

Central Lincolnshire Local Plan
Infrastructure Delivery Plan and Whole Plan Viability Study

Review and Update of the Infrastructure Delivery Plan

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1 Introduction

1.1 Background

Fore Consulting was commissioned by the Central Lincolnshire Local Plan team, as part of a team led by Aspinall Verdi, to assist in developing the evidence base to support the Central Lincolnshire Local Plan Review. As a key piece of the evidence base, an Infrastructure Development Plan (IDP) and Whole Plan Viability Study is required to identify the infrastructure needs across the Central Lincolnshire area (covering the City of Lincoln, and the districts of North Kesteven and West Lindsey) over the Local Plan period.

The current Central Lincolnshire Local Plan was adopted in April 2017, containing 57 policies and allocating a large number of sites for housing, employment and other uses. It has been applied successfully in making decisions on planning applications since its adoption. However, since its adoption, new rules for planning were set out in the National Planning Policy Framework (NPPF) in July 2018 and substantial updates to other national guidance have been published.

Advice set out in the NPPF and Planning Practice Guidance make it clear that the provision of infrastructure through the planning system is one of the key economic drivers required for delivering sustainable development. The NPPF further advises that Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the document.

An IDP was prepared in 2016 to support the current Local Plan, and this forms the starting point for this commission. The 2016 IDP identified a significant funding gap for strategic infrastructure (major transport and secondary education in particular), and the recent changes to the Community Infrastructure Levy (CIL) Regulations lends even more weight to the need to review and update the IDP as part of the Local Plan Review.

The update to the IDP, as well as accounting for key changes since 2016 and any proposed changes to the housing and employment allocations set out in the Local Plan Issues and Options Consultation (June 2019), needs to consider available funding and infrastructure prioritisation, reporting on opportunities for non-developer funding and how the Councils within Central Lincolnshire can overcome specific site-based delivery issues.

1.2 Format of the Report

This report sets out the findings of the work undertaken to update the 2016 IDP, and covers the following elements in turn:

- Consideration of the evidence base for the Updated IDP and how stakeholders helped review and build the revised evidence base;

- Identification of the appropriate critical infrastructure within the Updated IDP to deliver the growth envisaged by the Councils;
- Implications of this critical infrastructure for the Local Plan Review; and
- An overview of potential funding sources for the required infrastructure, along with suggestions as to which elements of the future infrastructure needs would be appropriate to be considered through CIL.

Finally, the report includes suggestions as to how the Updated IDP itself could be used as a better tool to track the delivery of the required infrastructure in Central Lincolnshire over the new Local Plan period.

2 Evidence Base for the Updated IDP

2.1 Central Lincolnshire Infrastructure Plan 2016

The 2016 IDP identifies physical, social and green infrastructure needs to support the vision for Central Lincolnshire over the period of the 2017 Local Plan. The type, scale and distribution of infrastructure in the IDP was informed by the level, location and phasing of development identified in the Local Plan at the time.

The IDP considered three main themes:

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

Infrastructure considerations for the three urban areas - Lincoln, Gainsborough and Sleaford - the focus for most of development proposed in the 2017 Local Plan, were set out separately.

Schemes included in the 2016 IDP were prioritised under high, medium and low categories, taking out projects which have guaranteed funding, as follows:

- High priority - key strategic transport and flood resilience at key locations;
- Medium priority - education provision, primary healthcare centres, other health, most transport, fire, sport/community centres, high participation sport, green infrastructure and carbon reduction measures; and
- Low priority - lower participation sports and a few general transport measures.

The 2016 IDP identifies that items could change category as the document is reviewed and further evidence is gathered, or as site-specific information is advanced.

The estimated capital cost of the infrastructure requirements across the three priorities set out in the 2016 IDP is some £564 million.

Finally, the 2016 IDP notes the intention to develop a Strategic IDP (SIDP) for Greater Lincolnshire, the purpose of which would be to set out critical, agreed infrastructure priorities for the wider region and identify how these priorities can be funded, financed and delivered.

2.2 Greater Lincolnshire Strategic Infrastructure Delivery Plan 2019

The latest Greater Lincolnshire SIDP was finalised in 2019 and was intended to build upon the 2016 Central Lincolnshire IDP and inform this Updated IDP. It was supported through a Planning Delivery Fund grant from Government and its preparation coincided with a commitment from Greater Lincolnshire local authorities and Local Enterprise Partnership (LEP) to promote the area as suitable for an ambitious growth programme.

The purpose of the SIDP was to identify key strategic infrastructure necessary to accelerate the delivery of housing, although it also covers the physical infrastructure that is required to support Greater Lincolnshire's growth and economic strategies.

The SIDP includes 28 strategically important projects that will make a significant contribution to unlocking growth in Greater Lincolnshire, covering the following sectors:

- Highways;
- Other transport;
- Flood protection and environmental;
- Housing and employment; and
- Energy and waste.

In addition, the SIDP identifies other infrastructure sectors that could form separate programmes - these cover education, energy and, in the longer term, water projects.

The method of appraising and scoring potential infrastructure schemes used reflects elements contained in the HM Treasury Green Book, with a strong emphasis on rewarding infrastructure projects that accelerate delivery of housing and which represent value for money in terms of outputs (dwellings) compared to cost (required infrastructure).

A number of projects within the Central Lincolnshire area are included in the 2019 SIDP, and each of these has a completed pro-forma detailing an overview of the project and the anticipated capital costs, included as an appendix.

In total, the capital cost of the projects identified in the 2019 SIDP is in the order of £2.1 billion, of which around £0.3 billion has been secured or is likely to be secured. In addition to this, providing schools for an additional 100,000 homes across Greater Lincolnshire is likely to cost around £900 million (14 secondary schools and 86 primary schools) and additional health infrastructure around £1 billion.

2.3 Local Plan Review Issues and Options Consultation 2019

As part of the Local Plan Review process, an Issues and Options Consultation was held in July 2019. Based on the document published for consultation, the following paragraphs describe the key changes from the 2016 Local Plan that will influence the Updated IDP.

2.3.1 Plan Period

The 2017 Local Plan uses the plan period of 2012-2036 - it is proposed that the period for the Local Plan Review is 2018-2040.

2.3.2 Housing Need and Requirement

It is proposed that a range of 1,083-1,300 dwellings per year is used in the Local Plan Review compared to a stated 1,540 per year in the 2017 Local Plan. This is a reduction in the housing need, although the range may be adjusted during the preparation of the Local Plan Review if new evidence or national policy indicates it is necessary to do so.

Taking account of completions to date, even at the upper end of the new range, the overall number of new houses in the whole of the new Local Plan Review period is less than that forecast in the 2017 Local Plan.

2.3.3 Distribution of Housing Growth

The distribution of housing growth in 2017 Local Plan is as follows:

- Lincoln Strategy Area - around 64% of the total homes and employment land needed;
- Gainsborough - around 12% of the total homes and employment land needed;
- Sleaford - around 12% of the total homes and employment land needed;
- Elsewhere - around 12% of the total homes and employment land needed.

There does not seem to be any evidence to suggest that the distribution strategy of this Local Plan Review should be changed significantly, however, the proposed distribution will be reconsidered to take account of the likely delivery and market capacity in each location to ensure it is deliverable. This means significant growth in the main towns of Gainsborough and Sleaford will be tested in light of evidence of deliverability. Figure 2.1 shows the likely distribution of housing growth.

It is proposed that the “Elsewhere” category is broken down into areas within North Kesteven and West Lindsey, and possibly considering other sub-areas within them, to address housing sub-markets and/or sustainability considerations.

2.3.4 Sustainable Urban Extensions

In the 2017 Local Plan there were eight Sustainable Urban Extensions (SUEs) allocated - four in Lincoln, two in Gainsborough and two in Sleaford. Progress has been made on a number of these SUEs, but they have generally been slower to start delivering than originally anticipated.

It is proposed that the SUEs remain allocated in the Local Plan Review, but that the policies for each SUE may be adjusted and the amount and timing of growth from each modified where recent evidence suggests this is necessary. The suggested locations of the SUEs are shown in Figure 2.2.

2.3.5 Site Allocations

It is proposed that sites allocated in the 2017 Local Plan will be reviewed, with sites suitable for development retained in the Local Plan Review and account taken of their deliverability in a new housing trajectory.

Sites without planning permission and with no clear and demonstrable evidence that progress is likely within the next five years will be minded for de-allocation.

Consideration will also be given to whether sites should be allocated in other locations such as villages further down the settlement hierarchy or where certain sustainability criteria are achieved, such as the availability of key services and facilities.

2.3.6 Employment Policy

Sites allocated for employment development in Strategic Employment Sites and within SUEs are proposed to remain allocated in the Local Plan Review unless evidence suggests they are no longer suitable or deliverable. The suggested locations of employment growth are shown in Figure 2.3.

Designated Established Employment Areas are proposed to be carried forward in the Local Plan Review unless evidence suggests that this designation is no longer suitable.

2.3.7 RAF Scampton

It is proposed that work will be undertaken to understand what the options for the future of the RAF Scampton site may be and a policy included in the Local Plan Review to help secure a sustainable future for it.

2.4 Stakeholder Engagement

Contacts established with a wide range of infrastructure and service providers through development of the previous IDPs provided a starting point for the more recent stakeholder engagement in this commission.

During the preparation of the Updated IDP, the project team contacted those organisations with responsibility for the following infrastructure and services:

- Local highways;
- Strategic highways;
- Public transport (rail and bus facilities and services);
- Active travel (cycling and walking);
- Education (nursery, primary and secondary schools and SEND);
- Health and social care services and facilities (primary, secondary, tertiary and community care);
- Gas transmission and distribution;
- Electricity transmission and distribution;
- Telecommunications;
- Water supply, sewerage and waste water treatment;
- Flood protection;
- Waste and recycling facilities;
- Emergency services;
- Indoor sport, leisure facilities and green infrastructure; and
- Community facilities (libraries, museums, cemeteries and public conveniences).

Each of the providers was sent a pro-forma, in which relevant extracts from the previous infrastructure plans and the 2017 Local Plan were included, and providers were asked to

review and provide comments on the information, in particular on whether the description set out is still correct or if it needs updating or adding to in any way.

Further questions were also set out which aimed to establish the infrastructure availability and capacity issues that the providers felt would be key considerations for the Local Plan Review, and to highlight key planned investments and improvements. In particular, organisations were asked to provide any available:

- Summary/overview maps of existing and planned facilities and/or networks;
- Catchment area maps; and
- Current investment plans or capital programmes.

In addition to the pro-formas, each of the organisations was invited to a workshop in November 2019. The introduction to the workshop explained the background to the Local Plan Review and provided an indication of the main changes from the 2017 Local Plan as described previously. Attendees were also shown copies of the suggested locations for housing and employment growth and the proposed SUEs.

The workshops were intended to provide an opportunity for the organisations to ask questions of the project team and Council Officers, and for all parties to discuss and ‘join up’ the issues being raised by different infrastructure providers and explore the emerging issues and implications for the Local Plan Review.

As such, this Updated IDP and supporting infrastructure schedule and plan represent the infrastructure capacity and needs in Central Lincolnshire as of December 2020, and will be reviewed and updated as necessary through the Local Plan Review process and as the Plan itself is delivered.

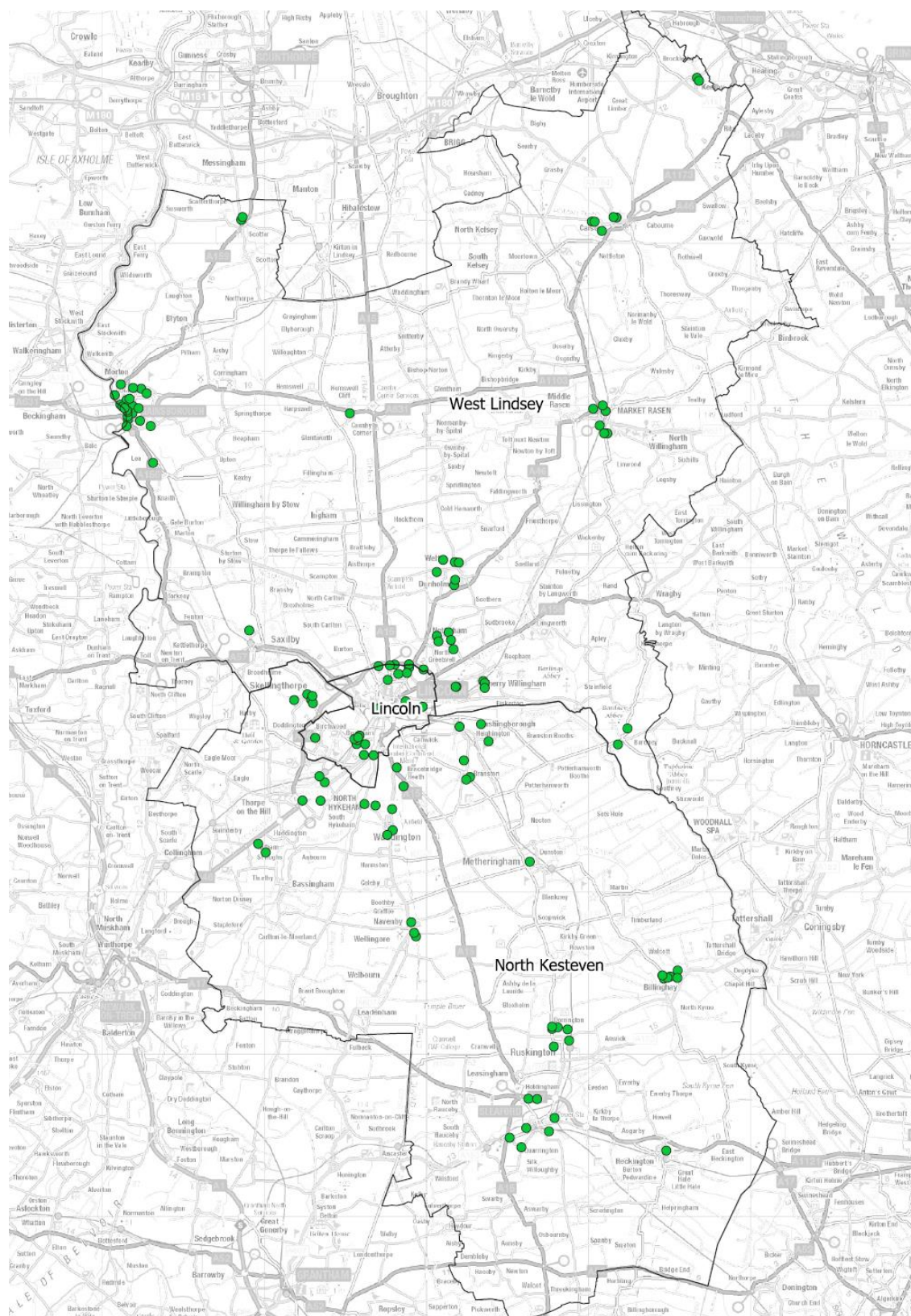
Figure 2.1: Suggested Locations of Housing Growth

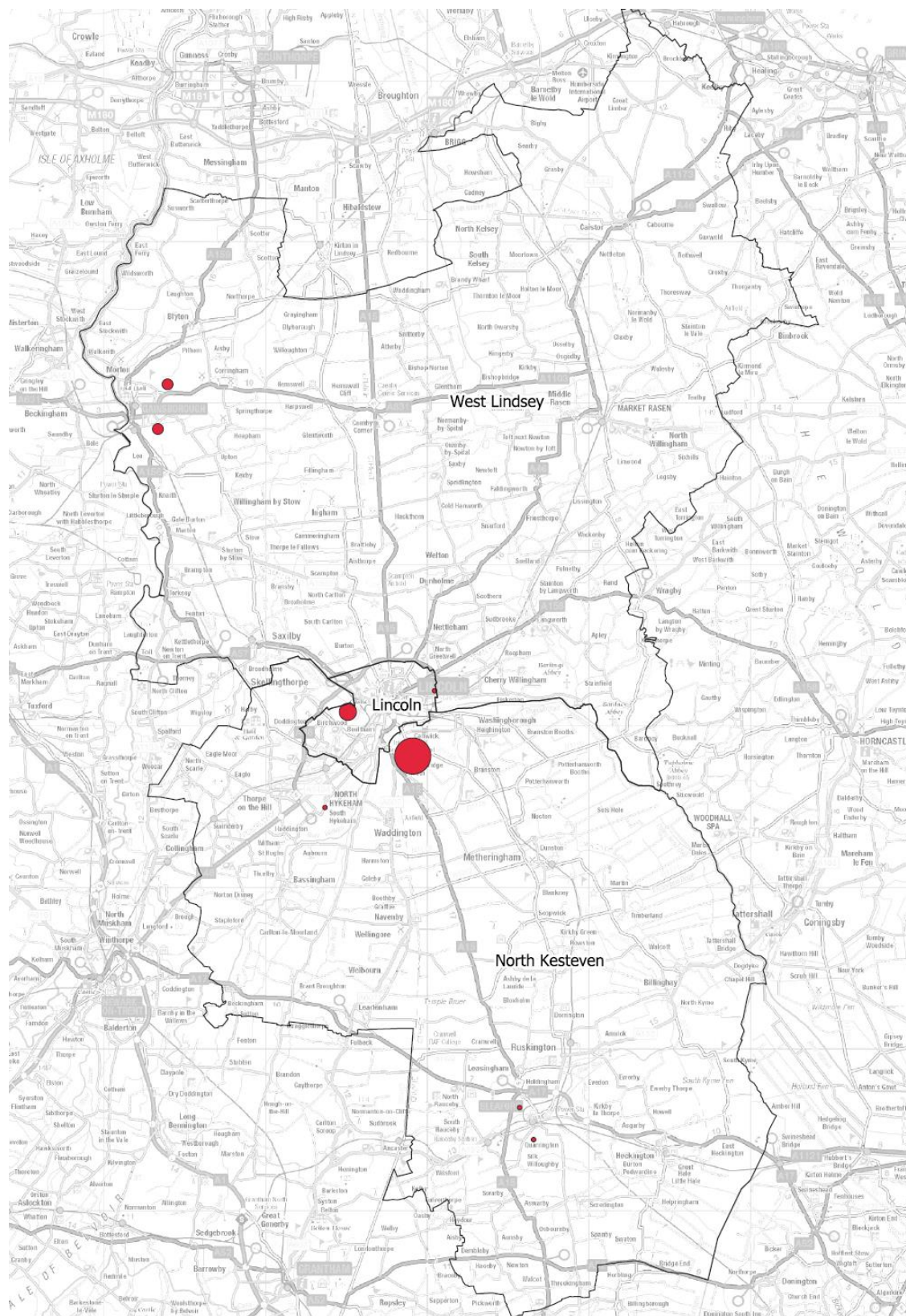
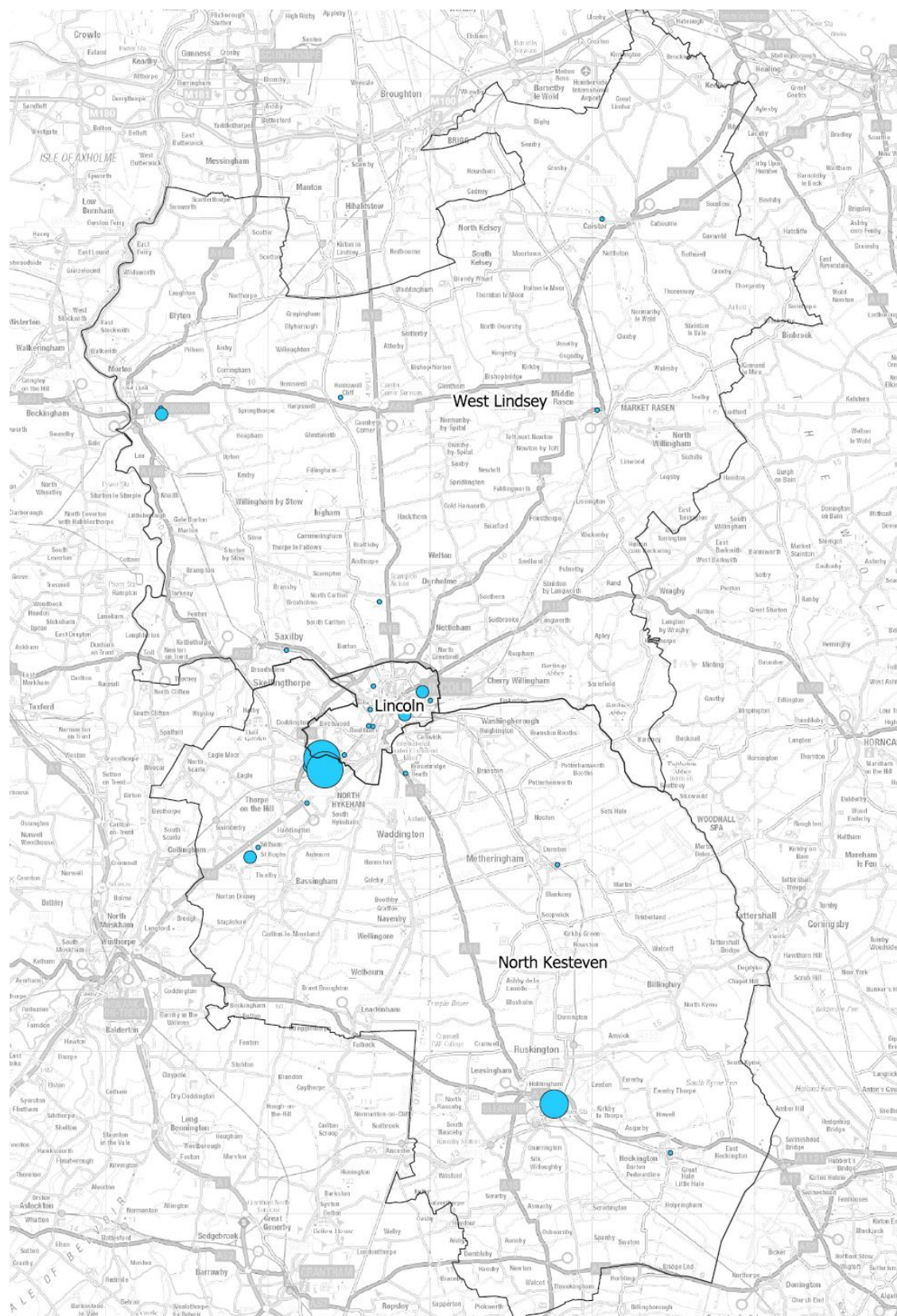
Figure 2.2: Suggested Locations of Sustainable Urban Extensions

Figure 2.3: Suggested Locations of Employment Growth

3 Content of the Updated IDP

The previous infrastructure plans and the information gained from the stakeholder engagement have been used to prepare the remainder of this Updated IDP and the accompanying infrastructure schedule and plan of key requirements.

The following paragraphs provide more details on the content of the Updated IDP, grouped under the following headings:

- Transport;
- Utilities;
- Education;
- Health;
- Waste;
- Flooding;
- Social Facilities; and
- Emergency Services.

3.1 Transport

3.1.1 Highways

The trunk roads that make up the Strategic Road Network (SRN) are generally managed and maintained by Highways England, which is a government-owned company. However, the only part of the SRN in the Central Lincolnshire area is the A46 which connects Lincoln to Leicester and beyond.

The A46 in the Lincoln area will come under pressure from background traffic growth in the future and that this could affect its future operation. Highways England therefore commissioned a high level study in 2017 to investigate the future need for intervention along the north west sector of the A46 around Lincoln. The study considered the section of A46 between the Newark Road (Hykeham) and the Carholme Road roundabouts and was based on the likely provision of new households and jobs as set out in the 2017 Local Plan. The study concluded that future growth in the Lincoln area may lead to capacity issues along the A46 between the Doddington and Skellingthorpe Roundabouts in the long term.

A planning application for the Western Growth Corridor development was submitted in April 2019 and is currently under discussion with Highways England - improvement works at the A46/Skellingthorpe Road roundabout are being considered as part of this application.

As the Local Highway Authority (LHA), Lincolnshire County Council (LCC) has responsibility for the management, maintenance and improvement of the highway network in the Central Lincolnshire area. LCC is currently delivering the Lincoln Eastern Bypass, a scheme of regional and local importance that is fundamental to the delivery of new development in Central Lincolnshire and the transport strategy for Lincoln. The scheme is being constructed as a single carriageway, although forecast traffic growth suggests that there may be a need to dual this new link at some point in the future, and provision has been made for such an improvement at a number of the structures along it.

Allied to Highways England's consideration of the north western sector of the A46, LCC has also identified a need for other improvements on the section of the A46 between Riseholme Road and Wragby Road for which LCC is the LHA, including improvements to the Nettleham Road Roundabout. These improvements will be required to accommodate background growth and that arising from the Local Plan Review.

The 2016 IDP and the 2019 SIDP identified the North Hykeham Relief Road as a key transport priority as this would complete an orbital route around Lincoln. This is a key intervention to alleviate transport issues in the City and surrounding highway network as it will reduce congestion, improve journey times and their reliability, improve air quality, encourage regeneration of the City and support the delivery of major developments at its edges. The estimated cost of the scheme is £153 million and Programme Entry Approval was given to the scheme in 2020, with a maximum Government funding contribution of £110.045 million.

Elsewhere in Lincoln, there will be a need for highway improvements associated with the Western Growth Corridor development (including Beavor Street and Rope Walk to High Street), allied to the package being developed in the refreshed Lincoln Transport Strategy (see below).

In Gainsborough, the 2016 IDP and 2019 SIDP identified the need for upgraded junctions and significant additional capacity for parts of the road network around Bridge Road/Trent Bridge that are critical to delivering the town's planned growth and the signalisation of Corringham Road/Thorndyke Way Junction to accommodate the Northern Neighbourhood SUE.

In Sleaford, the 2016 IDP identifies the South East Sleaford Regeneration Route (SESRR), which is designed to support a number of permitted regeneration schemes as well as assist the delivery of large scale projects to the south and west of the town. This is therefore retained in the Updated IDP pending any change to the plans for this site through the Local Plan Review.

The 2019 IDP identifies the Sleaford Growth Road Infrastructure package of works, including junction improvements and enhanced pedestrian facilities. Works have just been completed at the Sleaford Rugby Club junction and further works are planned at the Holdingham roundabout in 2021.

Finally, there will be a need for targeted network and/or junction improvements across Central Lincolnshire as development sites come forward, although it is likely that these will be funded on a case-by-case basis by the developer(s) involved. These specific pieces of highway infrastructure may be required to mitigate the impacts of a particular site coming forward and/or that serves the development. Links into existing facilities will be identified as part of Transport Assessments submitted as part of the planning application process.

3.1.2 Public Transport

The rail network serving Central Lincolnshire comprises 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). Across the network, there are 12 stations: Gainsborough Lea Road, Gainsborough Central, Lincoln, Market Rasen, Metherringham, Ruskington, Sleaford, Rauceby, Heckington, Hykeham, Saxilby, and Swinderby. Of these stations, improvements to facilities at Gainsborough Lea Road have been identified as being of particular benefit to the Southern Neighbourhood SUE.

Passenger rail services are generally provided by Arriva Rail North and East Midlands Railway, with some direct connections between Lincoln and London provided by London North Eastern Railway (LNER), the latter due to benefit from improved frequencies and new rolling stock in the near future.

Slow and infrequent rail services between Nottingham and Lincoln mean that only a small proportion of journeys along this corridor are made by train. Midlands Connect is undertaking work to understand how to improve the speed and frequency of services, while delivering a good return on investment. Initial research suggests that post-HS2, it may be possible to double the number of services to two trains per hour, also improving access between Lincolnshire and the West Midlands.

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 also Sleaford with rail crossing downtime causing significant waiting times for highway users. The recent upgrading of the GN/GE Joint Line will see the number of freight trains using the route increase which will result in an increase in the closure time of level crossings across Central Lincolnshire, notably at Lincoln High Street. Although the recent pedestrian bridge over the rail line on Lincoln High Street has reduced the severance effect of the level crossing to some degree, the

topography of Central Lincolnshire inevitably means that an increase in passenger and freight rail services will have a knock-on effect on the operation of the highway network and so an appropriate balance between the two needs to be found.

Bus services are generally provided on a commercial basis by private bus operators. Since 2011 the local authority funding for financially supported journeys, especially in the evenings and at weekends, has been significantly reduced; this has impacted on passenger numbers. In addition, major road works, especially in Lincoln, have caused much disruption to bus services over the last four years with an associated reduction in bus journeys. However, since the conclusion of the works and the improvements to the bus network passenger numbers have grown by up to +3%.

The routes and timetables for the commercial services are determined by the operator and will therefore largely respond to future demand. As new sites come forward developer contributions will typically fund new or extended bus routes and associated infrastructure to serve the sites. Some areas of Central Lincolnshire would benefit from additional development to increase the viability of existing bus services.

Stakeholder engagement identified that County-wide initiatives, such as integrated multi-operator tickets, and real time information, would deliver service improvements, allied to bus priority on key corridors, particularly in Lincoln, Gainsborough and Sleaford. These wider initiatives are more appropriately funded through the Integrated Transport block (or its successor) funding stream than through developer contributions associated with the delivery of specific sites.

3.1.3 Active Travel

Following the development of a draft Local Walking and Cycling Improvement Plan (LCWIP), investment in active travel modes should be given increasing importance across Central Lincolnshire over the Local Plan period. This should focus around the significant areas of growth, with internal site layouts responding to the needs and promotion of, active modes, and with connections enhanced to existing facilities.

One such example is the improvement of the King Edward Street crossing in Sleaford, which will be of benefit in reducing severance for the planned West Quadrant and South Quadrant SUEs.

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

3.1.4 Lincoln Transport Strategy

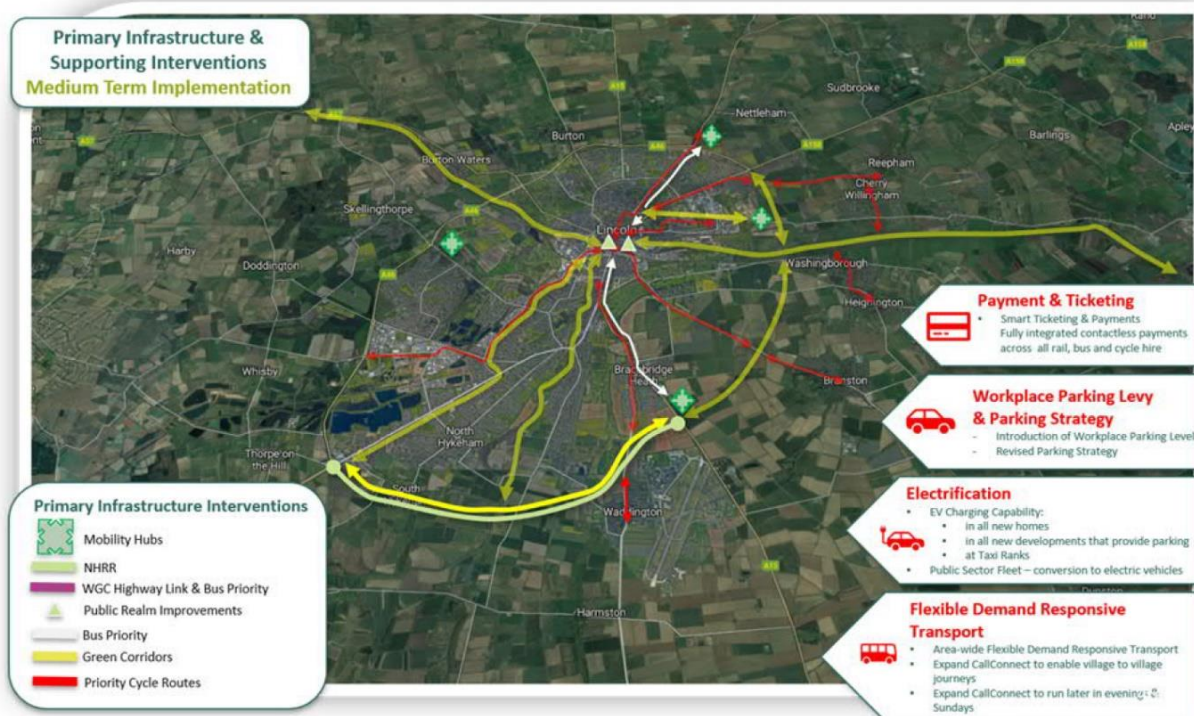
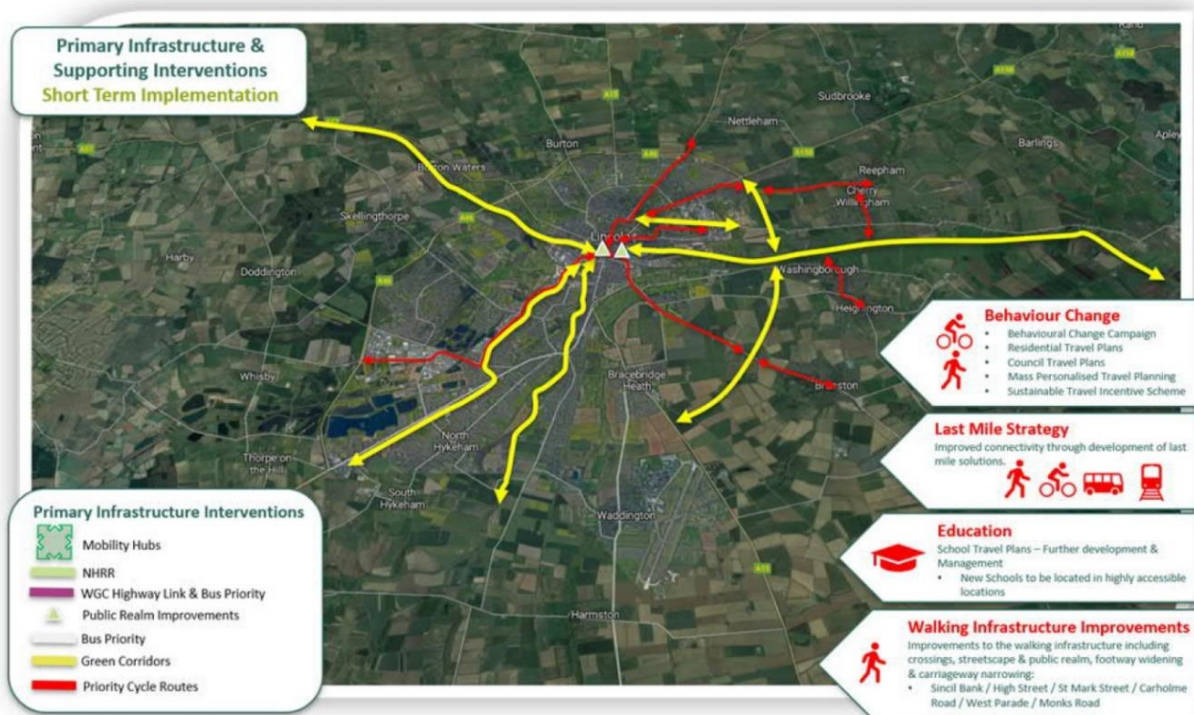
The new Lincoln Transport Strategy has been developed by Lincolnshire County Council, City of Lincoln Council, North Kesteven District Council and West Lindsey District Council and aims to provide a clear vision for the future of transport across the Lincoln area up to 2036.

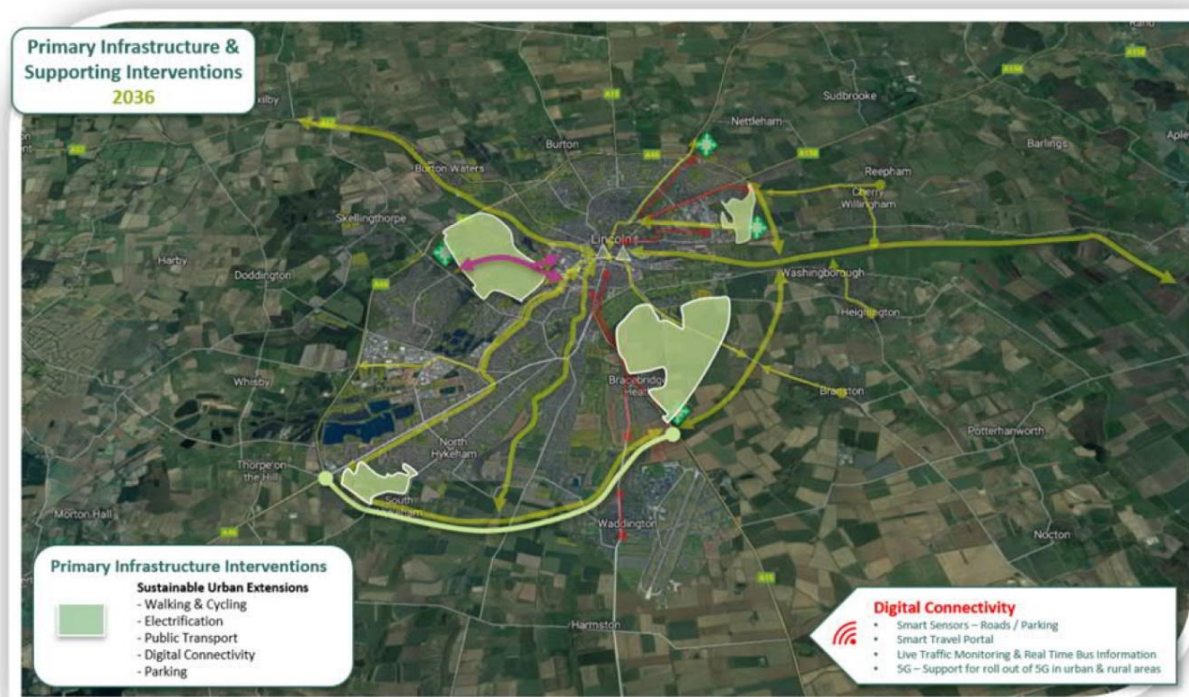
It aims to improve accessibility across Lincoln for all and to support the delivery of a number of economic activities and services including tourism, education and social services whilst helping to protect the historic areas of the city, the environment and improve the quality of life. Integral to the strategy is the need to deliver an inclusive and accessible network for everyone.

The key existing and future issues, the emerging technology trends and likely future challenges have all been considered in developing the vision and objectives. The process identified a number of important themes, including supporting the development of a sustainable and future ready Lincoln as well as focusing on walking and cycling, connected, electrified and shared journeys.

The strategy supports connections to major economic centres through the efficiency of the strategic networks and seeks to support the new advances in technology both in terms of new and improved modes and operating models. The strategy also focuses on the accessibility and transport components that will support the committed growth of Lincoln and the cultural, civic, retail and university quarters. Key to this is the provision of reliable, connected and less congested journeys, giving greater certainty and reduced costs to both communities and organisations.

The strategy provides a long-term plan for movement and transport to align with the Central Lincolnshire Local Plan. The proposals in the strategy will be delivered in the short, medium and long term, and the key elements are illustrated in the following diagrams.





Some proposals will have set timescales while others remain ongoing through the Local Plan period.

3.2 Utilities

Electricity, gas and water supply are regulated industries, and each provider has a duty to connect future developments to their network as they are built, subject to cost and timing within the scope of its asset management plan, where applicable, and regulations laid down by OFGEM.

Each provider also has a five year investment programme of maintenance and expansion, and so it is often difficult to engage with utility providers around the Local Plan process given the much longer timescale and the uncertainty over specific sites coming forward - the 2016 IDP re-iterated this point.

As part of this review, discussions have been held with the main utility companies including Northern Powergrid, Western Power Distribution, National Grid, Anglian Water and Severn Trent Water about the potential scale and location of new residential development envisaged as part of the Local Plan Review and to understand any changes to their investment programmes over the last three years.

3.2.1 Electricity

The electricity supplies for new developments are the responsibility of the development and will be paid for by the developer. If reinforcement is required, the costs are apportioned between the developer and the Distribution Network Operator (DNO). Speculative developments will be funded fully by the developer, including reinforcement.

Works to the electricity network in Central Lincolnshire will usually fall under Northern Powergrid, Western Power Distribution, an Independent Connection Provider or Independent DNO, with the former two having the principal responsibility for the network of engineering assets that allows the distribution of electricity between the National Grid and customer's premises from the 11kV to 132kV volt network.

Northern Powergrid's current business plan covers the 2015-2023 (ED1) regulatory period and sets out how it will invest in its services and network in ED1:

https://www.yourpowergridplan.com/som_download.cfm?t=media:documentmedia&i=1711&p=file

and includes a number of improvements to the existing 11kV circuit across the Central Lincolnshire area, such as at Caistor, Harpswell, Stow and Gainsborough, as well as several overhead cable replacements in and around Gainsborough.

The current Western Power Distribution business plan looks to deliver 76 outputs by 2023 in 6 key areas - safety, environment, customer, reliability, connections and social obligations. It includes a 33kV circuit reinforcement between the Spa Road substation and the Hykeham area (North Hykeham, Waddington, Rookery Lane, Beever Street) to address supply issues identified in the 2016 IDP. These new circuits will provide some additional resilience in that area within the current regulatory period and are complemented by a 33/11kV primary transformer upgrade at Swinderby and a 33/11kV primary substation upgrade at North Hykeham.

In Sleaford, electricity capacity is available to the south but the limited network to the north is restricting capacity. Western Power Distribution has a reserved primary substation site to the north which would be utilised should significant load be requested, so if an offer was accepted for significant demand to the north of Sleaford, it may trigger the requirement for the new primary substation and therefore create further capacity.

In the rural areas, Cranwell substation is at capacity, however Western Power Distribution is expecting to complete reinforcement works by mid-2020.

Western Power Distribution has confirmed that connections-related reinforcement costs will be shared between itself and the connecting customer, however:

- Western Power Distribution will fully fund reinforcement carried out greater than one voltage above the voltage of the point of connection;
- Assets required purely for the customer's connection are fully funded by the customer; and
- Reinforcement carried out for speculative developments will be fully funded by the customer requesting the works.

3.2.2 Gas

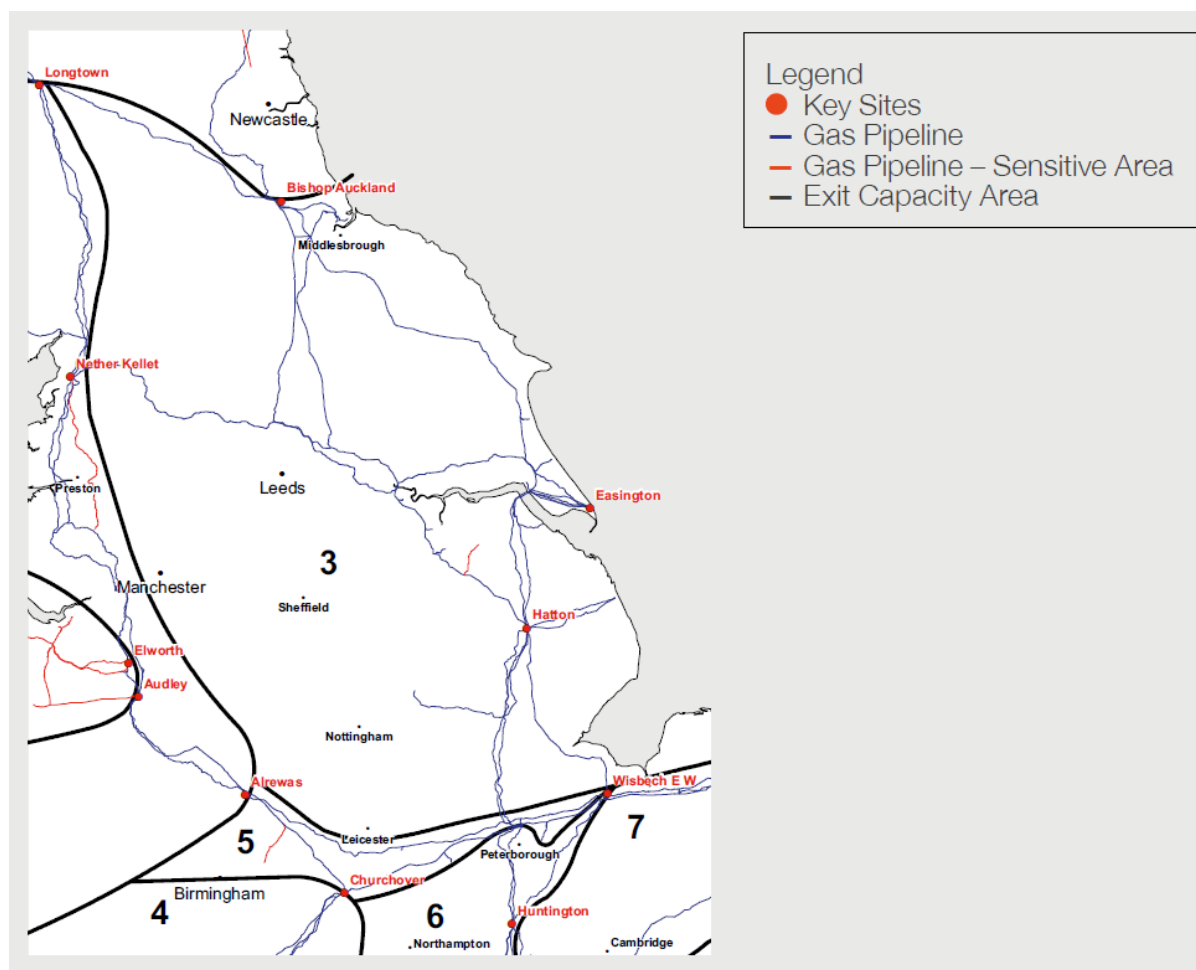
National Grid owns, manages, and operates the national gas transmission network in Great Britain, making gas available when and where it is needed. The map overleaf shows the location of the national transmission systems in Central Lincolnshire.

The 2019 Gas Ten Year Statement provides an update on current and future changes that impact the gas national transmission system:

<https://www.nationalgridgas.com/document/128886/download>

National Grid is currently finalising their business plan for the next regulatory period (2021-2026) and will submit the final plan to Ofgem by the end of 2019. The draft business plan is available at:

<https://www.nationalgridgas.com/document/127856/download>



Source: <https://www.nationalgridgas.com/document/128886/download>

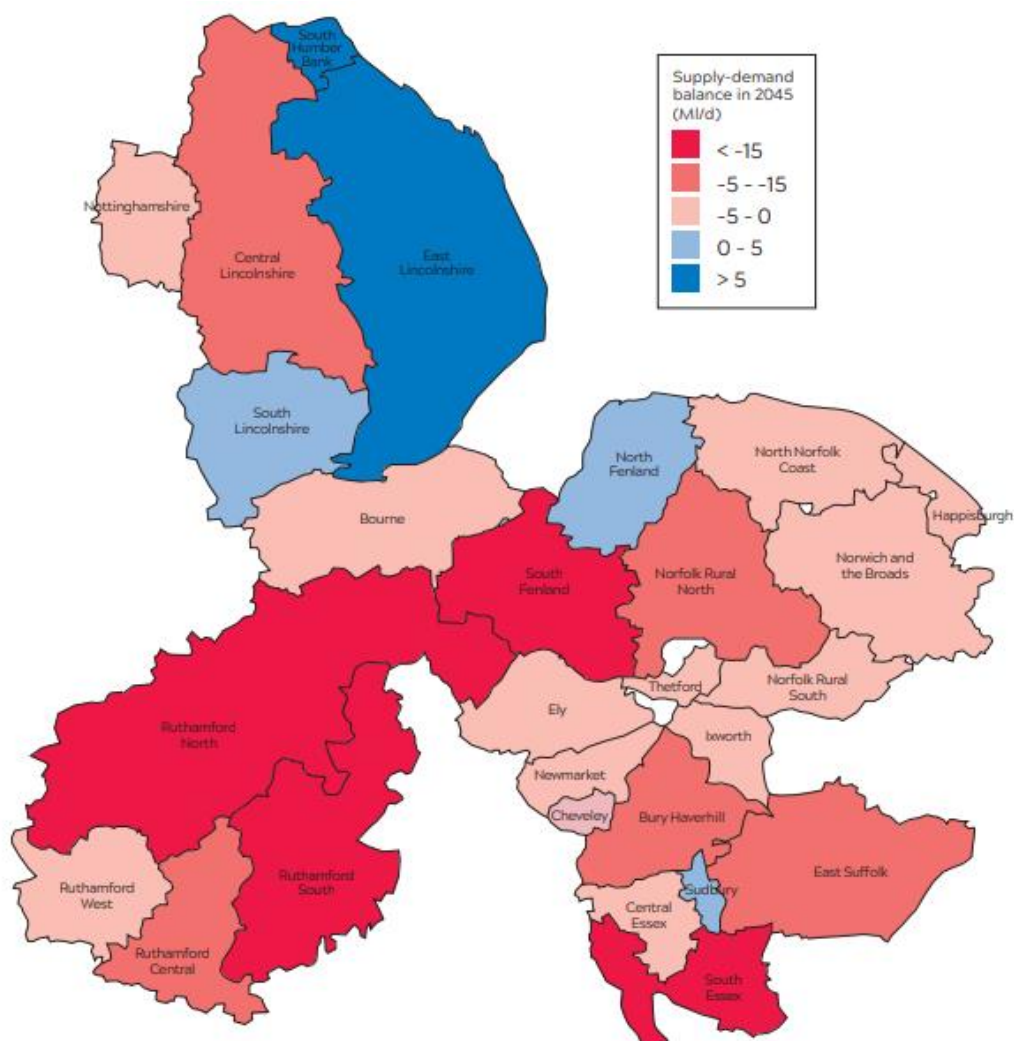
Whilst there are no specific identified schemes within Central Lincolnshire in the draft business plan, there is a commitment to improve the service to customers wishing to connect into the transmission system, with an undertaking to make standard design connections possible for less than £1 million in under 12 months. Very rural parts of Central Lincolnshire should not necessarily be connected to the gas network, although National Grid may extend subject to a business case.

3.2.3 Water

Anglian Water's Water Recycling Long Term Plan was published in September 2018 and set out details of planned investment by Anglian Water at both water recycling centres and within the foul sewerage network from 2020 to 2045. Population growth and new development is seen as the second most important of the company's four long term goals.

The Water Resources Management Plan (WRMP) 2019 sets out how Anglian Water seeks to maintain a sustainable balance between water supply and demand from 2020 to 2045

including within the Central Lincolnshire area. The supply-demand balance in the Greater Lincolnshire area is under significant pressure as illustrated on the map overleaf. Some Water Resource Zones (WRZs) are affected more than others - Central Lincolnshire is one of these areas.



The WRMP prioritises demand management, which means water resource sharing will allow WRZs with a surplus of water to transfer some of its supply to those suffering from a water shortage - this will see the predicted surplus of supply in East Lincolnshire distributed around Anglian Water's area, including Central Lincolnshire. WRMPs are reviewed once every five years and the next WRMP is expected to be published in 2024.

In addition, Anglian Water will be preparing a Drainage and Wastewater Management Plan (DWMP) by 2022. The intention is that this will be developed with local authorities in the

Anglian Water area, including the Central Lincolnshire Local Authorities. The “Working Together” document provides an overview of the DWMP:

<https://www.water.org.uk/wp-content/uploads/2019/09/Working-together-to-improve-drainage-and-environmental-water-quality-an-overview-of-Drainage-and-Wastewater-Management-Plans.pdf>.

Anglian Water’s committed investment is set out in the business plan for the current regulatory period (AMP 6 - 2015 to 2020). A business plan for AMP7 was submitted to the regulator Ofwat in August and a final determination (approval) is expected in December 2019.

Planned investment for Water Resource Centres within sewer catchments across Central Lincolnshire is outlined in the Water Recycling Long Term Plan (September 2018¹).

Anglian Water would expect improvements to be required to existing water supply and foul sewerage networks to enable the development of the Sustainable Urban Extensions identified at Section 2.3.4.

The whole of the Anglian Water area, including the majority of Central Lincolnshire, is identified as an ‘area of serious water stress’ by the Environment Agency.

Anglian Water seeks fair contributions through charges directly from developers under the provisions of the Water Industry Act 1991 to supply water effectively. Charging mechanisms have recently been simplified, with most companies now introducing a standard charge for all new dwellings which will be used to fund water supply network improvements. Further information relating to the current charges is available at:

<https://www.anglianwater.co.uk/developers/development-services/services-and-charges/>

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.

https://www.stwater.co.uk/content/dam/stw/about_us/pr19-documents/sve_customer_infographic_final.pdf

The 2016 IDP identified that there was headroom within the current discharge consent for Gainsborough sewage treatment works to accept up to 1,250 new dwellings, which was expected to be sufficient to accommodate the first phase of the Southern Neighbourhood SUE development plus those developments with approved planning permission yet to be

¹ <https://www.anglianwater.co.uk/siteassets/household/in-the-community/water-recycling-long-term-plan.pdf>

completed. Accommodating further development will require a new discharge consent to be agreed with the Environment Agency - based on the information received from Severn Trent Water, there is no reason to suggest that this situation has changed from 2016.

3.2.4 Telecommunications

The 2016 IDP also set out future investment in broadband via a committed programme to deliver broadband infrastructure and services across Lincolnshire, with plans already in place to reach 97% of superfast broadband connectivity by 2019. According to the independent thinkbroadband.com website, around 89% of Lincolnshire premises can now access a broadband speed of 24Mbps or above.

In order to further extend the availability of Next Generation Access (NGA) broadband infrastructure (capable of delivering download speeds of at least 30Mbps) across Lincolnshire, LCC has set up the Onlincolnshire Broadband Programme and intends to procure further coverage of NGA broadband infrastructure in areas within its programme area where such broadband is currently unavailable, by the end of 2020.

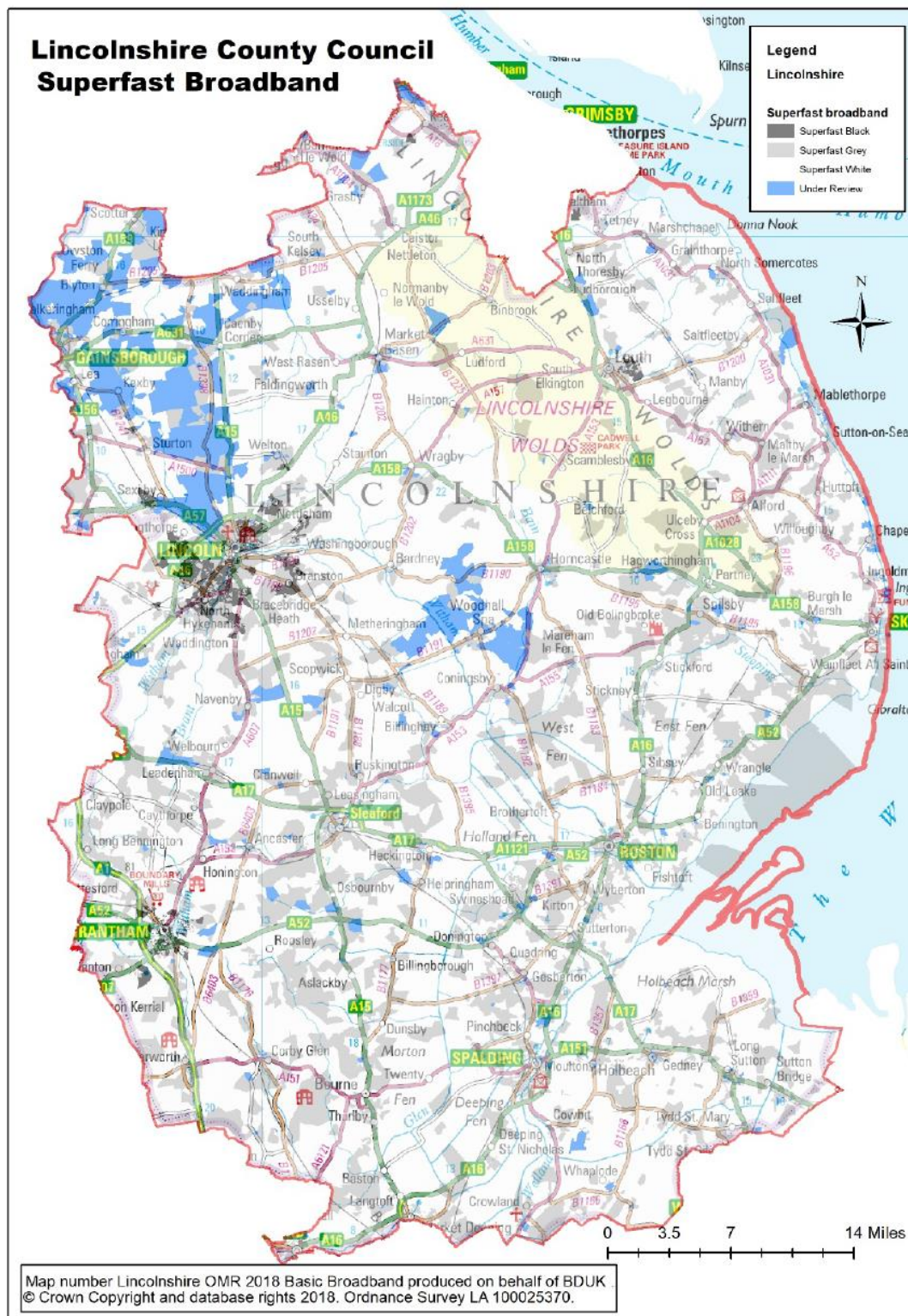
The map overleaf shows the current provision of superfast broadband across Lincolnshire.

The map distinguishes between geographic areas on the basis of their existing or planned broadband infrastructure as follows:

- ‘White’ areas are those in which there is no qualifying broadband infrastructure and none is likely to be developed within 3 years;
- ‘Grey’ areas are those where only one network is present or is to be deployed within the coming 3 years; and
- ‘Black’ areas are those where at least two networks of different operators exist or will be deployed in the coming 3 years.

The ‘Under Review’ areas (coloured blue on the map) are those that have previously been indicated to have planned commercial coverage for NGA broadband, but where those plans have been reported at risk of not being completed.

The Onlincolnshire Broadband Programme will therefore seek to procure coverage to target the remaining ‘White’ NGA areas, whilst, if commercial plans fall away in the ‘Under Review’ areas then these will be considered as eligible for intervention and considered as ‘White’ NGA areas.



3.3 Education

Central Lincolnshire is served by a mix of types of school, including Local Authority Maintained, Academies and Free Schools, and LCC retains the statutory responsibility for ensuring sufficiency of places at any of these.

However, the Education Act 2011 made a number of significant changes to the education system. Whilst Local Education Authorities (LEAs), in their role as commissioners of education, must continue to plan for and secure sufficient schools for their area in line with their duties under section 14 of the Education Act 1996, the 2011 Act introduced a new academy/free school “presumption” under which LEAs are required to seek proposals to establish an academy/free school in the first instance where there is an identified need for a new school.

There are currently 115 primary, 20 secondary, 1 all through (primary and secondary as part of the same school), 18 school-based sixth forms, and 8 special schools in Central Lincolnshire. Academies and Free Schools (primary, secondary or special) are centrally funded in terms of revenue and some capital funding and provide capacity for local pupils.

Under the Childcare Act 2006, local authorities have a duty to ensure that parents are able to access the minimum free childcare entitlement before their child reaches compulsory school age. Eligible 3 and 4 year olds are entitled the term after their third birthday, whilst some 2 years olds are also entitled. The minimum free entitlement that local authorities must provide for each child is 1,140 hours, which is usually taken over 30 hours per week for 28 weeks each year. Free entitlement is provided by a range of different settings, including maintained nurseries at schools, private voluntary or independent providers, day nurseries, playgroups, accredited childminders and nursery units in independent schools.

Under the Apprenticeships, Skills, Children and Learning Act 2009, local authorities have a duty to ensure that sufficient and appropriate education and training opportunities are accessible to all young people aged 14-19 and those up to 25 for young people with learning difficulties and/or disabilities. A key element of this offer is at sixth forms in some Lincolnshire secondary schools - 18 of 21 secondary schools in Central Lincolnshire provide a sixth form.

There are two stages to assessing the need for new school places/new schools within an area. Firstly, it must be determined what the likely demand for school places is based on changes in population and development. Secondly, the current capacity of schools in the area needs to be determined.

As the LEA, LCC determines the need for school places based on pupil forecasts that look at demographic trends over the past three years. Reception class numbers are based on

projected and live birth rates provided by the Office of National Statistics. These forecasts are updated at regular intervals and take account of pupils moving into and out of the County and outstanding planning permissions for housing developments.

There is a single national measure to assess the net capacity of schools specified by the Department for Education (DfE), which should ensure a robust and consistent method of assessing the capacity of schools. The measure is used to identify a surplus or shortage of school places within schools.

Central Lincolnshire schools are increasingly at capacity and oversubscribed in many instances. In particular Lincoln, Sleaford and Gainsborough are projected to have limited spare capacity available taking account of the impact of housing developments with planning consent. Growth experienced in primary school age children in the last five years, largely due to natural population change, is starting to impact the capacity in secondary schools. Whilst there is now projected to be a small amount of capacity across the primary sector, especially in rural areas, there is little spare capacity projected in the secondary sector. Secondary schools in the Lincoln area, North Kesteven District (Sleaford and Welbourn), Welton and Market Rasen are particularly full.

Therefore, 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 SUEs in Lincoln, Gainsborough and Sleaford will be required to provide on-site primary and, in some cases, secondary schools.

To accommodate new pupils from proposed growth, it is clear that many additional schools and school extensions will continue to be needed. Over the past three years, in excess of 1,500 mainstream and 16 special educational needs (SEN) school places have been added through 17 school extension projects or new schools in Central Lincolnshire. School expansions are typically modelled three years in advance, but beyond this planning horizon, the scope for expansions are much less clear.

A shortage of land at school sites also poses a sizeable problem - schools are required to have a certain amount of play space, however, the majority are undersized and pose difficulty in being able to expand. As well as play space requirements for schools, the undersized nature of most school sites in Central Lincolnshire can create difficulties securing planning consent, with Sport England seeking to protect any play space and LCC looking to meet its statutory duty to provide school places.

There is no significant local or central funding to satisfy the likely demand. Future levels of capital available via the DfE or LCC are unclear and 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. LCC will generally continue to seek developer contributions towards the provision of primary and secondary school places through Section 106 Agreements, but there is a large variability in what may be required for expanding

different schools and/or providing new schools. Therefore, some other funding will be required over the Local Plan period, such as CIL.

The DfE has highlighted in their own guidance on developer contributions that they expect local authorities to seek developer contributions towards school places that are created to meet the need arising from housing development and further states that *“central government basic need grant, the DfE free schools programme and other capital funding do not negate housing developers’ responsibility to mitigate the impact of their development on education”*.

In November 2018, LCC granted approval to implement the Building Communities of Specialist Provision Strategy to address the provision of school places for SEN pupils. Implementation of this strategy will take place over the next five years with the final school changes being made in September 2023.

The strategy will make significant changes to the existing SEN provision, creating an integrated and sustainable school system where pupils can attend their nearest special school, confident that their education and health needs can be fully met. The strategy will provide a locality-based, sector-wide approach to special education which will enable all special schools to meet the wide range of needs of pupils within their local community. As existing special schools are designed to meet specific designations of need, each school would be required to change its designation to enable them to meet all needs.

In addition, the strategy will increase the special school estate by over 500 places to address the growing demand and significant overcrowding issues, through capital investment to support expansion, in line with projected need - £50 million has been identified up to 2023. The allocated capital investment would be utilised to improve premises and facilities, enabling each school to offer places to pupils from within their local communities with all needs. It does not account for additional pressure from housing developments.

The strategy also proposes establishing special school satellite provision within mainstream schools where pupils on the roll of the special school could be individually supported to access the mainstream curriculum and social opportunities.

The strategy has planned for the current cohort of pupils with SEN, allowing for a 2% increase over the next five years, but this does not take account of the requirements for any additional SEN places created through housing growth. No central government funding is available for the provision of additional SEN places, and so funding may be sought from housing developments through Section 106 contributions and CIL.

3.4 Health

Healthcare in England is provided by a range of organisations under the umbrella of the Department of Health and Social Care (DHSC) which has the responsibility for strategic leadership of both the health and social care system. The National Health Service (NHS) in England provides free healthcare for all, based on need, not on ability to pay.

NHS England commissions specialised services (for example, cancer, renal and forensic mental health services) and some primary care such as dentistry, ophthalmology, offender healthcare and some services for the armed forces. NHS England also 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 - these are groups including local GPs with commissioning responsibilities that took over responsibility for commissioning local health services following the abolition of Primary Care Trusts (PCTs) in April 2013. At the moment, four CCGs cover the Central Lincolnshire area, however on the 1 April 2020, a new CCG will be established for Lincolnshire, replacing the existing CCGs.

The NHS Long Term Plan, published in January 2019, is a new plan to improve the quality of patient care and health outcomes and sets out the expectation of modern, resilient primary care supported by excellent community care including mental health and an integrated service model which ultimately reduces reliance on hospital based services. It also sets out how the £20.5 billion budget settlement for the NHS, announced by the Government in Summer 2018, will be spent over the next five years.

With the publication of the Implementation Framework in June 2019, the local NHS was asked to develop their five year strategic plan. The Acute Services Review has commenced in Central Lincolnshire, with a need to change the way care is delivered in the community, principally where the majority of care takes place and move away from the hospital focus, to meet the needs of future users. As a result of the local plans there is an Integrated Community Care Programme is to re-align healthcare in Lincolnshire.

The new model is predicated on supported self-care, an easy navigation process when help is needed. It will be enabled by a trained workforce, starting with signposting, aided by a new approach to care including health coaching. The face-to-face contact will be in communities which are resilient with a workforce liberated to focus on delivering evidence based care. The principles of this will be those of population health management, moving away from single disease-based approaches.

When hospital-based care is the need, the service provided will be effective, the stay in an acute bed will be kept to the minimum and the discharge pro-actively managed so that the patient is not left unsupported and isolated. We recognise that the future acute hospital provision will be different.

The local Long Term Plan is being developed in partnership across the local system and is grounded in local knowledge, with a strong understanding of:

- The views of the people in Lincolnshire who use and deliver NHS services, established through the extensive engagement (Healthy Conversation 2019 and Health Watch work);
- The current and future needs of the Lincolnshire population established through detailed public health analysis and the Joint Strategic Needs Assessment;
- The opportunities to improve performance and remove unwarranted variation, established through benchmarking with other similar counties; and
- Building on existing local strategies, such as the Sustainability and Transformation Partnership (STP), to improve health and patient services in Lincolnshire.

Primary care focuses on the treatment of minor illnesses and minor injuries, the ongoing management of chronic conditions and some minor surgery and procedures. From July 2019, groups of GP practices have come together to form Primary Care Networks (PCNs), working together and with community, mental health, social care, pharmacy, hospital and voluntary services in their local areas in primary care networks. This approach responds to the fact that many people are living with long term conditions such as diabetes and heart disease, or suffer with mental health issues and may need to access their local health services more often.

PCNs build on the core of current primary care services and enable greater provision of proactive, personalised, coordinated and more integrated health and social care.

Home First or Integrated Community Care (ICC) is also a high priority for Lincolnshire, with significant resources already committed to improving this joined-up care closer to home, working with patients and health and care partners across the County to agree common goals and how to achieve them. The new integrated model of primary and community care for Lincolnshire will be underpinned by the following principles:

- Holistic health and care configured around service users, for service users to enable service users; and
- Population health and care needs that are fully understood and services provided in line with those needs - this includes a much greater focus on prevention and supported self-management in the community.

Secondary or acute care covers general and specialist services for conditions that normally cannot be dealt with by primary care services, including medical and mental health

services. Acute care is provided at Lincoln County Hospital, Pilgrim Hospital Boston and Grantham Hospital. Patients may choose to go to other hospitals for planned care. More specialist care will be referred to specialist units. There is a network of Urgent Treatment Centres that will be in place by December 2019.

The need for additional healthcare facilities over the Local Plan period will depend on the amount and type of housing being developed, and whether there will be significant elderly or young populations. This will determine the required make-up of the clinical workforce and may, for example, highlight the need for practice nurse, dental, ophthalmic and pharmacy support.

Any potential developments will have an impact on future health provision requirements and put additional pressures on existing resources, both within the hospital and primary care settings. Stakeholders have suggested that it would be more difficult to respond to a more scattered approach to development across Central Lincolnshire, as this would place pressure on existing practices, without providing the critical mass for expansion of existing sites or provision of new facilities, and so a more concentrated pattern of development would assist in bringing forward new healthcare facilities.

To support planned increases in housing in the 2017 Local Plan, a number of primary care hubs are being planned - this includes John Coupland Hospital in Gainsborough, Sleaford and South of Lincoln hubs. This work has been undertaken in partnership with the Central Lincolnshire Local Authorities through the One Public Estate work that has also led to a number of asset challenge workshops to highlight the opportunities for integration and co-location.

Where surgeries are to be provided, the design, location and specification should be considered in close liaison with the local planning authority and relevant CCG. In principle, surgeries should be modestly appropriately sized and designed, with adequate appropriate (not unnecessarily large) car park, circulation and amenity space. This is important in minimising capital costs and potential ongoing revenue costs.

Whilst the NHS Long Term Plan sets out the funding provision there are significant pressures on local funding and the impact of delivering health and social care across such a large geography as Lincolnshire. Access to capital funding for the local NHS is very limited and therefore the NHS is working with LCC and the Central Lincolnshire Local Authorities to look at alternative funding opportunities.

Developer contributions through Section 106 contributions may be sought for new primary healthcare 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 proposed development. To ensure the sustainability of primary care capacity, it is vital that developer contributions, either through CIL or Section 106 contributions, continue to support these developments. In the later years of the Local

Plan period, it is anticipated that CIL will need to fund some secondary healthcare facilities.

The Central Lincolnshire Local Authorities will continue to work with NHS England, the Local Area Team, the STP, the new 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. The One Public Estate will continue to be a key forum for these discussions. Future requests for developer contributions will be based on an up-to-date assessment of current supply and future needs in the relevant part of Central Lincolnshire.

3.5 Waste

LCC has the statutory responsibility for municipal solid waste disposal, but has limited responsibility for other waste such as Commercial and Industrial (C&I) waste or Construction and Demolition (C&D) waste. The Lincolnshire Waste Partnership's recently adopted Joint Municipal Waste Management Strategy sets out 10 objectives including increased recycling and, in line with the Resources and Waste Strategy for England, developments in food waste, and dry recycling collections.

As waste planning authority, LCC has responsibility for making relevant waste planning decisions and preparing a Minerals and Waste Local Plan (MWLP) which relates to different kinds of waste management.

C&D waste and C&I waste are largely dealt with by private contracts between private operators and private waste disposal. However, a small quantity of each is collected and processed by the Lincolnshire Waste Partnership alongside household waste.

New development should be delivered to promote re-use and recycling, particularly of food waste, in line with national planning, national waste strategy and the 2017 Local Plan, including objective 't' of Policy LP26 of the latter. This will be particularly necessary if emerging government policy (for example, universal food waste collections) results in the need for additional household receptacles and processing infrastructure.

Infrastructure is already in place for handling residual (non-recyclable) waste - the Lincoln energy from waste (EfW) plant and two transfer stations (at Gainsborough and Sleaford) are all within the Central Lincolnshire area, although the former will not lead to an increase in waste capacity. However, emerging government policy looks set to introduce increased separation and new material streams (for example, food waste and more dry recycling streams), resulting in the need for infrastructure either to process that material or to transfer it elsewhere. LCC currently uses a transfer station at Hykeham for kerbside-collected recyclables, but these changes may require the provision of a purpose built facility (or facilities) capable of handling a wider range and/or larger quantity of material.

In addition to disposal of waste from kerbside collections, LCC has a duty to provide Household Waste Recycling Centres (HWRC). With forecasted population growth, there may be capacity issues at existing HWRCs - there are already capacity and access issues at the Lincoln GNT HWRC facility, and these will only get worse with considerable population growth forecast, particularly in the Greater Lincoln area. Site limitations prevent the expansion of existing HWRCs, so it is likely that the development of an additional facility will be required in the Local Plan period.

In terms of residual waste, sufficient capacity is currently available, particularly in the light of proposed diversion of material (for example, food waste & dry recyclables) to other waste streams and the recent extension of permitted capacity at the Lincoln EfW plant. Arrangements for processing the kerbside recycling stream are currently under a service contract and this will continue for the short term whilst government policy becomes clearer. Thereafter a modern, purpose built recycling facility within Lincolnshire may be the preferred solution.

Whilst sufficient waste-management capacity exists for most municipal waste streams, it is vital that new infrastructure is provided to handle the possible new waste streams arising from emerging national waste policy - e.g. food waste and separated dry recycling streams.

3.6 Flooding

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. Lincoln, Gainsborough and Sleaford are considered to be the areas most affected by flood risk.

LCC is responsible for coordinating the management of flood risk across Lincolnshire. This includes flood sources arising from surface water, ground water or ordinary watercourse sources. As part of this duty, LCC developed a Local Flood Risk Management Strategy (LFRMS), based on a Preliminary Flood Risk Assessment (PFRA).

The Environment Agency is charged with maintaining a strategic overview of flood risk management throughout England - this is articulated through a National Flood and Coastal Erosion Risk Management Strategy. Improving resilience of the existing flood defences throughout Central Lincolnshire due to climate change and the need to withstand high levels of river flow during prolonged periods of rainfall (such events are likely to become more frequent over the coming years) will require increased funding. The Environment Agency will need to look for alternative funding sources to maintain flood defences in the future due to reducing funding from Government, however, specific requirements in respect of this are currently unknown.

The Environment Agency will continue to work in partnership with other relevant bodies in respect of capital and maintenance funding for green, flood defence and water infrastructure. However, it is anticipated that the majority of this type of infrastructure, where required to facilitate growth, will need to be funded by those proposing development.

3.7 Social Facilities

There is an ongoing requirement to provide community facilities across the Central Lincolnshire area, in particular:

- Improvements to sports pitches;
- Play Facilities;
- Open Parks and Green Spaces; and
- Voluntary Sector Projects.

Community facilities should also be fundamental to the planning and build-out of each of the SUEs, particularly open spaces, which are a key contributor to placemaking.

Currently, cultural venues including libraries, museums and historic buildings typically provide access to culture in town centres, district (neighbourhood) centres and major rural settlements. Building on the success of the Community Library Hub model, the aim will be to take advantage of the opportunities to integrate community infrastructure to increase engagement with culture and produce positive outcomes for communities.

The provision of public libraries is a statutory duty for local authorities under the Public Libraries and Museums Act 1964. Local library services need to be continually improved to ensure they provide a responsive service that fits the needs of local communities. Work is under way to improve digital connectivity in libraries, due for completion by Summer 2020.

The success of Lincoln Castle has grown the critical mass of visitor attractions in the Lincoln area - plans are underway to build on this and develop The Collection Museum through a supersite model. This development is likely to take place over the next two to three years, with audience development work already in progress.

Improvements to the cultural infrastructure will require significant funding at a time when demand is outstripping the funding available and it is vital that any new development is sustainable.

The Environment Agency supports the Lincolnshire Rivers Trust and the Wild Trout Trust in delivering a number of green infrastructure improvements, which are listed in the IDP Schedule. The projects involve habitat improvements and a new urban green corridor in Witham, Lincoln.

3.8 Emergency Services

The three main emergency services, Police, Fire and Rescue and Ambulance, are responsive organisations with a duty to serve the population within their area, and so the deployment of resources is based on response times to serve this population.

These services are not a significant driver or barrier to growth, and will deploy their resources to serve the scale and location of new development.

Lincolnshire Police is currently reviewing their operating model in order to best align resource deployment to demand. The increased development activity across Central Lincolnshire will influence this model and additional strategically located Police facilities will be determined appropriately to best respond to these new demands. Police requirements will range from local drop-in provision, usually in shared premises with welfare facilities and car parking, to more significant premises capable of supporting a range of Police services specific to the locality. In addition, it may be necessary to review the provision of custody facilities in the future, again aligning demand with emerging communities and industry and the issues they can create for policing. However, there are currently no additional significant infrastructure improvements planned.

The vision of Lincolnshire Police is aligned to the National Policing Vision 2025, and the Distinctively Lincolnshire strategy states two broad goals for the organisation:

- To provide a service which meets the expectations of communities; and
- To support our staff to feel healthy and valued

The service capacity is currently aligned to demand and therefore any growth in population or increased concentrations of population will necessitate a proportionate increase in police resources and ancillary support structure. Increasing developments on the fringes of existing large conurbations continue to stretch police resources. The increasing nighttime economy of the City of Lincoln and larger towns bring with them specific pressures and along with the increase in rural crime it will become increasingly difficult to police effectively without additional Police resources.

4 Implications for the Local Plan Review

As noted previously, the main conclusion from the 2016 IDP was that, on a purely financial basis, the most significant infrastructure needed to support the 2017 Local Plan was transport (principally highways infrastructure) and education, and these themes were identified as high risk elements of the 2016 IDP. In relation to transport, significant grant funding was thought to be available and was expected to become available during the life of the Plan.

Based on the review and Updated IDP, this main conclusion is still sound - there is still a need to invest in highways infrastructure, particularly around Lincoln, but significant investment in public transport and active travel modes is critical in line with sustainability considerations and should be embedded in the principles of new development. Large scale highways infrastructure will need Government funding (either centrally or through new devolved structures) as well as the use of CIL.

Based on the growth proposed, there will be a need for new primary and secondary education provision across Central Lincolnshire, as well as expanded SEN provision, either through physical provision or financial contributions. The nature of this will vary, however it is anticipated that the proposed SUEs in Lincoln, Gainsborough and Sleaford will be required to provide on-site primary and, in some cases, secondary education facilities. Although LCC will generally continue to seek developer contributions towards the provision of primary and secondary school places through Section 106 contributions, other funding will be required over the Local Plan period, such as CIL.

One difference from the 2016 IDP is the clearer need for improved healthcare facilities, particularly primary healthcare, arising both from the growth proposals but also due to planned changes in the way that healthcare provision is discharged in England. To support planned increases in housing in the 2017 Local Plan, a number of primary care hubs are being planned resulting from work undertaken in partnership with the Central Lincolnshire Local Authorities through the One Public Estate work.

Developer contributions through Section 106 contributions may be sought for new primary healthcare 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 proposed development. To ensure the sustainability of primary care capacity, it is vital that developer contributions, either through CIL or Section 106 contributions, continue to support these developments. In the later years of the Local Plan period, it is anticipated that CIL will need to fund some secondary healthcare facilities.

Infrastructure which is the responsibility of the privatised utility companies to provide was a significant consideration in relation to the scale of the development in the 2017 Local

Plan and should remain so through the Local Plan Review process. Going forward, the Central Lincolnshire Local Authorities need to maintain an ongoing relationship with the main utility companies as the Local Plan Review progresses in order that they can continue to have confidence that these companies are ready to contribute to the delivery of the Central Lincolnshire growth agenda. It is noted that, generally, the cost per dwelling of connecting developments in more remote or sparsely populated areas will be greater than that of developments in existing urban centres, suggesting a more concentrated development pattern would be preferable, hence that the promotion of SUEs is more deliverable for utility providers.

Although telecommunication networks are unlikely to be a key driver of, or barrier to, new residential development, the Central Lincolnshire Local Authorities could, in appropriate cases, seek to include conditions on planning permissions to ensure that trunking to enable fibre connections to developments is provided when available so that future occupants have access to suitable communications infrastructure.

5 Costs and Funding

5.1 Cost Estimates

The Updated IDP includes a varied level of information about the anticipated costs of the infrastructure required to support the growth envisaged in the Local Plan Review.

In some cases, such as transport and education, where the Central Lincolnshire Local Authorities are generally the lead authority, information is thorough and up-to-date. In others, where the Councils are not the lead authority, such as utilities and healthcare, information is often more scarce, and/or provision generally follows demand, or more specific site development than is being considered at present.

However, the overall total of the infrastructure requirements identified to support the Local Plan Review is around £970 million.

5.2 Funding Gap

The Updated IDP also sets out an estimate of the funding ‘gap’ required, bearing in mind that the preceding comments about the variability of the cost estimates set out makes identifying a specific funding ‘gap’ quite difficult at this stage.

However, concentrating on the areas where there is more certainty, and making some reasonable assumptions on other contributions, does give some opportunity to quantify the current ‘gap’, albeit in broad terms. This funding ‘gap’ is significant and sits at around £900 million over the Local Plan period.

Based on the information gained to date, transport and education infrastructure still form the majority of the main infrastructure needs that are known at present, and where existing funding sources are unlikely to fully cover the costs of the improvements key infrastructure projects required to support future growth. In the later years of the Local Plan period, there is also likely to be a need for funding for additional healthcare facilities where these are not provided as part of one of the SUE or other larger developments.

5.3 Funding Sources

The 2019 SIDP contains an up-to-date review of the likely funding sources for infrastructure across Central Lincolnshire and indicates that these sources should be considered alongside the commercial and developer funding sources as well as the mainstream local authority funding.

Following the upcoming White Paper on Devolution and the Comprehensive Spending Review, there may be some changes, and opportunities, for new sources of funding,

particularly in the light of proposals of the stated intention to move forward with more Mayoral Combined Authorities and a successor to the Local Growth Fund. The Central Lincolnshire Authorities should continue to monitor these funding sources and take every opportunity to align the identified infrastructure needs of the area to future calls for funding through the ongoing use of the infrastructure schedule produced as part of this commission.

6 Taking Forward the Updated IDP

This commission has critically reviewed the previous infrastructure plans prepared for Central Lincolnshire and developed an Updated IDP that should provide a robust evidence base for the production of CIL, particularly in terms of its identification of the critical infrastructure to support the planned growth in the Local Plan Review.

To build on the work done in updating in the IDP, and to ensure that the Central Lincolnshire Local Authorities are in the best possible position to take an early view as to which infrastructure schemes it may seek to put forward for potential future competitive funding rounds, or to allow the work in progress to be used to respond to any planning applications, it is recommended that the Updated IDP be taken forward as a working document.

Using a spreadsheet approach initially, it has been possible to identify the key infrastructure schemes against timeframe, cost, lead agency, funding sources and gaps, risk and priority, to provide a 'live' copy of an IDP schedule that the Councils could use to monitor progress across all infrastructure areas. Through this commission, a first draft of such a spreadsheet-based schedule has been prepared and is included at Appendix A.

This is supported by a plan summarising the key infrastructure needs across Central Lincolnshire, included at Appendix B.

The plan could even be developed in future as an open source document, , initially using a GIS-based record of key infrastructure needs, which can then be a more useful tool with Members and partner organisations and allow developers an upfront view of the likely infrastructure requirements of bringing forward various sites, as well as being a powerful collaborative tool with other partner agencies who the work done to date has found can be sometimes difficult to engage with.

It is suggested that the Councils now takes ownership of these two outputs from this commission as a means of tackling the delivery of the infrastructure necessary to support the growth aspirations of Central Lincolnshire.

Appendix A

Infrastructure Delivery Plan Schedule

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
Transport	Highways	Gainsborough Bridge Road Area Improvements	N		2	2023-2025	£6,500,000	LCC/WLDC
		Corringham Road/Thorndyke Way Signalised Junction	Y	Gainsborough Northern Neighbourhood SUE	1	2020-2022	£1,500,000	LCC/WLDC
		South East Sleaford Regeneration Route	N		1	TBD	£12,000,000	LCC/NKDC
		Sleaford Growth Road Infrastructure	N		1	2020-2021	£8,250,000	LCC/NKDC
		North Hykeham Relief Road	N	South West Quadrant SUE	1	2023-2026	£153,000,000	LCC
		Rope Walk to High Street Improvements	N	Western Growth Corridor SUE	2	2023-2025	£15,000,000	LCC
		Lincoln Eastern Bypass Dualling	N	North East Quadrant SUE, South East Quadrant SUE	2	2028-2030	£120,000,000	LCC
		Nettleham Road Roundabout Improvements	N	North East Quadrant SUE, South East Quadrant SUE	2	2020-2022	£30,000,000	LCC
		Lincoln Relief Road (Riseholme Road to Wragby Road) Improvements	N	North East Quadrant SUE, South East Quadrant SUE	2	2023-2025	£30,000,000	LCC
		Western Growth Corridor Highways Improvements (including Beevor Street and potential mitigations at the A46/Lincoln Road/Skellingthorpe Road roundabout)	Y	Western Growth Corridor SUE	1	2020-2022	£27,315,000	LCC/CoL
		Targeted Network / Junction Improvements in Gainsborough	N		1	Over Plan period	TBD	LCC
		Targeted Network / Junction Improvements in Sleaford	N		1	Over Plan period	TBD	LCC
		Targeted Network / Junction Improvements in Rural areas	N		2	Over Plan period	TBD	LCC
	Public Transport	Gainsborough - Bus Priority at Junctions	N		2	Over Plan period	£500,000	LCC
		Gainsborough - Public Transport Improvements	N		2	Over Plan period	£2,850,000	LCC
		Gainsborough Lea Road Station Improvements	N	Gainsborough Southern Neighbourhood SUE	2	TBD	£1,000,000	LCC
		Rural Public Transport Programme	N	Central Lincolnshire wide	2	Over Plan period	TBD	LCC
		Gainsborough Pedestrian Improvements	N		2	Over Plan period	£500,000	LCC
	Active Travel	Gainsborough Cycle Improvements	N		2	Over Plan period	£200,000	LCC
		Sustainable Travel Improvements	Y	Gainsborough Northern Neighbourhood SUE	2	Over Plan period	TBD	LCC
		Sustainable Travel Improvements	Y	Gainsborough Southern Neighbourhood SUE	2	Over Plan period	TBD	LCC
		Sleaford - King Edward Street crossing	N	Sleaford West Quadrant SUE, Sleaford South Quadrant SUE	2	TBD	TBD	LCC
		Sustainable Travel Improvements	Y	Sleaford South Quadrant SUE	2	Over Plan period	TBD	LCC
		Sustainable Travel Improvements	Y	Sleaford West Quadrant SUE	2	Over Plan period	TBD	LCC
	Lincoln Transport Strategy	Green Corridors	N		1	Over Plan period	£5,000,000-£10,000,000	LCC/CoL
		Lincoln Walking and Cycling Network	N		1	Over Plan period	£10,000,000	LCC/CoL
		Mobility Hubs	Y	Western Growth Corridor SUE, North East Quadrant SUE, South East Quadrant SUE	1	Over Plan period	£15,000,000-£25,000,000	LCC/CoL
		Public Realm and Environmental Improvements to Broadgate and Wigford Way/St Mary's Street	N		1	Over Plan period	£5,000,000-£10,000,000	CoL
		Bus Priority Improvements	Y	North East Quadrant SUE, South East Quadrant SUE	1	Over Plan period	£5,000,000-£10,000,000	LCC/CoL
		Rail Service Improvements	N		1	Over Plan period	£500,000-£1,000,000	LCC/TOCs
	Other	Gainsborough Town Centre (Beaumont Street) Works	N		2	2021-2023	£5,000,000	LCC/WLDC
		Gainsborough Riverside Gateway	Y	Gainsborough Riverside	1	2019-2022	£6,000,000	WLDC

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
Education	Early Years	Sleaford - early years and childcare provision	N					LCC
		Lincoln - South, North Hykeham area - early years and childcare	Y					LCC
		Waddington - RAF provision full and growing - early years and childcare	Y					LCC
		North Gainsborough partial pressure for early years and childcare	Y					LCC
		Early Years Sufficiency / Extended Provision	N	Central Lincolnshire wide	0	2016-2021	£400,000	LCC
	SEND	SEND - Sleaford, New Special School	Y	Site specific infrastructure in Sleaford				
		"Basic needs" education funding	N	Central Lincolnshire wide	0	2016-2021	£51,400,000	LCC
		Early years and childcare provision - Canwick	Y	South East Quadrant, Canwick				LCC
		Primary School places	Y	Site-specific infrastructure for Rural Area	2	Over Plan period	£7,900,000	LCC
		Primary education and early years and childcare provision - Canwick Heath Primary School	Y	South East Quadrant, Canwick	2	800 delivery units 2023-2026	£7,900,000	LCC
		Primary education	Y	Western Growth Corridor	2	800 delivery units	£7,200,000	LCC
		Primary education	Y	North East Quadrant (Greetwell Quarry)	2	800 delivery units	£3,200,000	LCC
		Primary education	Y	Grange Farm (South West Quadrant)	2	800 delivery units	£4,571,429	LCC
		Primary education	Y	Other site-specific in Lincoln LSA	2	Over Plan period	£26,700,000	LCC
		Primary school	Y	Land South of Foxby lane (southern extension)	-	In line with agreed masterplan	Agreed in outline consent	LCC
		Primary provision	Y	Land East of Belt Farm (Northern SUE, Gainsborough)	2	750 delivery units	£1,700,000	LCC
		Primary school places	Y	Other site-specific in Gainsborough	2	Over Plan period	£4,400,000	LCC
		Primary school	Y	Land East of London Road	2	In line with agreed masterplan	Agreed in outline consent	LCC
		Primary education	Y	The Drove, Sleaford West Quadrant	2	Over Plan period	£3,900,000	LCC
		Primary school places	Y	Other site-specific in Sleaford	2	Over Plan period	£2,700,000	LCC
	Secondary	Rural secondary & 6th form education	N	Central Lincolnshire wide	2	TBD	£9,400,000	LCC
		Gainsborough Secondary & 6th form education	N	Central Lincolnshire wide	2	TBD	£16,200,000	LCC
		Sleaford Secondary & 6th form education	N	Central Lincolnshire wide	2	TBD	£17,200,000	LCC
		Lincoln Secondary & 6th form education	N	Central Lincolnshire wide	2	TBD	£86,100,000	LCC
		Land for secondary school	Y	South East Quadrant, Canwick	2	TBD	£1	LCC
		Sleaford West - Secondary and primary school site	Y	Sleaford				LCC

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
Health	Healthcare	Investment in Primary Care Hub at John Coupland Hospital, Gainsborough (including health provision eg. GPs)	Y	South East Quadrant, Canwick and Land East of Belt Farm (Northern SUE, Gainsborough)	2	2020-2023/24	£15,000,000	CCG
		Investment in South Lincoln Primary Care Hub (including health provision eg. GPs)	Y	North East Quadrant (Greetwell Quarry)	2	2020-2023/24	£15,000,000	CCG/NKDC
		Investment in Sleaford Primary Care Hub (including health provision eg. GPs)	Y	The Drove, Sleaford West Quadrant and Land East of London Road	2	2020-2023/24	£15,000,000	CCG/NKDC
		Health provision (e.g. GPs)	Y	Western Growth Corridor, Lincoln	2	TBD	TBD	CCG
		Health provision (e.g. GPs)	Y	Grange Farm (South West Quadrant) Lincoln	2	TBD	£700,000	CCG
		Lincoln GP surgeries (non-strategic growth)	Y	Other site-specific in Lincoln LSA	2	Over Plan period	TBD	CCG
		GPs	Y	Land South of Foxby lane, Gainsborough (southern extension)	-	In line with agreed masterplan	Agreed in outline consent	CCG
		Dentists	Y	Land South of Foxby lane, Gainsborough (southern extension)	-	In line with agreed masterplan	Agreed in outline consent	CCG
		Gainsborough GP surgeries (non-strategic growth)	Y	Other site-specific in Gainsborough	2	Over Plan period	TBD	CCG
		Sleaford Southern Quadrant Dentist Surgery	Y	Land East of London Road	2	In line with agreed masterplan	Agreed in outline consent	CCG
		Sleaford GP Surgeries (non-strategic growth)	Y	Other site-specific in Sleaford	2	Over Plan period	TBD	CCG

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
Waste	Disposal	Additional waste processing/disposal capacity due to population growth	N			2027 onwards	£50,000,000	LCC/Area Wide
		Disposal for food waste collections - Hemswell, but need other facilities of similar nature to allow direct deliveries (series of waste transfer stations)	N			Over Plan period		LCC/Area Wide
		Heapham Road, Gainsborough	N			Over Plan period		LCC/Area Wide
		West of Outer Circle Road, Lincoln	N			Over Plan period		LCC/Area Wide
		Allenby Road Trading Estate (South), Lincoln	N			Over Plan period		LCC/Area Wide
		Allenby Road Trading Estate (North), Lincoln	N			Over Plan period		LCC/Area Wide
		Great Northern Terrace, Lincoln	N			Over Plan period		LCC/Area Wide
		Woodbridge Road Industrial Estate, Sleaford	N			Over Plan period		LCC/Area Wide
		Gallamore Lane, Market Rasen	N			Over Plan period		
		Land to the south of the A17, Sleaford Enterprise Park, Sleaford	N			Over Plan period		LCC/Area Wide
		Bonemill Lane, Sleaford	N			Over Plan period		LCC/Area Wide
	Collection	New depots - Metheringham (up and running) and Caenby Corridor (planned, works starting early next year)	N			Metheringham - Completed Caenby Corner - 2020		LCC/Area Wide
		Additional storage space needed for food waste collections (currently under trial but emerging government policy may make them compulsory countywide).	N			Over Plan period		LCC/Area Wide
		Trial of separate paper & card collections may also require additional storage provision.	N			Over Plan period		LCC/Area Wide
		Waste transfer site within Greater Lincoln area	N			Over Plan period		LCC/Area Wide
		Additional or new facility to replace Great Northern Terrace (GNT) - New household waste recycling centre	N			Over Plan period		LCC/Area Wide
		West Lindsey Central Depot - north of Caenby Corner	N			Spring 2021	£4,000,000	WLDC

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
	Energy Supply	Caistor - Three additional 11 kiloVolt circuit breakers	N		0	2016-2021	£400,000	Northern Powergrid
		Harpwell - replace 11 kiloVolt switchgear	N		0	2016-2021	£600,000	Northern Powergrid
		Stow - One 66 to 11 kiloVolt transformer replacement	N		0	2016-2021	£800,000	Northern Powergrid
		Stow Asset Replacement	N			2024	£971,334	Northern Powergrid
		Gainsborough - series of 11KV circuit breakers replacement	N		0	2016-2021	£1,000,000	Northern Powergrid
		Blyton to Lea Road Overhead Line Replacement, Gainsborough	N		0	2020	£205,000	Northern Powergrid
		Blyton to Foxby Lane Overhead Line Replacement, Gainsborough	N			2021	£335,686	Northern Powergrid
		Blyton to Corringham Road Overhead Line Replacement, Gainsborough	N			2021	£283,676	Northern Powergrid
		Blyton to Harpswell Overhead Line Replacement	N			2022	£256,211	Northern Powergrid
		Lincoln 33kV Circuit Reinforcement - 18km circuits from Spa Road (North Hykeham, Waddington, Rookery Lane, Beevor Street and Teal Park)	N			Estimated completion Autumn 2021	£18-20,000,000 (firm budget pending route agreement)	Western Power
		Swinderby 33/11kV Primary Transformer Upgrade	N			TBD	£1,000,000	Western Power
		North Hykeham 33/11kV Primary Substation Upgrade	N			TBD	£2,000,000	Western Power
		Reinforcement works to Cranwell Substation	N		0	Estimated completion mid 2020	TBD	Western Power
		Donington	N			TBD	TBD	Western Power
		New Beacon Road	N			TBD	TBD	Western Power
		Any substation upgrade; any 11kV works, overhead line to consider	Y	South East Quadrant, Canwick, Western Growth Corridor, North East Quadrant (Greetwell Quarry), Grange Farm (South West Quadrant), Land South of Foxby lane (southern extension)		TBD	TBD	Western Power / Northern Powergrid
		Connection to gas main	Y	South East Quadrant, Canwick, Western Growth Corridor, North East Quadrant (Greetwell Quarry), Grange Farm (South West Quadrant), Land South of Foxby lane (southern extension)		TBD	TBD	National Grid
		Upgrades to relevant primary substation; 11kV onsite and offsite	Y	Other site-specific in Lincoln LSA		TBD	TBD	Western Power
		Gas connection	Y	Land East of Belt Farm (Northern SUE, Gainsborough), Land East of London Road, The Drove, Sleaford West Quadrant		TBD	TBD	National Grid / Developers
		Electricity connection	Y	Land East of London Road Sleaford and The Drove, Sleaford West Quadrant		TBD	TBD	Western Power / Developers
		Electricity connection	Y	Land East of Belt Farm (Northern SUE, Gainsborough)		TBD	TBD	Northern Powergrid / Developer
		Substations	Y	Other site-specific in Gainsborough		TBD	TBD	Land
		Gas mains and connections	Y	Other site-specific in Gainsborough		TBD	TBD	Developer
		Basic electricity connection	Y	The Drove, Sleaford West Quadrant		TBD	TBD	Western Power

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
Utilities	Energy Generation	Both parts of site to connect to existing IP main, 3.4km	Y	The Drove, Sleaford West Quadrant		TBD	TBD	Developer
		Lincoln Energy from Waste latent heat project	N			TBD	TBD	LCC
		Carbon reduction schemes in Lincoln	N		2	TBD	Potential cost to be reassessed	Districts
		Carbon reduction schemes in Gainsborough	N		2	TBD	Potential cost to be reassessed	WLDC
		Carbon reduction schemes in Sleaford	N		2	TBD	Potential cost to be reassessed	NKDC
	Water	Canwick STW Scheme to remove hydraulic restrictions	N		2	TBD	TBD	Anglian Water
		New Lincoln Water Treatment Works	N		2	TBD	TBD	Anglian Water
		Canwick Sewage Treatment Works Growth Scheme	N		2	TBD	TBD	Anglian Water
		Caistor STW Upgrade	N		2	AMP 9 (2030 to 2035)	TBD	Anglian Water
		Sleaford - Upgrade water supply and foul sewage networks	N		2	TBD	TBD	Developers
		Sleaford Sewage Works Growth Scheme	N		2	AMP 5 (2010 to 2015) and AMP 6 (2015 to 2020)	TBD	Anglian Water
		Increase Sewage Treatment Works Capacity - Phase 1	N		2	TBD	TBD	STW
		New foul sewage infrastructure [pumping station]	N		2	TBD	TBD	STW
		Increase Sewage Treatment Works Capacity - Phase 2	N		2	TBD	TBD	STW
		Cross-company working	N			TBD	TBD	Water Resources East (WRE) and the Trent Working Group (a sub-group of both WRE and Water Resources West)
		Demand management strategy and strategic transfer infrastructure (pumping stations) including leakage reduction and smart metering, and strategic water transfer grid. The strategic water transfer grid includes a new strategic pipeline through Central Lincolnshire	N	Water resources are managed over a larger geographical area known as Water Resource Zones as set out in final WRMP.		TBD	TBD	Anglian Water
		Direct sewerage connection (including improvements to existing networks)	Y	South East Quadrant, Canwick, Western Growth Corridor, North East Quadrant (Greetwell Quarry), Grange Farm (South West Quadrant), Land South of Foxby lane (southern extension), Land East of Belt Farm (Northern SUE, Gainsborough)		TBD	TBD	Anglian Water
		Mains water supply (including improvements to existing networks)	Y	South East Quadrant, Canwick, Western Growth Corridor, North East Quadrant (Greetwell Quarry), Grange Farm (South West Quadrant), Land South of Foxby lane (southern extension), Land East of Belt Farm (Northern SUE, Gainsborough)		TBD	TBD	Anglian Water
		Water connections	Y	The Drove, Sleaford West Quadrant		TBD	TBD	Anglian Water
		Additional WRC flow capacity at Bassingham	N			2020-25	£2,993,000	Anglian Water
		Increase WRC process capacity at Billinghay	N			2020-25	£2,463,000	Anglian Water
		Additional WRC flow capacity at Caister	N			2025-30	£5,000,000	Anglian Water
		Investigate urban creep at WRCs at Faldingworth	N			2030-35	£40,000	Anglian Water

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
		Additional WRC flow capacity at Heckington	N			2020-25	£2,821,000	Anglian Water
		CSO investigations at Market Rasen and Linwood	N			2025-30	£19,000	Anglian Water
		CSO improvements at Market Rasen and Linwood	N			2020-25	£41,600	Anglian Water
		Additional WRC flow capacity at Market Rasen and Linwood	N			2025-30	£6,289,000	Anglian Water
		Additional WRC flow capacity at Metheringham	N			2025-30	£1,164,000	Anglian Water
		Additional WRC flow capacity at Navenby	N			2020-25	£1,500,000	Anglian Water
		Additional WRC flow capacity at Nettleham	N			2025-30	£1,500,000	Anglian Water
		Additional WRC flow capacity at Nocton	N			2025-30	£3,762,000	Anglian Water
		Additional WRC process capacity at South Hykeham WRC	N			2020-25	£1,500,000	Anglian Water
		Additional WRC flow capacity at Branston, Heighton and Washinborough	N			2025-30	£7,369,000	Anglian Water
		Hemswell Cliff Flood Enterprise Zone	Y	Hemswell Cliff, Gainsborough		2030-35	TBD	WLDC / GLLEP / Defra
	Broadband and Telecoms	Broadband	N		0	2016-2021	£12,800,000	LCC

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
Flood	Flood Mitigation	LCC Flood Defence	N	Central Lincolnshire wide	0	2016-2021	£2,600,000	LCC
		WGC flood mitigation	Y	Western Growth Corridor	1	Phased	£5,000,000	Private
		Replacement of Fossbank Flood Wall Lincoln	N	Central Lincolnshire wide			£28,000,000	EA, LCC, UoL
	Drainage	Strategic approaches to manage surface water	Y	Land South of Foxby lane (southern extension)		In line with agreed masterplan	Agreed in outline masterplan	Developer

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
Social	Leisure, Sport, GI	North Kesteven - artificial pitch	N		2	Over Plan period	TBD	NKDC
		North Kesteven - Bowling Green	N		2	Over Plan period	TBD	NKDC
		North Kesteven cricket, access and capacity to 1	N		2	Over Plan period	£1	NKDC
		Improvements along River Slea	N		2	Over Plan period	£1	NKDC
		West Lindsey Cricket Pitches, access and capacity to 10	N		2	Over Plan period	£10	WLDC
		Lincoln Cricket Pitches, access to 1 and 1 new provision	N		2	Over Plan period	£45,001	CoL
		Lincoln Bowling Green, 1 new	N		2	Over Plan period	£125,000	CoL
		West Lindsey Bowling Green, 1 new	N		2	Over Plan period	£125,000	WLDC
		North Kesteven - 2 new adult football pitches	N		2	Over Plan period	£150,000	NKDC
		Lincoln junior pitches, 3 new	N		2	Over Plan period	£195,000	CoL
		Lincoln - 3 new adult football pitches	N		2	Over Plan period	£225,000	CoL
		West Lindsey - 3 new adult football pitches	N		2	Over Plan period	£225,000	WLDC
		North Kesteven junior pitches, 8 new	N		2	Over Plan period	£520,000	NKDC
		West Lindsey junior pitches, 10 new	N		2	Over Plan period	£650,000	WLDC
		Lincoln artificial pitch, 1 new	N		2	Over Plan period	£845,000	CoL
		West Lindsey artificial pitch, 1 new	N		2	Over Plan period	£845,000	WLDC
		Central Lincolnshire Leisure / Recreation Facility	N		2	Post 2022	£10,000,000	Districts
		North Kesteven hockey pitch, access and capacity to 1	N		3	Over Plan period	£1	Districts
		North Kesteven rugby pitch, access and capacity to 1	N		3	Over Plan period	£1	Districts
		Green Infrastructure Sleaford	N		2	2019-2022	Phase 1: £286m Phase 2: £100m	NKDC
		Community facilities	Y	South East Quadrant, Canwick	2	1000+ units	£1,800,000	Developers
		Playing fields and local usable green space	Y	South East Quadrant, Canwick	2	1st phase-	£2,200,000	Developers
		Community facilities	Y	Western Growth Corridor	2	1000+ units	£1,800,000	Developers
		Playing fields and local usable green space	Y	Western Growth Corridor	2	1st phase	£2,200,000	Developers
		Community facilities	Y	North East Quadrant (Greetwell Quarry)	2	1000+ units	£800,000	Developers
		Playing fields and local usable green space	Y	North East Quadrant (Greetwell Quarry)	2	1st phase-	£900,000	Developers
		Community facilities	Y	Grange Farm (South West Quadrant)	2	1000+ units	£1,100,000	Developers
		Playing fields and local usable green space	Y	Grange Farm (South West Quadrant)	2	1st phase-	£1,200,000	Developers
		Playing fields and local usable green space	Y	Land South of Foxby lane (southern extension)	2	In line with masterplan	Agreed in outline consent	Developers
		Community facilities	Y	Land South of Foxby lane (southern extension)	2	In line with masterplan	Agreed in outline consent	Developers
		Community facilities	Y	Land East of Belt Farm (Northern SUE, Gainsborough)	2	1000+ units	£400,000	Developers
		Playing fields and local usable green space	Y	Land East of Belt Farm (Northern SUE, Gainsborough)	2	1st phase	£500,000	Developers
		Playing fields and local usable green space	Y	Land East of London Road	2	In line with masterplan	Agreed in outline consent	Developers
		Community facilities	Y	Land East of London Road	2	In line with masterplan	Agreed in outline consent	Developers
		Playing fields and local usable green space	Y	The Drove, Sleaford West Quadrant	2	1st phase-	£1,100,000	Developers
		Community facilities	Y	The Drove, Sleaford West Quadrant	2	1000+ units	£1,000,000	Developers
		Branston Beck Habitat improvements	N		2	2020-2025	£150,000	Lincs Rivers Trust (EA supported)
		Dunston Beck Habitat improvements	N		2	2020-2030	£300,000	Wild Trout Trust and Lincolnshire Rivers Trust (EA supported)
		Witham Urban Green Corridor Lincoln	N		2	2020-2030	£250,000	Lincs Rivers Trust (EA supported)

Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
		Scopwick Beck Habitat improvements	N		2	2020-2030	£50,000	Lincs Rivers Trust (EA supported)
		Nettleham Beck Habitat improvements	N		2	2020-2030	£60,000	Lincs Rivers Trust (EA supported)
		Lower Witham Habitat improvements	N		2	2020-2030	£300,000	Lincs Rivers Trust (EA supported)
	Libraries	Installation of digital infrastructure	N		2	Ongoing	TBD	LCC
		Libraries & heritage - extending access to community heritage provision	N		2	Ongoing	TBD	LCC
		Libraries & heritage	N		0	2016-2021	£700,000	LCC
	Museums	Development of Collection Museum	N			TBD	TBD	LCC
		Additional archive requirement in support of development proposals (place of deposit)	N			TBD	TBD	LCC
	Heritage	Heritage focus for pedestrian signage	N			TBD	TBD	CoL / LCC
	Events	Parking for coaches in support of cultural provision/events	N			TBD	TBD	CoL / LCC

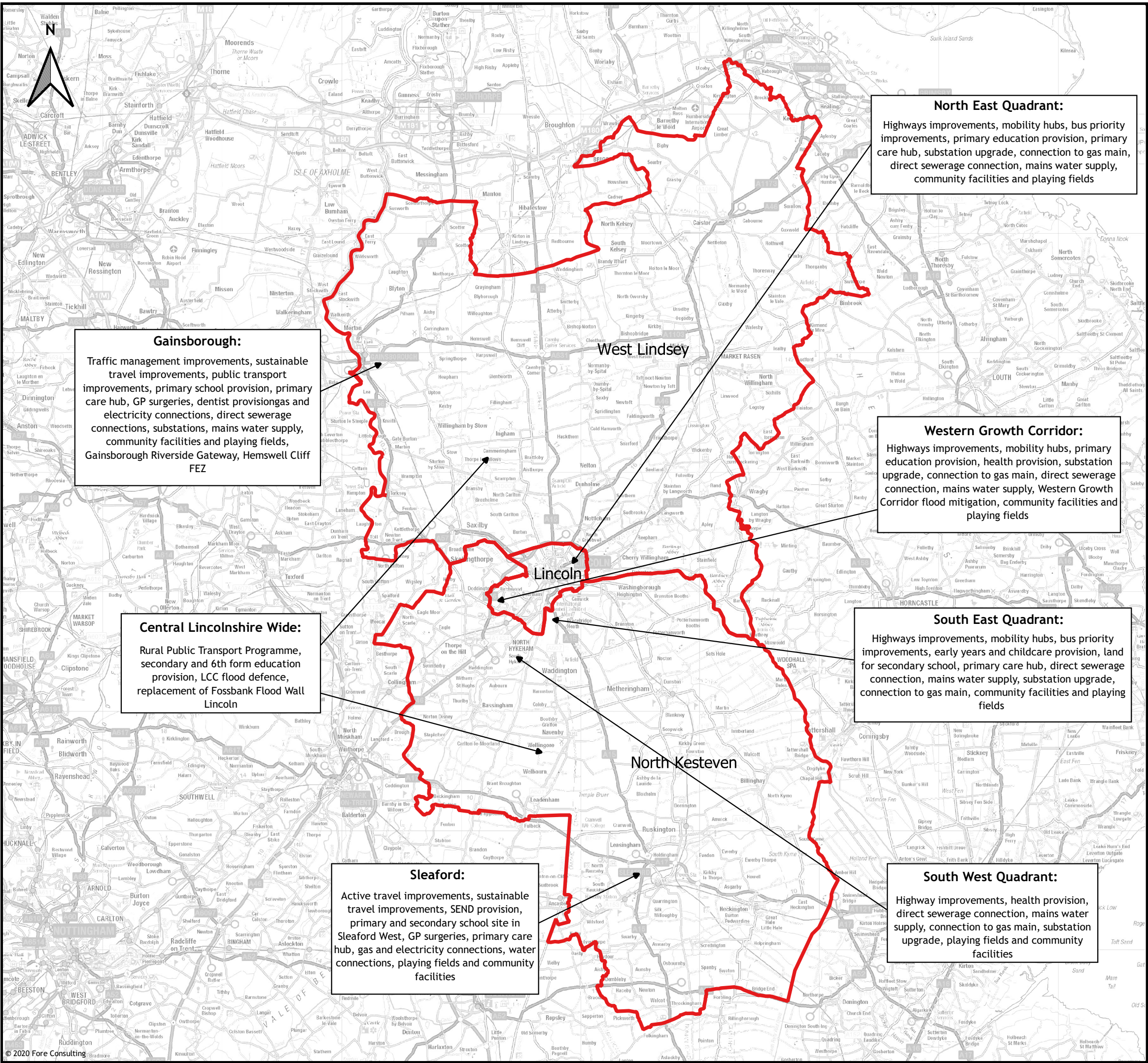
Central Lincolnshire Infrastructure Delivery Plan Schedule



Type	Sub-Category	Infrastructure Project	Site Specific (Y/N)	Site(s) Affected	Priority	Timeframe	Estimated Cost	Lead Agency
Emergency Services	Fire	Sleaford Fire Station	N		2	Opened 2018	£2,500,000	LCC
	Fire	Lincoln Fire Station	N		2	TBD	£2,500,000	LCC

Appendix B

Plan of Key Infrastructure Requirements



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Client:
Central Lincolnshire Local Plan

Project:
Infrastructure Delivery Plan and Whole Plan
Viability Study

Figure Title:
Plan of Key Infrastructure Requirements

Scale:
1:312176

Job Number:
5096

Figure Status:
Issue

Figure Number:
Appendix B

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