are ongoing to establish a design, cost and funding package to support improvements. This will potentially be linked to the delivery of the SERR.
- 4.52.5 Major developments in Sleaford are expected in advance of CIL implementation, these sites will be expected to make planning obligation contributions to relevant transport measures in the town and secondary education, as well as other infrastructure requirements.
- 4.52.6 It is expected that a new secondary school facility will be provided to meet identified need in Sleaford, the most feasible potential site will be considered alongside the site allocations process. It is possible that CIL revenue from future schemes will contribute to some of this facility and this might involve LCC capital to forward fund relevant elements or for space and buildings to be laid out to allow a simple extension.
- 4.52.7 A key component of the Sleaford Masterplan is to promote an environment that is positive for walking and cycling. With this in mind, the Masterplan proposes enhancements along the River Lea that provide a strong east/west connection across the town as well providing a new green infrastructure facility.

5.0 Summary of costs & requirements

- 5.0.1 The following table provides a summary of the estimated costs of infrastructure against the priorities set out in the early sections of this report (please note that all figures are rounded):

Proposed Priority	Description	CIL "ask"	S106 "ask"
1 – High	Key strategic transport against CIL (£34m subject to contributions from current applications) Flood resilience measures against s106 (* is an early estimate)	£31m	£3m £2m*
2 – Medium	Education provision, primary health centres, other health, other transport, fire, sport / community centres, high participation sport, green infrastructure and carbon reduction measures	£137m	£95m

Proposed Priority	Description	CIL "ask"	S106 "ask"
3 – low	Lower participation sports; Broader transport strategy measures (assumed to authority, partner or government funded)	£3m	£0
0 – assumed to be funded	For example, utilities connections and existing LEP allocations. Also, flood management / resilience where addressed through design/ layout	N/A	N/A

6.0 Conclusions

- 6.0.1 On a purely financial basis, the most significant need would appear to be transport (principally highways infrastructure) and education. This is partly explained by the complexity of civil engineering projects and the specific complexities of Lincoln in particular. Given that expense, these themes are high risk elements of the IDP.
- 6.0.2 However, the other factors that community's value in adding to their environment, such as green spaces and community facilities, are important although less significant in cost and are also considered in the schedule.
- 6.0.3 In addition, infrastructure which is the responsibility of the privatised utilities to provide is a significant consideration in relation to the scale of the development in the Local Plan. The Central Lincolnshire Authorities have some reassurances that these companies are ready to contribute to the delivery of the Local Plan's growth agenda but will continue to press for further utility infrastructure planning.
- 6.0.4 Considering the infrastructure needs, priorities and opportunities for phasing infrastructure, the Authorities have the ability to deliver a balanced infrastructure "package". As stated at the relevant sections above, the Authorities are looking into delivery methods that either save on capital costs of infrastructure or can allow for pay-back of that capital cost. The delivery of this "package" is not without risk or challenge and will require the Authorities to manage pressures and integrate with partners in both the public, private and third sectors.