

Central Lincolnshire Infrastructure Delivery Plan (IDP)

**07/04/2016
Version**

To note when printing: Executive Summary table and appendices should be printed to A3

Foreword

Text will be added here once agreed with the Central Lincolnshire Joint Strategic Planning Committee (CLJSPC).

There have been longstanding CLJSPC objectives to deliver 36,960 new homes, 11,894 FTE jobs and appropriate supporting infrastructure by 2036. A draft foreword will be put to the CLJSPC that reflects and restates these objectives.

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Executive Summary

The Infrastructure Delivery Plan (IDP) identifies physical, social and green infrastructure needs to support the vision for Central Lincolnshire over the period of the Local Plan, which can be viewed in full at the Central Lincolnshire website¹. The IDP and Local Plan should also be considered with the whole plan viability assessment², prepared with consultancy support from Peter Brett Associates (PBA).

The type, scale and distribution of infrastructure in the IDP has been informed by the level, location and phasing of development identified in the Local Plan. The IDP identifies the costs of infrastructure required to support growth, proposed sources of infrastructure funding, known funding gaps, proposed delivery mechanisms and proposed delivery partners as summarised in the table on the following page.

Priorities contained within this document may change over time and as detailed assessment is undertaken in relation to specific developments. The IDP and changing infrastructure requirements will be monitored and reviewed.

Infrastructure schemes have been prioritised under high, medium and low categories, taking out projects which have guaranteed funding. These categories are set out in more detail in section 3, below. The categories have been identified for IDP purposes and for ease of reference. The identification of an item in those categories should not necessarily in all cases be seen as a suggestion that an item should or should not be funded by developer contributions (either planning obligation or CIL).

As indicated above, the IDP considers 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, focus for most development, are set out in section 4.50, 4.51 and 4.52

¹ http://central-lincs.objective.co.uk/portal/central_lincolnshire/further_draft/fdip?tab=files

² <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/126952.article>

Table 1: Summary of Infrastructure Consideration

The following table provides a summary of both the IDP text and schedule. Further information on the schedule should also be considered, attention is drawn particularly to 'Delivery Year' column in the schedule.

	IDP page no.	IDP sect'n	IDP Heading	Key organisations	Infrastructure Supply and capacity considerations (including early – five – years of the plan)	Future infrastructure needs (including six years and beyond where not addressed adjacent)	Location of infrastructure requirement	Funding, policy requirement (if relevant) and reference in the viability study (where relevant).
PHYSICAL	From 18	4.1-4.4	<u>Energy Usage and Supply</u>	Western Power (WPD) for Lincoln, and the south; Northern Powergrid (NP) for Gainsborough and the north (see figs 4 and 5)	For electricity, no major constraints to future development have been identified.	The companies have a statutory duty to provide, subject to cost and timing within the scope of its asset management plan and oversight from the regulator (OFGEM)	substations in Lincoln, Gainsb, Sleaford.	Works to network and extensions will usually fall under WPD or NP; connections developer funded. The latter in viability study as "opening costs" and externals.
	From 18	4.1-4.4	<u>Energy Usage and Supply</u>	National Grid (NG)	For gas, no major constraints to future development have been identified. Very rural parts of Central Lincolnshire are not to be connected to gas – NG will extend, subject to business case.	The company has a statutory duty to provide, subject to cost and timing within the scope of its asset management plan and oversight from the regulator (OFGEM)	Central Lincolnshire	Works to network will usually fall under NG; connections developer funded. Accounted for in "opening costs" and externals (as above)
	From 23	4.5-4.7	<u>Broadband and Telecoms</u>	BT Openreach and other providers, including Virgin Media.	Broadband UK (BDUK) programme to improve current service across Lincolnshire, with "super-fast" speeds in most locations.	Future connections with BT (or other fixed copper and fibre providers) and developer. Additional services such as fixed wireless will provide additional service.	Across Central Lincolnshire	Government, HBF and Openreach announcement in 2016 for free or co-funded, through simple charges. Externals (as above).
	From 26	4.8-4.9	<u>Waste Management</u>	Lincolnshire County Council (LCC) for management and districts for collection	The County Strategy is to reduce landfill. An example intervention is The Lincoln Energy from Waste (EfW) plant, in operation since 2013.	This will be managed under the statutory responsibilities of LCC as detailed elsewhere in this document.	Across Central Lincolnshire	LCC and districts will fund this provision through mainstream grants and Council Tax.
	From 27	4.10-4.13	<u>Water (water supply and waste water management)</u>	Anglian (AW) are Water and Sewerage Company (WaSC) for most of the area. Severn Trent (STW) provides sewerage around Gainsborough. EA have statutory responsibilities on related issues.	In terms of water supply and waste water treatment, no major development constraints have been identified in the short term: first five years of the Local Plan. Although AW's Water Resource Management Plan shows overall water capacity, parts of the area are considered by the EA to be in water stress	There will be a need for new provision later in the period. The WASCs have a statutory responsibility to provide services. Both companies continue to work positively with the Planning Authorities. Some work will be as a direct result of negotiation between the relevant utility company and specific developers.	Across the plan area, with some major interventions in urban areas in provision of water recycling and pumping.	Improvements, such as water recycling centres, are a WaSC responsibility. Connections usually developer funded (as "opening up" costs and "externals"). LP14 includes higher water standards are in LP14 and assessed in viability study
	From 32	4.14-4.17	<u>Water (flood risk management and surface water management)</u>	Environment Agency (EA – fluvial and, although not directly relevant, coastal); LCC (as Lead Local Flood Authority (LLFA) and Internal Drainage Boards	Flood risk and water management are a key part of adaptation to climate change. The Joint Lincolnshire Flood Risk and Drainage Management Strategy includes a Common Works Programme (under a joint strategy) of to 2018.	Work will continue to identify and manage flood risk issues and new development. Throughout most of the plan area, development will avoid major issues. Appropriate design, layout and on-site water management will be important throughout.	Major intervention: Lincoln Western Growth Corridor (estimated £5m)	Grant funding (ERDF, ESIF, HCA feasibility match fund) and land value specific to WGC Where relevant, the LEP. Where relevant, WaSCs will provide funding for drainage
	From 35	4.18-4.28	<u>Transport</u>	LCC, Greater Lincolnshire LEP, district councils, Highways England (HE), Network Rail, rail operating companies, bus operating companies.	Local Transport Plan, Lincolnshire Local Plan Tool (LLPT – countywide transport model) provide evidence. New infrastructure will include roads, public transport, cycling and walking.	From current evidence, transport needs major funding. There is also significant funding available (secured). Major schemes include Lincoln Eastern Bypass (LEB), Lincoln Southern Bypass (LSB) and sustainable travel measures.	£96m LEB; Up to £24m WGC; £74m LSB; sustainable travel across CL	Department for Transport (DfT); LCC; LEP and developer contributions. CIL for LEB only. Section 106 could contribute to other schemes. Grant funding via LEP, DfT, HE and others

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SOCIAL	From 45	4.29-4.32	<u>Primary Education</u>	Lincolnshire County Council (LCC)	Schools are generally close to capacity, particularly in the three main urban areas. Some capacity in Market Rasen / Caistor Secondary schools	need for new primary and secondary provision across Central Lincolnshire either through physical provision or financial contributions	Potentially all major developments	Section 106 on a site specific basis. DfE funding is only expected as a contingency.
	From 45	4.29-4.32	<u>Secondary Education</u>	LCC			Potentially all major developments	As a strategic need, CIL will be used, subject to other priorities in the Reg 123 list. LCC will prioritise and apply for other funding accordingly
	From 45	4.33	<u>childcare</u>	LCC, private ("formal") providers and "informal" providers	The three districts were currently shown as sufficient. West Lindsey was highlighted as only just having sufficiency in "formal" provision.	Where provision is needed, it is assumed to be managed by developer or relevant public sector body (likely LCC) and let commercially under reasonable rates to a private provider.	Potentially all major developments	Generally provided on a commercial basis, with neither public intervention nor private contribution.
	From 48	4.34-4.38	<u>emergency services</u>	Police, LCC Fire & Rescue East Midland Ambulance Service	The main urban areas are served by all three services and, in the case of fire and police, many villages are also served.	Police require a car parking space and room for part of the day; ambulance a hard-standing and access to water for fire service.	Potentially all major developments	In most cases this can be designed with the layout of the scheme or community facilities
	From 50	4.39-4.41	<u>health</u>	NHS England, LCC, Lincolnshire West CCG, Lincolnshire South West CCG, Lincolnshire East CCG, United Lincolnshire	A detailed assessment of all health properties has been commissioned as part of the Lincolnshire Health and Care (LHAC) agenda. This is expected to conclude in 2016	It is currently assumed that all SUE development will require a medical centre (GP surgery) or similar requirement, on- or off-site. NHS standard formula used in the IDP schedule to provide estimates.	Potentially all major developments	Medical centres on SUEs are assumed to be funded through section 106 and provided on- or close-to-site.
	From 54	4.42	<u>social care</u>	Hospitals Trust, Lincolnshire Partnership Trust and Lincolnshire Community Health Services	Arrangements have been made by LCC to ensure that social care needs are met over the coming financial years, as part of this process there will be a Council Tax increase.	In the long-term, as the principal commissioner of care, LCC will continue to manage the supply for social care. Higher accessibility homes will be encouraged through the Local Plan	All developments over 6 units as set out in policy LP10	Mainstream funding will make direct provision. The LP10 requirement for accessible homes is accounted for in the whole plan viability study.
	From 55	4.43	<u>libraries, museums</u>	LCC	Libraries and museums sufficient at current level	Limited future provision expected and if so ancillary to other community facilities.	N/A	Grant funding as relevant. Potentially Local (neighbourhood/ parish) CIL
	From 55	4.43	<u>community halls</u>	Parish and Town councils	Community halls considered in Neil Allan Associates (NAA) studies as generally sufficient.	Community halls expected on major schemes only	All development over SPD threshold	Section 106 as appropriate. Potentially Local (parish and neighbourhood) CIL
	From 56	4.44	<u>Places of worship</u>	Faith groups	Not considered appropriate to assess by Authorities	Potential for bilateral agreements between developers/ land owners and faith groups	N/A	Not to be considered here
	From 56	4.45	<u>leisure facilities</u>	District councils; Parish and Town councils	The NAA studies showed a limited need for provision before 2022. This is a key date in terms of the Authorities' management of major facilities.	The NAA studies showed some need for provision, particularly beyond 2022. Specifically, options for major centres were set out which, simply, would be either to redevelop existing leisure sites or develop a single new and larger facility.	Across Central Lincolnshire; potential major provision in (£10m cost envelop on latter)	Grant funding as relevant, including Sport England, Governing Bodies and Lottery. Potential use/sale of authority land. Potentially CIL in the latter stages of the Local Plan period.

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<u>GREEN</u>	From 58	4.47	<u>Green Infrastructure (GI)</u>	To name only a few relevant bodies: district and parish/ town councils in managing public open space; Natural England; LCC in managing highways and verges, public rights of way and water management; and private land owners.	<p>A Study for Central Lincolnshire has been prepared which identifies a strategic GI network and opportunities and objectives for network protection and enhancement and where investment opportunities would best maximise multiple benefits. Further information is provided in the relevant section below, which summarises some of the contents of the GI study, including consideration of the multi-functional outputs that can be expected from GI, including benefit to nature conservation, public health, place quality, sustainable transport and eco services provision.</p> <p>No immediate need <u>but</u> opportunities as set out by the studies detailed further in the GI evidence to policy LP24.</p>		Across Central Lincolnshire with importance for major development sites. Witham Valley Country Park will continue to be important	<p>European funding; lottery funding; Natural England; minerals site remediation.</p> <p>Assumed that SUEs will contribute to on-site open space. Accounted for in the viability study.</p>
<u>AREAS</u>	From 62	4.50-4.52	<u>Infrastructure relating to Lincoln, Gainsborough and Sleaford</u>	Many bodies have responsibilities in these towns.	Most of the new development in Central Lincolnshire will be focussed in Lincoln, Gainsborough and Sleaford and these sections provide further detail to that summarised above and the thematic sections below. The sections detail a range of schemes that will be necessary to deliver the growth of these areas including schemes contained within respective transport strategies and masterplans		As set out in the relevant sections above	As set out in the relevant sections above

1.0 Introduction

- 1.0.1 This Infrastructure Delivery Plan has been prepared by Lincolnshire County Council (LCC), in its role as a partner authority in the Central Lincolnshire joint-working arrangements, with extensive support from the Central Lincolnshire Joint Strategic Planning Committee and the three District Councils. The IDP will support the Central Lincolnshire Local Plan and will identify the physical, social and green infrastructure needed to support the vision for Central Lincolnshire over the period covered by the Strategy including when the infrastructure will be required and how it will be funded.
- 1.0.2 The document has been prepared following extensive discussions with LCC services, District Council services and external organisations, such as the health trusts and utility companies. The document and its appendices (notably the IDP schedule) have been produced in preparation for the Central Lincolnshire Local Plan consultation and to support the Authorities' on-going delivery of infrastructure.
- 1.0.3 The IDP is seen as a document that has a wider role than just supporting the Local Plan. In the current economic climate, it is important that the authorities consider whether and how available resources can be utilised to deliver the programmes and projects identified in this and other corporate documents. At least in the short term, there is limited availability of funding and, therefore, a need to prioritise spending to ensure that resources are used most effectively and efficiently. A Whole Plan Viability assessment (E011)³ and report has also been prepared with consultancy support from Peter Brett Associates (PBA) which closely relates to the IDP.
- 1.0.4 The IDP is not statutory policy but will inform (not dictate) decisions on development contributions (section 106 and CIL) and similar issues. It is a statement of common objectives, having been informed by the decisions and comments of the CLJSPC and partner organisations, and based on current joint evidence and expectations.

1.1 Policy Background

- 1.1.1 The National Planning Policy Framework (NPPF)⁴ suggests that local planning authorities set out 'strategic priorities' for the Local Plan area to deliver:
- '...

³ <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/126952.article>

⁴ <http://planningguidance.planningportal.gov.uk/>

- *The provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *The provision of health, security, community and cultural infrastructure and other local facilities; and*
- *Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.'*
(Paragraph 156)

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

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

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

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

1.2 What do we mean by 'Infrastructure'?

1.2.1 The term 'infrastructure' is wide-ranging. The NPPF (para. 162) requires local planning authorities to assess the quality and capacity of the following types of infrastructure and its ability to meet forecast demands:⁵

- Transport;
- Water supply;
- Wastewater and its treatment;
- Energy (including heat);

⁵ Paragraph 162 <http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/plan-making/>

- Telecommunications;
- Utilities;
- Waste;
- Health;
- Social care;
- Education; and
- Flood risk and coastal management

1.2.2 In addition there is also reference to the need to plan for the housing needs of the community including affordable housing.⁶ Affordable housing is not dealt with directly here but is considered in other evidence, including the Strategic Housing Market Assessment (SHMA – E003⁷) Whole Plan Viability Assessment (referenced above) and Housing Delivery Plan (E006⁸)

1.2.3 The NPPF references security, community and cultural infrastructure. It also requires local planning authorities to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. The NPPF defines green infrastructure as *“a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities”*⁹.

1.2.4 It is possible to identify three broad categories of infrastructure, as listed below. The examples are not exhaustive; they simply illustrate what might be included under each category.

- Physical infrastructure – such as transport (including public transport, cycling and footpaths), water supply and waste management, energy supply, telecommunications, waste management and flood protection;
- Social infrastructure – including education, health, social care, emergency services, sport and recreational facilities and community halls.
- Green infrastructure – for example, public open space, green space, parks and play space

1.2.5 In general, the IDP defines ‘infrastructure’ as ‘any facility, service or physical structure that supports or enables proposed development, whether privately or publically funded’

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

⁷ <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/126952.article>

⁸ <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/126952.article>

⁹ <http://planningguidance.planningportal.gov.uk/blog/policy/achieving-sustainable-development/annex-2-glossary/>

1.3 Report structure

1.3.1 The IDP comprises the following sections

- Where is the planned growth taking place (Chapter 2)
- Infrastructure Priorities and Potential sources of funding (Chapter 3)
- Infrastructure needs in Central Lincolnshire (Chapter 4)
 - Physical
 - Social
 - Environmental
 - Lincoln Area
 - Gainsborough Area
 - Sleaford Area
- Summary of costs and requirements (Chapter 5)
- Conclusions (Chapter 6)
- Appendices
 - IDP Schedule of Projects
 - Central Lincolnshire Infrastructure Funding Analysis

2.0 **Where is the planned growth taking place?**

2.0.1 The Central Lincolnshire Councils have come together in a formal partnership with Lincolnshire County Council to prepare a Joint Local Plan¹⁰ which sets out the planning policies for growth and regeneration up to 2036.

2.1 Settlement Strategy

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

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

2.2 Delivery Strategy

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

¹⁰ http://central-lincs.objective.co.uk/portal/central_lincolnshire/further_draft/fdip?tab=files

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

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

Figure 1: Key Diagram of Lincoln Showing Location of SUEs

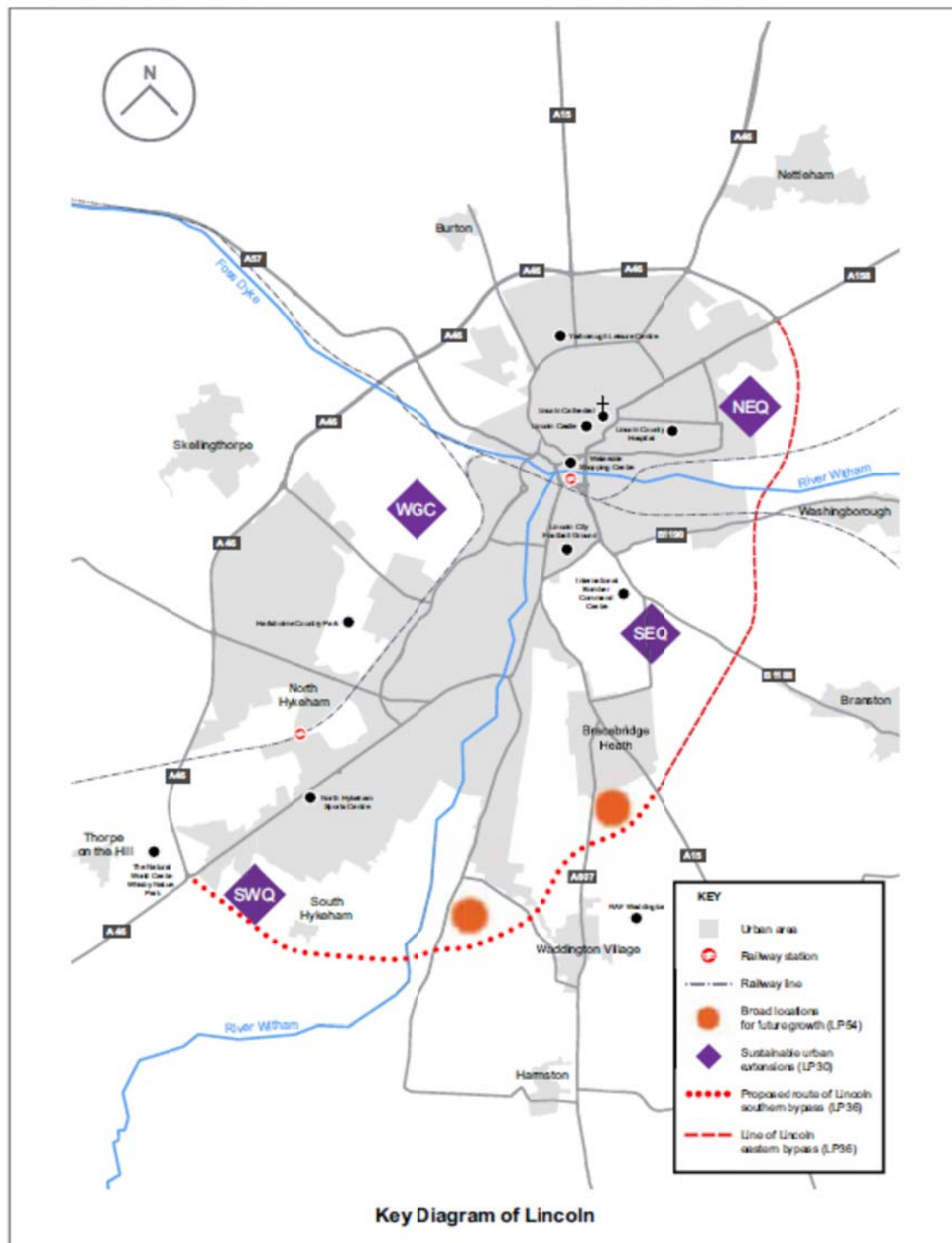


Figure 2: Key Diagram of Gainsborough Showing Location of SUEs

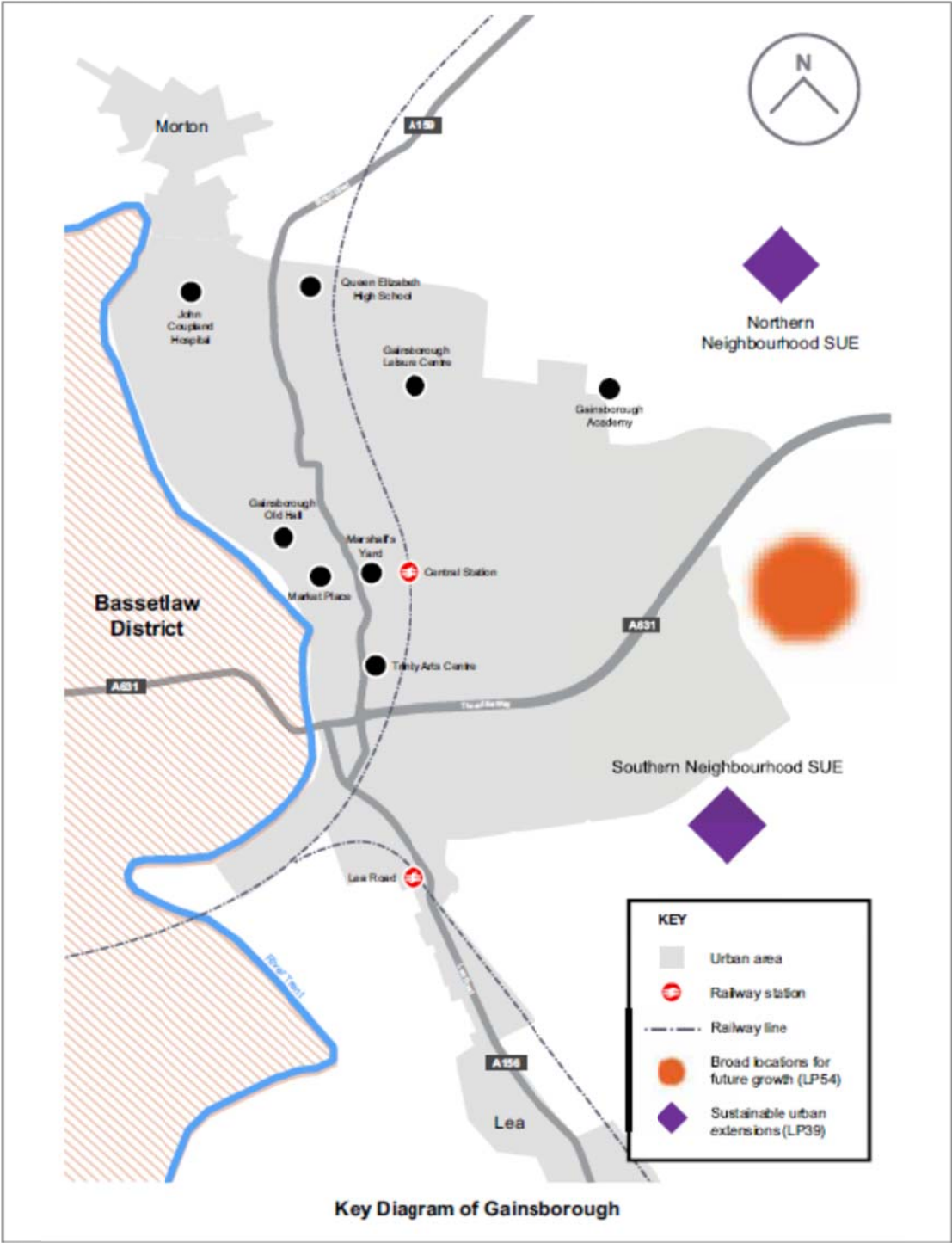
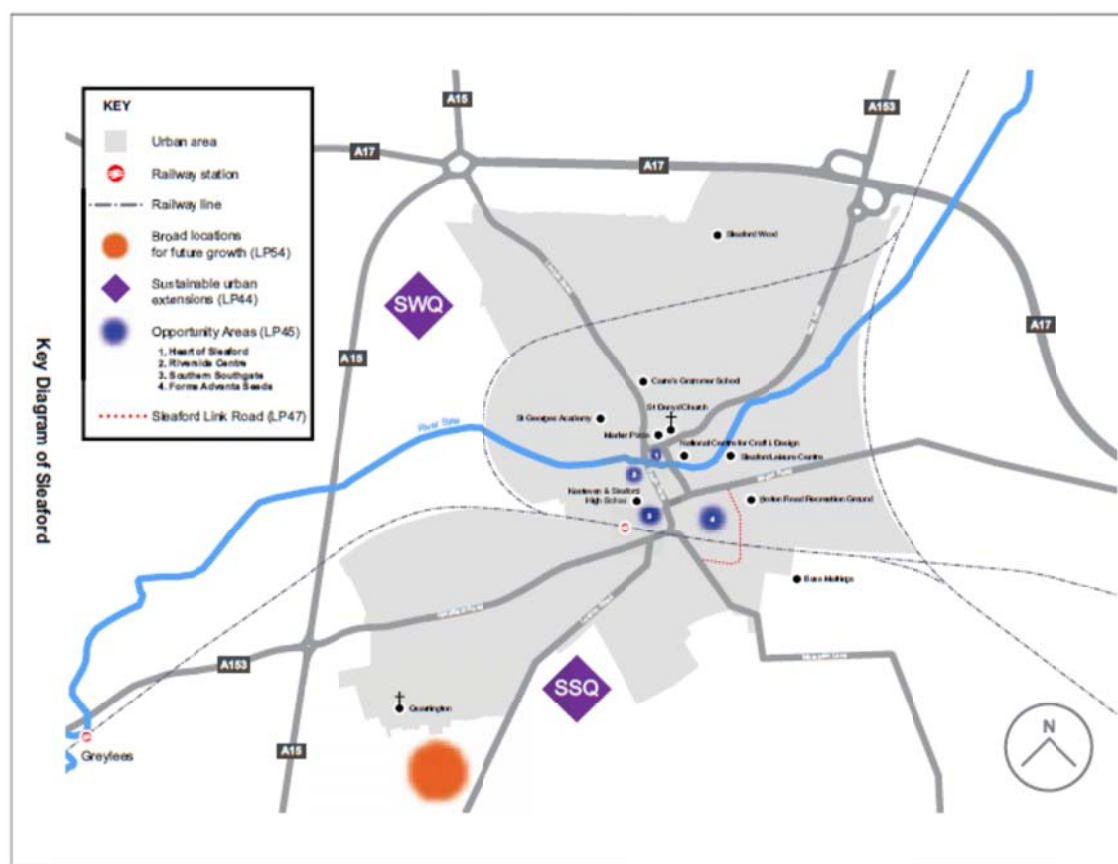


Figure 3: Key Diagram of Sleaford Showing Location of SUEs



2.2.3 Further details about the proposed levels and location of growth, including the settlement hierarchy, and the settlements within each tier can be found in Policies LP2 and LP3 of the Local Plan (as referenced above).

3.0 Infrastructure Priorities and Potential Sources of Funding

3.1 Infrastructure Priorities

3.1.1 As explained below, the IDP and its schedule will be managed and monitored and priorities are likely to change as development proposals move from inclusion in the Local Plan to detailed planning applications. Since its establishment in 2009 the Joint Planning Committee has made decisions about infrastructure priorities. This will need to be reviewed as the Local Plan is developed further. Infrastructure schemes had been prioritised under the following categories and it is these which are carried forward into the current schedule:

Table 3.1: Categories of Infrastructure Priority

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

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

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

3.2 Management and Monitoring Arrangements

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

3.2.2 As appropriate, the individual authorities will need to take decisions through their own corporate/ scrutiny processes. The CLJSPC meetings are frequently attended by senior managers at the four authorities, including Chief Executives and Executive Directors. This group of senior officers provide further support through the Central Lincolnshire Strategic Group (CLSG) which meets once a month, chaired by the Chief Executive of North Kesteven District Council. The CLJSPC, CLSG and associated groups will be the forum within which the IDP is reviewed as the Local Plan is implemented.

3.2.3 A wider body of officers provide support through the Strategic Urban Extension (SUE) delivery groups, which meet approximately once a month, and the Infrastructure Task group, which meets monthly. The latter is chaired by the LCC Planning and Environment Commissioner. The SUE delivery groups involve members of the Central Lincolnshire Authorities and the site landowners / promoters. These groups consider issues including those relating to viability and infrastructure provision and help inform the policies in the Local Plan as well as the Infrastructure Delivery Plan. It is intended that, given the long term nature of these schemes that these groups will continue throughout the lifetime of the development.

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

3.2.6 The IDP will be reviewed on approximately an annual basis for consideration by the CLJSPC. To aid this process, the IDP will be monitored alongside the Districts' Annual Monitoring Reports (AMR) and relevant information will be reported through the AMRs.

3.3 Potential sources of funding

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

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

Table 3.2: Local Authority and Partner Resources

Type of Resource	Potential in Central Lincolnshire
➤ Land asset holdings	City of Lincoln Council holds land (including a former tip) that will form part of the Western Growth Corridor and land which will form part of the City Centre Transport Hub. In both cases, redevelopment objectives will focus on the delivery of affordable housing / infrastructure.
	WLDC has been promoting the redevelopment of land in its ownership through the Gainsborough Housing Zone
	In relation to relevant projects, LCC has been entering into agreements, issuing "blight" and pursuing compulsory purchase orders. This will continue as appropriate.
	NKDC is understood to have limited land assets that are relevant to the IDP. In some case, these will be taken forward as employment sites.
➤ Capital programmes,	The authorities have set aside funding for major capital projects including (for LCC) the Lincoln Eastern Bypass (LEB) and (the City) Transport Hub. Funds are therefore relatively limited. However, there could be opportunities that arise later in the plan period, particularly with an "invest to save" approach, perhaps part funded by developer contributions.

➤ Affordable homes programmes	The three district authorities have building programmes (West Lindsey through its partner – ACIS). These are not discussed in detail here but are considered in the Housing Delivery Plan
➤ Local Authority pension funds	These would only be taken forward with a great deal of caution. Any potential project(s) would need to be supported by very strong business cases demonstrating strong returns and manageable risks. For pension funds, it is more likely that a group of funds will spread potential risks by investing together. Future prudential borrowing is likely to be limited, particularly for LCC, which has agreed to borrow to fund projects such as LEB
➤ Prudential borrowing	
Developer Contributions: ➤ CIL; ➤ Neighbourhood CIL; and ➤ Section 106	Each is discussed in detail below
The Growth Fund	Lincoln and Gainsborough (West Lindsey) were identified as Growth Points and awarded Growth Funding. Both funds are now closed to new applications with all funding allocated or spent. An example of a major project to be funded is the East-West Link in Lincoln
Local Growth Fund	This fund is provided via the LEP's Strategic Economic Plan. This funding replaces Local Transport Board funding
Invest & Grow	Also via the GLLEP, this investment loan funding (part of the national Growing Places Fund) is a rolling fund designed to kick start stalled housing and commercial developments by funding infrastructure between £500k and £2m
Regional Growth Fund	Understood to be closed
Network Rail,	This includes its 5 year investment plans (currently Control Period 5 until 2019). This is likely to be limited going forward as much of the funding is allocated and project already allocated funding are under review as noted in the sections below.
Central Government Departmental spending	Despite a downward trend in Central Government funding, the Authorities with partners such as the NHS will seek to secure additional funding both for specific projects and across the area to support growth in population.
Lottery Funding	This will be particularly relevant for sport and physical activity provision, green infrastructure and cultural facilities
Sport England and Non-Governing Bodies	It is assumed that some funding will come from these bodies. Further dialogue with them is needed.

Tax Increment Financing (TIF)	At the beginning of the 2010-2015 Parliament, announcements were made on the potential to introduce these measures. Six pilots are underway in Scotland but none understood to be likely in England for the foreseeable future. Officers will monitor announcements.
Business Increase Bonus (BIB)	
New Homes Bonus	This "bonus" is provided to local authorities based on the homes completed in their area. This is split 80% to district councils and 20% to county councils. At a time when authorities' grant funding has been cut, the authorities have supported their capital programmes (see above)
Privatised Utility Companies	It is assumed below that where there is a utility responsibility that the company will provide sufficient funding and deliver through the relevant statutory regime. However, this will be tested further now that the location of development is clearer.

3.3.3 Through updates of the IDP, the partner authorities will provide a realistic assessment on the size of these funds. Indicative estimates are summarised below and in the appended IDP schedule:

Table 3.3: Estimated Funding by Funding Source

	Notes or example	Cost/ revenue
Net CIL funding	Estimate based on Local Plan housing and standard assumptions on unit size	£35m
S106	Expected and estimated	£45m
Grant	such as Department for Transport contributions to major schemes	£155m
Local contribution	Some already agreed; some estimated	£90m
Expected gap	The difference between need (known costs) and known funding	£240m
Future funding consideration	Schemes that may come forward in the later part of the plan subject to finance.	£150m
	Total	£720m

3.3.4 The Central Lincolnshire Authorities' expectation is that Local (neighbourhood and parish) Councils will first consider using their CIL funding to provide items contained within the IDP. The Authorities will support Local Councils in assessing parish-/neighbourhood-level infrastructure needs and potential for match-funding within the context of the IDP. Given the extent of the funding gap as shown in the IDP, the District Councils will not be able to re-allocate CIL funds (which would clearly be at the expense of other local areas) to local

areas which do not use their CIL funds in this manner. In the current public sector funding environment, it is likely to be challenging for the district authorities or LCC to secure any non-CIL funding for infrastructure that is not already included in the IDP and cannot be supported by clear evidence of need. Local Councils should consider the above priorities in their use of CIL in the context of the potential to match-fund with district council CIL and other public funding. With sufficient robust local evidence, there might be a case for re-aligning priorities.

3.4 Great Lincolnshire Strategic Infrastructure Delivery Plan (SIDP)

- 3.4.1 The purpose of the emerging SIDP is to set out critical, agreed infrastructure priorities for the region and identifies how these priorities can be funded, financed and delivered.
- 3.4.2 A group of senior officers from the ten relevant Greater Lincolnshire authorities and major infrastructure, with consultancy support, will:
- Evaluate and prioritise the strategic infrastructure requirements of the region based on existing bottom-up analysis prepared by Greater Lincolnshire authorities through district-based or joint-area IDPs and other planning documents, and other analysis, including the interdependencies and synergies between individual projects and programmes;
 - Identify (through top-down “gap” analysis) any additional strategic infrastructure requirements for Greater Lincolnshire, in particular those that cut across multiple authorities; and
 - Document potential funding options for these identified infrastructure priorities, including “standard” options such as developer contributions, community infrastructure levy and grant-in-aid and potential “alternative” options such as local retention of taxes.
- 3.4.3 These tasks require both technical expertise (for example, prioritisation methodologies and funding models) but equally stakeholder engagement in ensuring agreement across multiple local authorities representing different local interests.
- 3.4.5 The SIDP therefore will provide a framework to support the region’s wider strategic objectives for growth, and put strategies in place to fund and deliver key infrastructure. It will also provide a document which can be used by the region to lobby for funding.
- 3.4.6 As noted above, the Greater Lincolnshire SIDP should be based on the Central Lincolnshire IDP and others. It should not contradict these local documents therefore. The SIDP will provide additional analysis and potentially indicate new funding / finance opportunities which will be integrated into the Central Lincolnshire IDP as appropriate.

4.0 Infrastructure needs in Central Lincolnshire

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

Physical Infrastructure

4.1 Energy Usage and Supply

Overview

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

4.1.2 Within Central Lincolnshire, National Grid owns and operates the high pressure gas transmission system and the lower-pressure distribution gas mains which deliver gas to homes and businesses. The company also holds the licence to transmit electricity across the country using the high voltage (typically 275,000 and 400,000 volt) network. National Grid published an Electricity Ten Year Statement in November 2014¹¹ which provides a wide range of information relating to the possible development of electricity transmission systems. National Grid also published a Gas Ten Year Statement in December 2014¹² which provides a forecast of the gas transportation system usage and sets out likely system developments.

4.1.3 Western Power Distribution (WPD) and Northern Powergrid (NP) are the respective electricity Distribution Network Operators (DNO) and have responsibility for the network of engineering assets that allows the distribution of electricity between the National Grid and customer's premises from the 11,000 volt to 132,000 volt network. The companies' respective areas are shown below:

¹¹ <http://www2.nationalgrid.com/UK/Industry-information/Future-of-Energy/Electricity-Ten-Year-Statement/>

¹² <http://www2.nationalgrid.com/UK/Industry-information/Future-of-Energy/Gas-Ten-Year-Statement/>

Figure 4: Western Power Distribution's Area

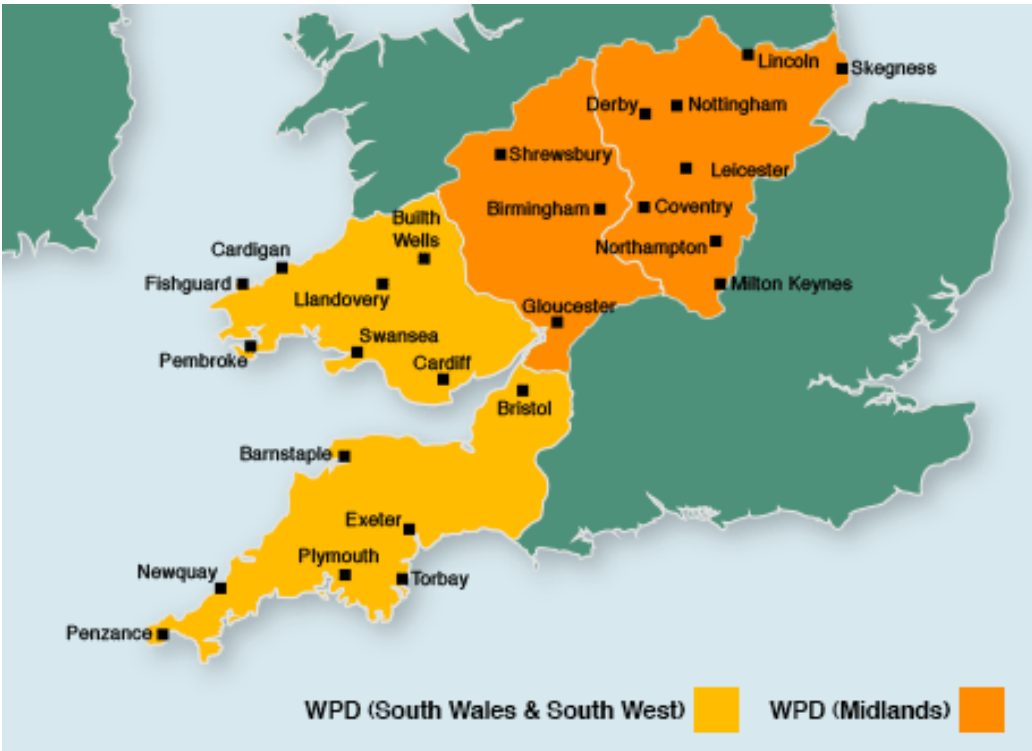
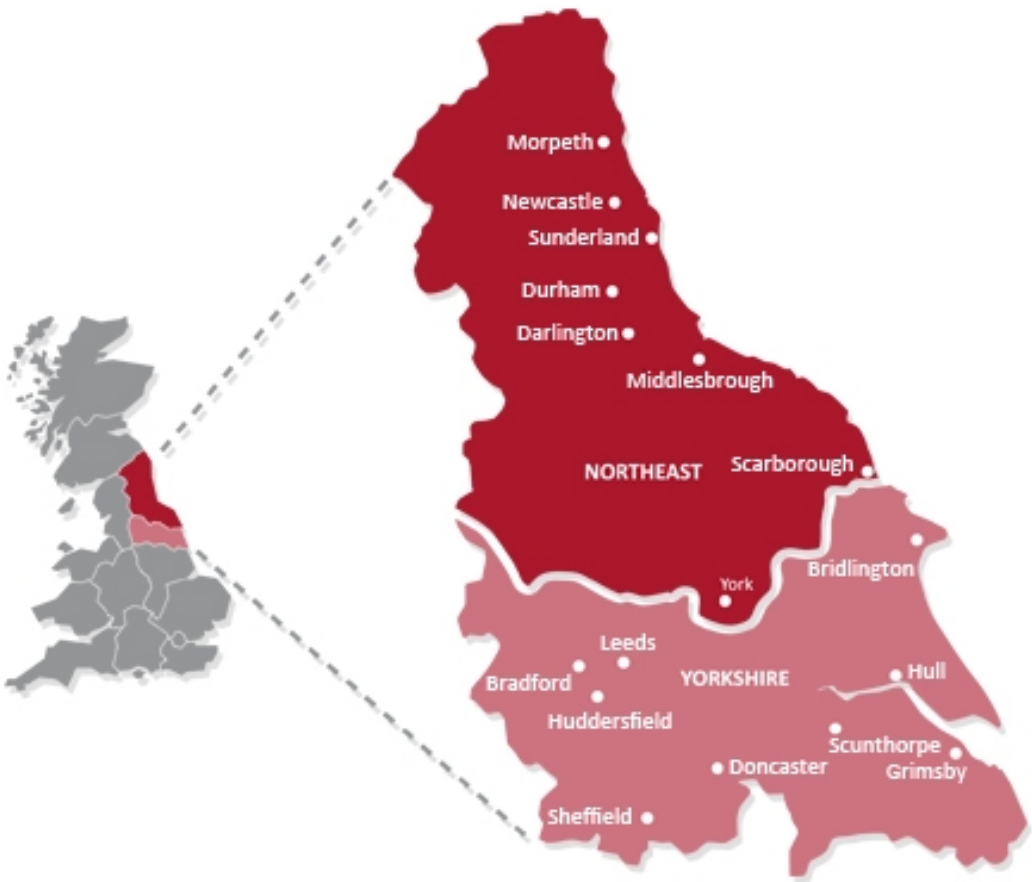


Figure 5: Northern Powergrid's Area



4.2 Capacity & Future Infrastructure needs

- 4.2.1 The relevant electricity and gas providers have been engaged to identify and understand major development constraints, spare capacity in the existing networks, reinforcement work and related costs in support of the proposed development distribution. This will continue up to examination of the Local Plan and through its implementation.
- 4.2.2 The capacity of electricity infrastructure can change quickly depending on the demands that a development puts on the network. This is particularly the case with commercial development with high demand users where the needs may not be known until the actual use has been determined. As shown in the table below the power companies have confirmed that at a macro level, there are currently no major problems with supply.
- 4.2.3 The main area where new or improved infrastructure may be required concerns primary and secondary substations especially in Lincoln, Gainsborough and Sleaford where a large proportion of the growth will be located.
- 4.2.4 Through its current RIIO¹³ (Revenue = Incentives + Innovation + Outputs), WPD aims to 'Reduce the overall 'average time to connect' by 20%'; 'facilitate a competitive market' for other companies to provide approved connections; invest £2bn in the network and its operation in the East Midlands alone; reduce customer bills; continue efficient connection of 'Low Carbon Technologies'; and reduce the company's carbon footprint.
- 4.2.5 Northern Powergrid also sets out in its RIIO that it will reduce connection times for its output areas and reduce its costs to customers¹⁴. The company's investment map¹⁵ shows millions of pounds of investment in the Central Lincolnshire area. Major interventions are at Caistor (schedule reference E-supp A), Harpswell (schedule reference E-supp B), Stow (E-supp C) and Gainsborough (E-supp D) as well as several overhead cable replacements in and around Gainsborough.
- 4.2.6 Anecdotally, in North Hykeham there have been supply issues raised regarding circuits in Summer 2014. Western Power Distribution has identified the issue as the 9km connection from Spa Road to North Hykeham. This will be addressed in the current eight year RIIO period.

¹³ <http://www.westernpower.co.uk/About-us/Stakeholder-information/Our-Future-Business-Plan.aspx>

¹⁴ <https://www.yourpowergridplan.com/#!>

¹⁵ <http://www.northernpowergrid.com/investments-in-your-area>

- 4.2.7 In Sleaford, electricity capacity is available to the south but limited network to the north is restricting capacity. Western Power Distribution (WPD) has a reserved primary substation site to the north which would be utilised should significant load be requested and subject to development timescales. WPD would also need to lay cable from the north to south side of Sleaford which would impact timescales due to crossing the railway.
- 4.2.8 In terms of gas, National Grid has confirmed that there are currently no major issues with gas provision which is due in part to the reduced reliance on gas as a result of better insulated and more fuel efficient homes. If necessary, local reinforcements to the gas network can usually be made within 12 months, particularly if close to urban areas. The company is subject to a Price Control Review (PCR – a pricing agreement with OFGEM) and prepares annual delivery plans. Major reinforcements can be programmed if communicated in advance. Payment for gas connection might be required, dependent on the outcome of an economic test, which is undertaken by National Grid. It is anticipated that a more detailed assessment of capacity information and infrastructure needs can be prepared now that Local Plan site allocation have been progressed and can be shared with providers. However at this stage the provision of gas and electricity is not considered a constraint to Central Lincolnshire's development
- 4.2.9 In April 2014 changes to part L of Building Regulations which concern the conservation of fuel and power came into effect. The cost implications of these changes have been estimated through national studies, which have fed into the viability evidence (WPV) supporting the Local Plan and IDP. Local Plan Policy LP18 Climate Change and Low Carbon Living sets out the Central Lincolnshire Authorities' approach to these issues.
- 4.2.10 Government undertook a 'Housing Standards Review' in 2013/14, with the aim of creating a new approach to setting technical standards for new housing that rationalises the many differing existing standards into a simpler system. Prior to the National Housing Standards Review, further changes to the building regulations were expected, including the need for developers to use "allowable solutions": off-site carbon reduction/offsetting. It was understood that the proposals would require a financial contribution to be made, which, as default, would go to a national budget. It was understood that where a local process was in place, developers could choose to pay a contribution to a local public or private provider. The Central Lincolnshire authorities will closely monitor the situation, particularly with regards to any implications for development viability, and are preparing to establish a local process in advance of changes. The Authorities will seek to coordinate and deliver "allowable solutions" in order that the fund delivers local projects to the benefit of the local economy, residents and housing market. This is not expected at any point to form part of Local Plan or SPD policy or require contributions over or above prevailing national requirements.

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

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

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

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

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

4.3 When will infrastructure be required?

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

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

- 4.3.3 Northern Powergrid will be undertaking short term works as set out above and in the IDP schedule. The company will also be undertaking overhead line replacement between Blyton and Harpswell (2022).

4.4 How will new energy infrastructure be funded?

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

4.5 Telecommunications

Overview

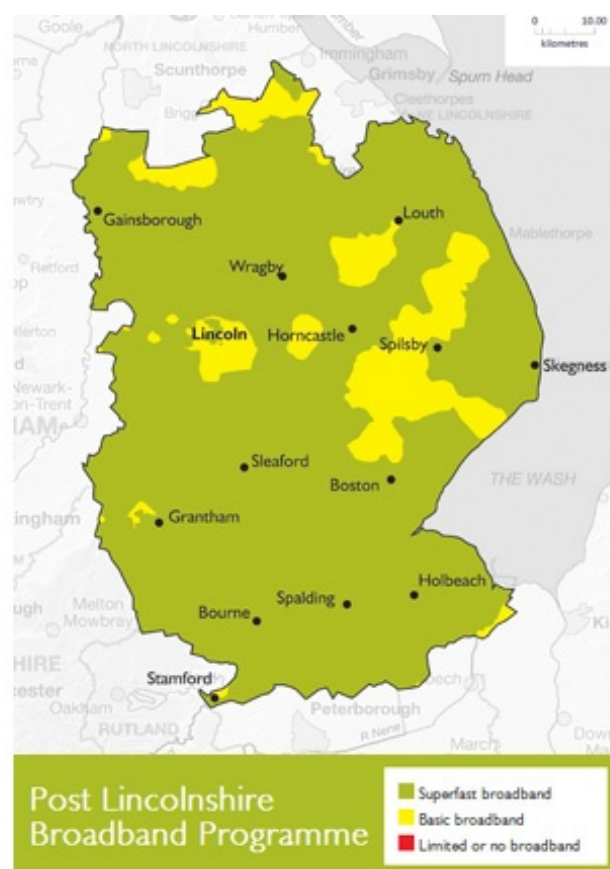
- 4.5.1 Broadband has a significant role to play in business growth and this is particularly pertinent in rural areas like Central Lincolnshire, where many businesses can operate at home or in small scale rural premises.

4.5.2 Lincolnshire County Council, central government and BT in particular are investing significant funds so that at least 89% of all premises in Lincolnshire should have access to super-fast broadband by April 2016, with the council aiming for all other premises to have access to at least 2Mbps broadband. This will mean that for the first time, broadband should be available everywhere in Lincolnshire.

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

4.5.4 A map showing expected broadband coverage following BDUK project is set out below.

Figure 6: Lincolnshire Broadband following BDUK scheme



Source: Lincolnshire County Council

- 4.5.5 There are aspirations for rolling out the next generation of broadband to the whole of Lincolnshire by 2017 and the “onlincolnshire project team” will continue to seek funding so that this can be achieved.
- 4.5.6 BT Openreach offers Fibre to the Premises (FTTP) which is a high-speed broadband service which provides an end-to-end fibre optic connection the full distance from the exchange to the end user's premises². This offers speeds of up to 330Mbit/s downstream and up to 30Mbit/s upstream. This is up to 40 times faster than copper.
- 4.5.7 BT is also looking at ways in which communities can help themselves, for example, by assisting with digging trenches for the new infrastructure so that the costs of rural broadband can be reduced. BT is also looking at Broadband Enabling Technologies to infill areas that will not be upgraded in the near future.
- 4.5.8 A growing number of communities are likely to be able to receive superfast broadband via fixed wireless operators like AB Internet, Linpop, and Quickline. In the past these have tended to be more expensive than the traditional fibre/copper service such as BT, Virgin Media, and Talk Talk but the services are improving in terms of reliability, speed and cost.
- 4.5.9 Satellite Broadband is already available in most parts of the county and like fixed wireless is improving significantly. A further opportunity may emerge over the next year or so with the development of 4G mobile broadband. There are currently four providers offering the service; EE, O2, Vodafone and Three. Indications to date are that the services provided are significantly better than 3G. As the market develops it is expected that 98% of the country will have mobile broadband access, with average speeds of about 9mbps.

4.6 Capacity and Future Infrastructure Needs

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

4.7 How will infrastructure be funded?

- 4.7.1 In February 2016 Openreach, in partnership with the Home Builders Federation (HBF), announced they had agreed a solution capable of offering Fibre Broadband Infrastructure connectivity to all new homes. Where the site is covered by existing Fibre-To-The-Cabinet (FTTC) infrastructure it will be connected for free. Since the aim of the Onlincolnshire project is to extend this to at least 89% of all premises in Lincolnshire the same offer should logically apply to all new sites in those area once it is complete.

- 4.7.2 Where FTTC will still not be available a developer contribution will be required, based on an Openreach "rate card". Openreach will make a capital investment of £550 per home on average to connect a New Site before seeking any developer co-funding. Developers can use this offer or other providers' services to connect new homes to superfast broadband. The HBF will promote this on all sites rather than traditional copper connections. The implication of the announcement is that superfast broadband will be available on most, if not all, new sites; although further detail is awaited.
- 4.7.3 On 25th February 2016 Ofcom published a report requiring Openreach to allow easier access for other providers to lay their own fibre cables along telegraph poles and in their underground cable ducts to allow competition.

4.8 Waste Management

- 4.8.1 Lincolnshire County Council has the statutory responsibility of municipal solid waste disposal, but this responsibility does not extend to other waste such as Commercial and Industrial Waste (C & I Waste). In line with The National Waste Strategy¹⁶, the current joint municipal waste management strategy for the County¹⁷ is to reduce the disposal of waste (landfill) in favour of, for example, energy recovery. The strategy will be reviewed (also covered in the previous footnote) and is again intended to focus on reducing landfill. Locally, this means the continued use of the Lincoln Energy from Waste (EfW) plant, which came into operation in 2013. The plant is served by five waste transfer stations including two within Central Lincolnshire: Gainsborough and Sleaford.
- 4.8.2 New development should be delivered to promote the re-use and recycling of waste in line with national planning, waste management guidance and the Local Plan, including objective 'm' of Policy LP26 of the latter.
- 4.8.3 As county planning authority, LCC has responsibility for making relevant waste planning decisions and preparing a Minerals and Waste Development Framework (MWDF) which relates to all kinds of waste disposal. Relevant Minerals and Waste Development Framework documents can be viewed at the LCC website¹⁸.
- 4.8.4 C&I waste is dealt with by private contracts between commercial and industrial operators and private waste disposal.

¹⁶ Department for the Environment, Food and Rural Affairs (DEFRA) (2007) Waste Strategy for England 2007

¹⁷ <http://www.lincolnshire.gov.uk/recycle-for-lincolnshire/joint-municipal-waste-strategy/>

¹⁸ <http://www.lincolnshire.gov.uk/mineralsandwaste>

4.9 Funding of infrastructure

- 4.9.1 It is not expected that developer contributions will be sought for any on- or off-site waste disposal or management facilities or for the collection of waste. Where appropriate developer contributions or planning conditions might be required to ensure adequate on-site or edge-of-site waste storage facilities and receptacles. There is not a waste management section in the developer contributions SPD because the Local Plan addresses this issue sufficiently.

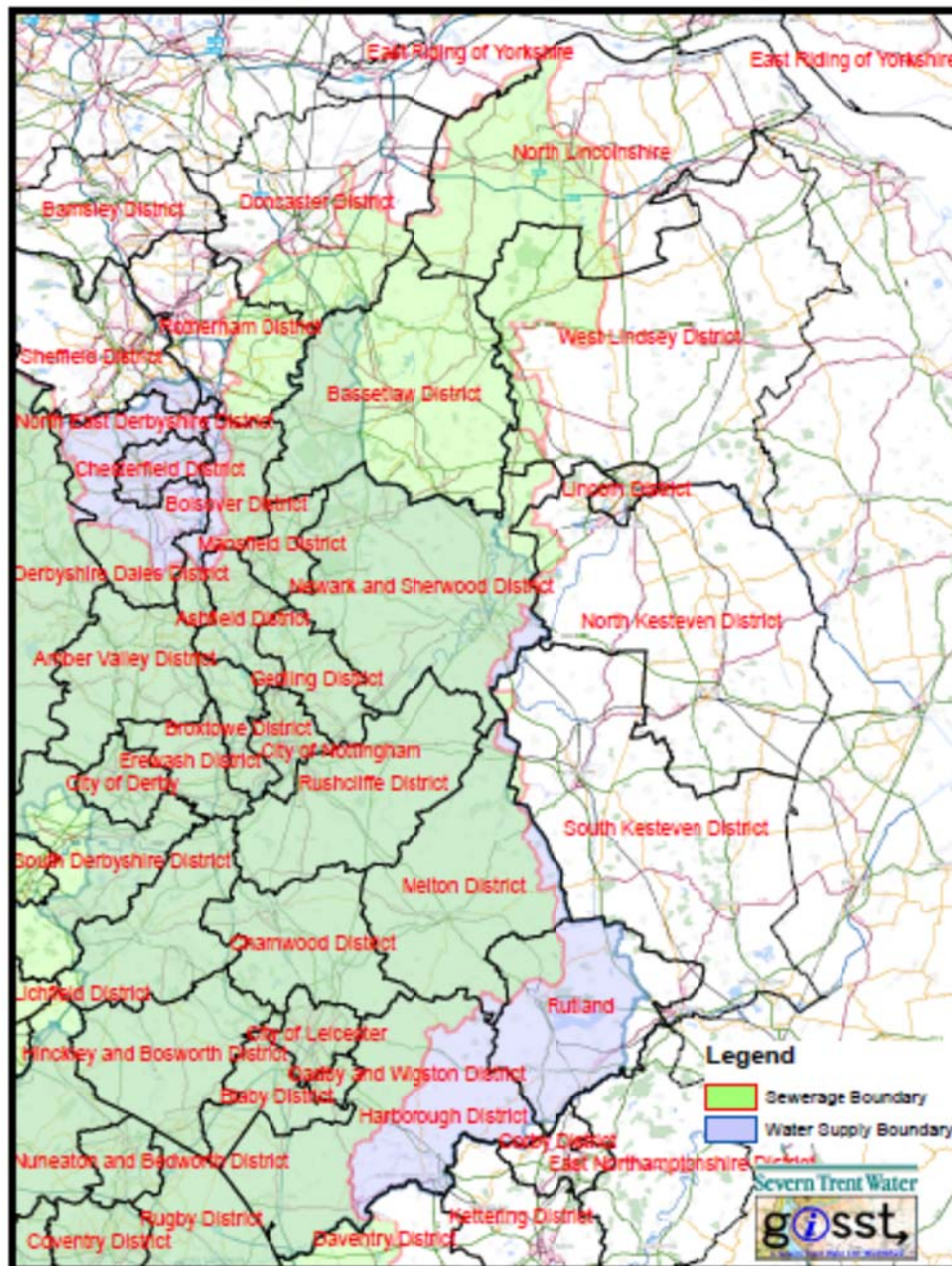
4.10 Water

Overview

- 4.10.1 Water infrastructure, including water supply and waste water treatment need consideration in relation to any development. Anglian Water (AW) is the Water and Sewerage Company (WASC) for the vast majority of Central Lincolnshire but the boundaries for water and sewerage have some significant variation. Severn Trent Water provides water supply for areas alongside the river Trent and this broadens out to a much larger area for sewerage services around Gainsborough. Severn Trent's boundary is shown further below.
- 4.10.2 Since the water and sewerage industry was privatised in 1989, a regulatory framework has been in place to ensure that consumers receive high standards of service at a fair price. The industry must also comply with national and European legislation. The Water Resources Act 1991 (as amended) places on water companies a duty to provide water supplies to persons and a system for the collection and treatment of sewage. As such, water companies have a legal obligation to ensure that they meet the needs of new developments.
- 4.10.4 Water and sewerage companies plan on the basis of providing across their specific areas taking account of projected population growth and proposed new development.
- 4.10.5 Under the Water Act 2003, water companies are required to publish a Water Resources Management Plan (WRMP)¹⁹ which forecasts the demands for water, calculates the balance between supply and demand and suggests how any supply deficits will be overcome – informing the proposals set out in the relevant business plan. Water companies are required to review the WRMP every five years and review performance against the plan on an annual basis. The WRMP focuses on water supply rather than waste water treatment.

¹⁹ <http://www.severntrent.com/future/future-plans-and-strategy/water-resources-management-plan> and http://www.anglianwater.co.uk/assets/media/WRMP_2015.pdf

Figure 7: Severn Trent Water Supply and Sewerage Boundary



4.10.6 Every five years water companies are required to submit to the water regulator, Ofwat, business plans known as Asset Management Plans that reflect the funding necessary to operate the business and to undertake new investment. These business plans must explain what services and improvements the company is planning to make and how much these will cost. Ofwat sets price limits for the next five years based around the water companies' intentions as set out in the relevant business plan. As such, there cannot be certainty over infrastructure provision over the medium and long

terms until future funding is secured. The AMP6 period runs from 1 April 2015 to 31 March 2020 and does not therefore cover the whole Local Plan period.²⁰

- 4.10.7 In addition it is understood that Anglian Water will be preparing a long term wastewater strategy similar to the Water Resource Management Plan. AW will encourage councils within their area to engage in this process.
- 4.10.8 The requirement in European legislation that development must not cause deterioration in the quality of watercourses will be a consideration.

4.11 Current Capacity & Infrastructure Requirements

- 4.11.1 As part of the preparation of the Local Plan, Water Cycle Studies have been prepared for Gainsborough and the remainder of Central Lincolnshire. These have been supplemented by discussions and information received from the EA and Water companies. These show that overall there should be no significant water resource deficit for the 25 year Water Resource Management Plan Period (2015-2040) across all three of the relevant water resource zones (RZs).
- 4.11.2 However correspondence with the EA at and following the October-November 2015 Local Plan consultation suggests that certain parts of Central Lincolnshire are in water stress. As such the higher water standard of the National Housing Standards Review has been included in this draft Local Plan. This is reflected in the viability study.
- 4.11.3 Based on the current information about the level of growth the water companies have confirmed there may be a requirement for improvements to the supply network and water recycling centres (sewage treatment works). Foul water flows from new development will have an impact on the existing sewerage network, this will be dependent on the size, location and phasing of development. In addition all development, including the Sustainable Urban Extensions (SUEs) will require a connection to the sewerage network which may mean that there is a need to upgrade the network.

Severn Trent Water

- 4.11.4 The of Gainsborough drains to a sewage pumping station located off Bridge Street which pumps directly to Gainsborough sewage treatment works located to the south of the town. Development to the east drains to a sewage pumping station at Heapham Road which also pumps directly to the Gainsborough sewage treatment works. Based on information from Severn Trent Water provided in 2010 (supported again by discussions with the company in 2015) it is understood that in terms of Sewage Treatment there was headroom within the current discharge consent for Gainsborough sewage

²⁰ <http://www.severntrent.com/2020-plan/>
http://www.anglianwater.co.uk/assets/media/ICT_Final.pdf

treatment works to accept up to 1,250 new dwellings. Severn Trent stated in 2010 that the discharge consent is for 9,100m³ of treated effluent per day directly to the River Trent with current measured discharge at 8,620m³/day. This is expected to be sufficient to accommodate the first phase of the Foxby Lane (Gainsborough Southern Neighbourhood) development plus those developments with approved planning permission yet to be completed. Accommodating further development will require a new discharge consent to be agreed with the Environment Agency but Severn Trent did not expect this to be an issue – the planning authorities will need to discuss with the EA.

- 4.11.5 Turning to the Sewerage Network; drainage of the Foxby Lane development was being assessed as part of the sewer requisition enquiry in 2010. As this development to the east of watershed ridge within the Foxby Lane site will require a dedicated pumping station and rising main direct to Gainsborough sewage treatment works the location of this pumping facility should take account of the long term drainage needs to accommodate the northern and eastern neighbourhood extensions. To avoid potential abortive infrastructure, guidance would be required from the planning authorities on the potential likelihood and timescale of the northern and eastern developments.

Anglian Water (AW)

- 4.12.1 In 2014, Hall Water Treatment Works at Newton-on-Trent, which serves the Central Lincolnshire area and beyond, came into operation. Costing £44m, water from the River Trent is pumped two kilometres to a newly constructed 20 acre reservoir which holds 300 million litres of water. From here, up to 20 million litres every day will be treated using processes unique in the UK, before it is supplied to homes and businesses in Lincolnshire. This new water source will help underpin the region's growth and ensure there will be enough water for Lincolnshire's future.
- 4.12.2 In addition to the above investment, discussions with Anglian Water confirm that the company is planning to make additional investment in the Central Lincolnshire area as part of the current Asset Management Plan (which covers the period 2015 to 2020). Additional investment is planned at the following Water Recycling Centres (WRCs):
- North Hykeham WRC
 - Sleaford WRC
- 4.12.3 The purpose of proposed investment is to provide additional capacity to accommodate further growth which is anticipated within these catchments based upon the information which is currently available. The exact timing of which is dependent upon proposals in the Local Plan within the catchments for these facilities and particularly the timing of these developments. Anglian Water continually monitors the flows to each WRC to determine when improvements should be brought forward.

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

4.13 Funding Infrastructure

4.13.1 The statutory rights for relevant parties²¹, (namely developers and local authorities) mean that the only recoverable costs for Water and Sewerage Companies (WASCs) apply to connections to the WASCs' existing water mains and sewers. A WASC has to offset connection costs against the revenue income it will receive from the proposed development for twelve years after occupation, through a process called discounted aggregate deficit (DAD) which can be adjusted to take account of individual phases of longer term developments to reduce costs to the developer. Hence the major responsibility falls to the relevant WASC.

4.13.2 Alternatively, the developer may choose their own contractor to do the work, which is known as self-lay. The water company will take over responsibility for (adopt) self-laid pipes that meet the terms of its agreement with the developer or self-lay organisation (SLO) that carries out the work.

4.13.3 If a strategic system for waste water and sewage is required to serve more than one development then the water company may choose to design the system to cater for the future flows. The developer will then be required to pay for the proportion of costs associated with that development with the remainder paid for by the water company who will recharge those costs as the other developments progress.

4.13.4 Since this will be as a direct result of negotiation between the relevant utility company and the developer, it is difficult to cost within the IDP. However, work is continuing between the authorities to ensure that facilities are delivered when and where necessary to support key growth proposals and in particular the Sustainable Urban Extensions (SUEs).

4.13.5 In addition, capital expenditure to water and wastewater treatment works has to be approved by the regulator, OFWAT. Capital expenditure can then be funded through customer's charges (through the Asset Management Plan –

²¹ Under Section 98 and Section 106 of the *Water Industry Act 1991*

AMP) and not by the development industry. In justifiable circumstances, OFWAT will approve investments midway through an AMP period.

- 4.13.6 In very rare circumstances, the local planning authorities may choose to exercise their statutory ability to requisition sewers²² and/or fund any investment through development contributions. Such rare circumstances might include providing one strategic sewer to serve a number of developments, particularly if that would aid prompt delivery.

4.14 Flooding and surface water management

Overview

- 4.14.1 Central Lincolnshire has areas that are deemed to be at risk of flooding from both fluvial (river) and pluvial (surface water) sources. However, Lincoln, Gainsborough and Sleaford, the areas most affected by flood risk, have key brownfield and edge-of-town centre sites that are in need of regeneration.
- 4.14.2 The three Central Lincolnshire District Councils have completed Strategic Flood Risk Assessments²³ that provide accurate information on flood risk issues and factor in climate change adaptation. Water Cycle Studies (WCSs)²⁴ that provide information on drainage and sewerage issues have also been completed for Central Lincolnshire and have been agreed with the relevant partners. These pieces of evidence are important in helping to ensure that flood risk and water management issues are fully taken into account when new development is considered.
- 4.14.3 Further analysis through the site allocations process has shown some development in sites sensitive to flood management issues could meet the wider sustainability objectives of the Local Plan. Where sites include some flood risk 2 and 3 area, potential impacts are usually able to be mitigated by design. Discussions with the Environment Agency (EA) and other bodies will continue through the Local Plan process to ensure appropriate flood risk management.
- 4.14.4 Local authorities have a role, in line with the NPPF's guidance on flood and the Floods and Water Act 2010, to promote greener approaches such as Sustainable Drainage Systems (SUDS). These practices can reduce the risk of flooding (the NPPF's main objective in this area) and improve overall sustainability, for example, by reducing the use of mains water and even reducing carbon footprint. Under the Flood and Water Management Act 2010, there is a further requirement to use SUDS. This will be delivered to an agreed standard. SUDS should be considered at an early stage and those involved in

²² As included in the Water Industry Act 1991

²³ <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/environment/>

²⁴ <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/environment/>

development in Central Lincolnshire are advised to consider the construction industry research and information association (CIRIA) publication "The SuDS Manual"²⁵

- 4.14.5 As part of the Government's continuing commitment to protect people and property from flood risk, new guidance to make better use of the planning system to secure sustainable drainage systems came into force in April 2015. It is expected that sustainable drainage systems will be provided in new developments wherever this is appropriate.
- 4.14.6 To this effect, local planning policies and decisions on planning applications relating to major development – developments of 10 dwellings or more; or equivalent non-residential or mixed development (as set out in Article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2010) – to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate. The current requirement in national policy that all new developments in areas at risk of flooding should give priority to the use of sustainable drainage systems will continue to apply.
- 4.14.7 Under these arrangements, in considering planning applications, local planning authorities consult the relevant lead local flood authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The sustainable drainage system should be designed to ensure that the maintenance and operation requirements are economically proportionate.
- 4.14.8 As LLFA, LCC is also responsible for managing local flood risk: surface water, groundwater and ordinary watercourses. A Preliminary Flood Risk Assessment (PFRA) was undertaken for the whole County in 2011 and the Joint Lincolnshire Flood Risk and Drainage Management Strategy (JLFR&DMS) was agreed in 2012. This sets out ways to manage local flood risk (from all sources) between partner Risk Management Authorities and is updated annually with a Common Works Programme detailing approved measures and flood risk schemes. Since December 2013 further resource has been available from the Environment Agency, who, working with lead local flood authorities (LLFAs), produced the updated flood map for surface water and this can be viewed on the Environment Agency's website. In addition Flood Risk Management Plans (FRMPs) highlight the hazards and risks of flooding from rivers, the sea, surface water, groundwater and reservoirs, and set out how Risk Management Authorities (RMAs) work together with communities to manage flood risk. It is currently planned to implement these in December 2015.

²⁵ http://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

- 4.14.9 Under the Flood and water Management Act, all risk management authorities (LLFAs, EA, District Councils, IDBs and Water Companies) have to act consistently with the National Flood and Coastal Erosion Risk Management (FCERM) Strategy and as LLFA, LCC has implemented and monitors the JLRM&DM Strategy to ensure the number of people at risk from flooding, and its impacts are reduced.
- 4.14.10 There are clear linkages and potential opportunities in the provision of the water management infrastructure with the Central Lincolnshire Green Infrastructure Strategy objectives. Wherever possible applicants and the relevant delivery/ regulatory bodies should look to integrate green and blue infrastructure to promote better outcomes and minimise initial and ongoing costs.
- 4.14.11 The Water Management Plan (2015-2040) has been prepared by the Water Management Board (WMB), on behalf of the Greater Lincolnshire Local Enterprise Partnership (GLLEP). This was approved by the LEP Board in January 2016.
- 4.14.11 The Water Management Plan)²⁶ supports delivery of the Strategic Economic Plan. It will link key objectives set out in the existing Joint Lincolnshire Flood Risk Management Strategy with a broader approach to water. In effect, it will establish an agenda for water management in the round as a key element to support Lincolnshire's economic growth.

4.15 Infrastructure Capacity

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

²⁶ <http://www.greaterlincolnshirelep.co.uk/news/view/working-out-ways-to-manage-our-water-resources>

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

4.16 Infrastructure Requirements

- 4.16.1 The Western Growth Corridor will require flood mitigation and improvement works. Further comment is provided in the Lincoln section below and, in summary, some development will happen at the lowest area of flood risk, there will be land raising across a large part of the site and there will be other water management measures. The detail for this is currently being scoped. A very indicative figure is included in the draft IDP schedule as appended to this document but this will be updated in due course.

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

4.17 How will it be funded

- 4.17.1 It is an NPPF requirement that SUDs are provided on development of 10 dwellings or more and that new development does not increase risk elsewhere. There may be circumstances where s106 may be sought and further detail set out in the developer contributions. There are currently no flood management schemes identified as likely for CIL funding.

4.18 Transport

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

4.19 Highways

4.19.1 Lincolnshire County Council is responsible for the local road network, while Highways England maintains the strategic road network. The county's road network is extensive at over 5,500 miles and the 5th largest of any local highway authority. The network is made up of the following types of road:

Table 4.1: Lincolnshire's Road Network by Class

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

Source: Lincolnshire County Council: Transport Monitoring Report 2014

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

- A15: North-South links to the Humber Ports via the M180 and to Peterborough / East Anglia;
- A17: Newark / A1 to the west and Norfolk to the south east;
- A57: Lincoln-Sheffield including interchanges with A1 and M1;
- A46: Lincoln to Newark, Nottingham and the M1 at Leicester
- A158: Lincoln to Horncastle and Skegness ; and
- A631: Gainsborough to Market Rasen and Louth in the east and South Yorkshire (Rotherham, including M18) in the west

4.19.3 Highways England are an important partner, particularly in relation to Lincoln, given the close proximity of the A46 trunk road to two SUEs (South West Quadrant, SWQ, and Western Growth Corridor, WGC) and the wider role of the A46 in supporting Lincoln's economy. Highways England has recently announced its Strategic Economic Growth Plan (SEGP which is due to be adopted in December 2016) and Growth & Housing Fund (GHF for which announcement of schemes is due November 2016). The Local Authorities, with the Greater Lincolnshire LEP, will continue to engage with Highways England in the development of the SEGP. Bids for improvements to the A46 to support SWQ and WGC are in preparation to be submitted through the LEP.

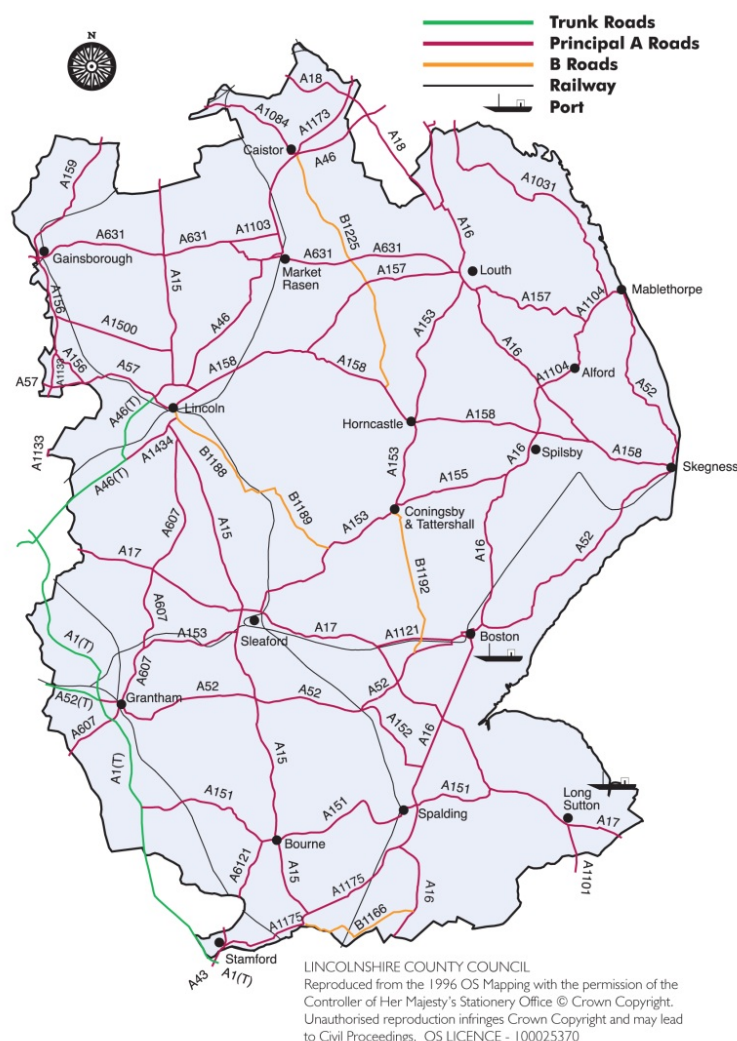
4.20 Rail

4.20.1 The rail network, including level-crossings and stations, are owned by Network Rail, who must give approval for relevant works. Stations and services are operated by train operating companies (TOCs) or freight operating companies (FOCs).

4.20.2 There are twelve railway stations within the plan area; Gainsborough Lea Road, Gainsborough Central, Lincoln, Market Rasen, Metherringham, Ruskington, Sleaford, Rauceby, Heckington, Hykeham, Saxilby, and Swinderby. The network is predominantly rural and these stations are served by one or more of the six main routes: Leicester-Nottingham-Lincoln-Grimsby, Sheffield-Lincoln, Doncaster-Peterborough, Grantham-Skegness, Lincoln-London (via Nottingham or Newark Northgate) and Sheffield-Cleethorpes (Saturdays only). In addition there are connections to the East Coast Main Line outside of the area at Doncaster, Retford, Newark, Grantham and Peterborough.

4.20.5 A map showing the strategic highway and rail network is set out below:

Figure 8: Map showing Lincolnshire Strategic Highway and Road Network



4.20.3 From May 2015, Lincoln and Hykeham have benefited from more services and faster journey times to Nottingham. As part of the East Coast Franchise there were promises of additional services between Lincoln and London from May 2019 when new rolling stock was due to be delivered but this has been brought into question recently by potential timetable issues.

4.20.4 Freight traffic is also a significant user of the rail network with trains passing through the area to access the various ports including Immingham and Felixstowe and other specific terminals. This affects Lincoln in particular and also Sleaford with rail crossing downtime causing significant waiting times for highway users.

4.21 Buses

4.21.1 Buses also provide a valuable service to the community especially for those without access to a car. Provision across Central Lincolnshire varies: there is generally good access to bus services in the larger urban areas such as Lincoln. Regular IntoTown services operate in both Gainsborough and Sleaford, whilst frequent rural InterConnect services run on key routes between the larger urban areas. However in the rural areas not immediately adjacent to Lincoln and away from major road routes, provision is more limited with heavy reliance on the demand responsive CallConnect services. These have proven to be successful in maintaining access to key services with some ,345000 trips made in 2015. Services in the evenings and at weekends (particularly on Sundays) are very limited outside of Lincoln.

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

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

4.21.3 Full details of the network which operates can be viewed on the LCC website²⁷.

²⁷http://www.cartogold.co.uk/lincolnshire_travel/lincolnshire_transport_map.htm

4.22 Walking and Cycling

- 4.22.1 Walking and cycling have an important role to play in tackling traffic congestion, improving air quality and contributing towards the improvement of people's health and wellbeing. Central Lincolnshire contains a wide range of walking and cycle routes. Maps showing the location of cycle routes can be viewed on the LCC website²⁸.
- 4.22.2 In addition the County Council are working on the production of a walking and cycling strategy for Lincolnshire. Linked to the Governments Walking and Cycling Investment Strategy (England), the aim of the document is to encourage cycling within the County and increase its modal share. It will include action plans for various settlements including Lincoln and which will set out priorities for infrastructure improvements. Further information on the strategy will be included in the IDP when it is available.
- 4.22.3 In 2012, LCC secured Local Sustainable Transport Fund (LSTF) money for the 'Access LN6'. Following the success of that scheme which has seen new and improved cycle routes, significant registration and use of the 'hirebike' scheme, more than 1,000 pupils take part in Bikeability training in LN6 in 2013 and 2014 and the almost doubling of cycle usage in Lincoln between 2012 and 2014²⁹, this has been broadened out to 'Access Lincoln' focusing on how to encourage the private sector to build on existing travel plans for employers and new travel, as such the programme needs little public subsidy.

4.23 Current Capacity and Infrastructure Requirements

- 4.23.1 The level and distribution of development proposed in the Local Plan means that pressure on the transport network is expected, particularly in and around the City of Lincoln, where most services and employment opportunities are located and demands for travel are likely to be greatest. This will require the development of new and improved infrastructure including roads, public transport (road and rail), walking, cycling and other facilities. This is summarised below with more detail provided in the IDP schedule.
- 4.23.2 As indicated above, the Central Lincolnshire Authorities, including LCC as the Local Highway Authority have been working with Highways England to determine the transport principles that have fed into Local Plan policies. This will continue over the lifetime of the plan and developments contained within it to ensure that schemes continue to be appropriate. In particular work will be on-going in relation to bringing forward the SUEs, many of which will have a timespan that extend beyond the Local Plan Period. The information below identifies how this has and will be considered and implemented in more detail.

²⁸ <http://www.lincolnshire.gov.uk/transport-and-roads/walking-cycling-and-sustainable-travel/walking-and-cycling/cycling-infrastructure/34651.article>

²⁹ Source: Lincolnshire Local Transport Plan Implementation Plan Update – March 2015 Access LN6

4.23.3 One such mechanism is the Local Transport Plan 4, which Lincolnshire County Council adopted in April 2013. LTP4 sets out the Council's strategy for transport spending. Officers from the Central Lincolnshire Authorities are working closely to ensure that LTP4 and the IDP are integrated effectively and that the LTP4 fully considers what is required to enable growth in Central Lincolnshire. Any new schemes identified in LTP review will be included in future IDP schedules.

4.23.4 Key plans and strategies which have been used to inform the transport infrastructure requirements for Central Lincolnshire are:

- Lincolnshire Local Transport Plan 4 (2013/14 – 2022/23)
- Lincolnshire Local Plan Tool (2015)
- Transport Strategy for the Lincoln Area (February 2008)
- Gainsborough Transport Strategy (October 2010)
- Emerging Gainsborough Infrastructure Study
- Sleaford Transport Strategy (June 2014)
- Lincolnshire Rail Strategy (April 2010)

4.23.5 These documents have informed the IDP schedule and some of the more pertinent schemes are discussed in the following sections of this IDP, including the area based chapters.

4.24 Highways

4.24.1 Lincolnshire Local Plan Tool (LLPT) is a model to show at a high level the combined impact of planned growth on Lincolnshire's highway network. This has been supplemented with "lower tier" analysis for the Lincoln area which:

- assumes that Lincoln Eastern Bypass (LEB: IDP reference Trans 9) is completed;
- concludes that the priority would be to construct the Lincoln Southern Bypass (LSB: IDP reference Trans 14) should funding allow;
- as an alternative and potential addition to LSB, lower cost improvements including part dualling to the existing bypass and LEB; and,
- suggests that in all cases sustainable travel (modal shift) will be important.

4.24.2 There are significant highway schemes in the appended schedule of significant cost, although in many instances these will secure significant grant funding. With the exception of the schemes mentioned below, these are all included as priority 2 infrastructure. The recent "lower tier" LLPT analysis (summarised above) seems to support these priorities.

4.24.3 The first phase of the East-West Link from Lincoln High Street to Pelham Bridge is funded, construction is underway and the scheme will open later in 2016. This scheme is therefore given priority 0 in the IDP schedule as it is 100% funded.

4.24.4 A high priority scheme, as mentioned above, is the Lincoln Eastern Bypass (LEB) at an estimated cost of £96m. This scheme is of regional and local importance, and is fundamental to the delivery of new development in Central Lincolnshire and the transport strategy for Lincoln. Given its significance, LEB is determined as a high priority (classed as priority 1) for infrastructure spending within the context of the prioritisation categories identified above.

4.24.3 More information on these schemes, as well as others relevant to specific urban areas of Lincoln, Gainsborough and Sleaford are considered in more detail in the appropriate area sections of the IDP. These schemes (and others identified in IDP schedule) are more related to improving local traffic movements in comparison to the strategic role of the LEB, but will nevertheless help unlock new development.

4.24.4 In addition there may be specific pieces of infrastructure which may be required to mitigate the impacts of a particular site coming forward and/or that serves the development and links into existing facilities. These will be identified as part of Transport Assessments submitted as part of the planning application process. Whilst on smaller sites these will be quite minor improvements, dealt with through the development management process; on larger sites, these are likely to be more significant. Consideration of infrastructure requirements will therefore be undertaken through the development of the Transport Assessments and where relevant with input from the Infrastructure Task Group of officers and the SUE delivery groups (both of which are mentioned in Section 3.2).

4.25 Rail

4.25.1 A significant rail issue to affect Central Lincolnshire is the recent upgrading of to the GN/GE Joint Line. This will see the number of freight trains using the route increase with re-routing from the East Coast Main Line between Peterborough and Doncaster. This will result in a significant increase in closure of road crossing in Lincoln, notably Lincoln High Street. Schemes that will help mitigate related problems include the East-West Link and the proposed footbridges at Lincoln High Street (IDP schedule reference Trans iv) and at Brayford Wharf East (reference Trans v). High Street bridge is fully funded by Network Rail and is under construction to be delivered in 2016. Brayford Wharf East benefits from planning permission and delivery is subject of discussion by Network Rail, LCC and partners. In the short term, regeneration south of the railway will improve pedestrian access between High Street and Brayford East to facilitate pedestrians crossing at the new High Street bridge.

- 4.25.2 However, the Joint Line upgrade is a major infrastructure investment and will provide the opportunity to enhance existing services and create new services, particularly at weekends. LCC and its partners will continue to press the rail industry for enhanced passenger services once the upgrade is completed along with other routes and services within the plan area. In addition the Friends of the Brigg and Lincoln Lines are trying to set up a Community Rail Partnership.
- 4.25.3 Improved passenger services between Lincoln, Gainsborough and Sheffield are already included within the new Northern franchise due to be awarded in December 2015.
- 4.25.4 Network Rail is looking at options to alleviate the flat crossing just to the north of Newark Northgate where the Nottingham to Lincoln Line crosses the East Coast Main Line (ECML). A Governance for Railway Investment Projects³⁰ (GRIP) 2 Feasibility Report is nearing completion which includes modelling work. This considers alternative options including a flyover and a dive under. Whilst this is located outside of the plan area, a project to resolve this issue could have a number of benefits in particular increasing the capacity on both routes and allowing increased line speeds (especially on the ECML).
- 4.25.5 The progress on this work and any subsequent projects which may emerge will be contained in future reviews of the IDP.

4.26 Buses

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

³⁰ <http://www.networkrail.co.uk/aspx/4171.aspx>

- 4.26.2 A key project which will assist growth is the proposed Lincoln Transport Hub, including bus interchange. This is considered in more detail under the Lincoln section below. A number of bus improvements have and will be implemented in Lincoln in accordance with the Lincoln Integrated Transport Strategy as also mentioned at the Lincoln section.
- 4.26.3 Many Gainsborough bus improvements have taken place in recent years (in line with the Gainsborough Transport Strategy) and these are mentioned in the Gainsborough section below.

4.27 Walking and Cycling

- 4.27.1 As well as road and rail schemes there is also a need to consider improvements to the cycling and walking infrastructure in Central Lincolnshire. Following a successful bid to the DfT's Local Sustainable Transport Fund, the County Council and its partners are implementing 'Access LN6'. This is a £6.5million programme which runs from 2012-2015 and aims to improve sustainable transport options in the LN6 area.
- 4.27.2 Numerous projects have and continue to be implemented including: improved bus services, improved cycling and walking infrastructure, Bike loan schemes, Improved accessibility to Hykeham Station, Personalised Travel Planning for residents and businesses and a broad programme of behaviour change initiatives through a mixture of social marketing, travel planning, information and encouragement.
- 4.27.3 The Public Rights of Way improvement Plans produced by Lincolnshire County Council identify objectives that have clear linkages with the Central Lincolnshire Green Infrastructure and the sport and recreation infrastructure requirements, as does bridleway access. These Plans have informed green infrastructure evidence and will inform decision-making on both the Local Plan and planning applications.
- 4.27.4 The LEB provides an enhancement to the current Non Motorised User (NMU) provision to the east of Lincoln in addition to maintaining and connecting to the existing provision on radial routes into Lincoln. This includes:
- a 3m wide NMU Route along the full length of the bypass which can be used by pedestrians, cyclists and equestrians; plus a shorter section on the eastern side between Wragby Road and Greetwell Road, part of which uses the line of Greetwell Fields which has been reclassified within the Orders;
 - Where the bypass crosses Hawthorn Road, Greetwell Road, Lincoln Road and Bloxholm Lane either a bridge over the bypass or a subway under, to maintain the connectivity of the existing routes is provided.
 - Connections from the LEB NMU route to both the Viking Way and the Sustrans route that runs alongside the River Witham.

- All roundabouts have uncontrolled crossing points on their arms to allow pedestrians and cyclists to cross over the roundabouts along the NMU route.

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

4.28.1 As shown in appendix 1 it is estimated that the transport infrastructure required to support the level of growth in Central Lincolnshire will be in the region of £700m of which a majority will be for new and improved highway infrastructure.

4.28.2 LCC (as highways authority) will take the lead role in delivering the vast majority of the transport projects in the IDP, and the support of key development partners will be important, particularly District Councils and Highways England. However, as identified above, delivery of all types of infrastructure will be overseen by the officer task group, joint Central Lincolnshire Joint Strategic Committee and SUE delivery groups.

4.28.3 Appropriate financial contributions will be sought from sources including new development, in line with the IDP schedule and developers, particularly on larger sites, will be required to produce site specific Transport Assessments and associated travel plans. These assessments will identify the impact of the development and how this can be mitigated as well as how new development can be effectively linked to and enhance existing transport infrastructure and services. In line with the emerging Developer Contributions Supplementary Planning Document (SPD) it is expected that developer contributions may be sought for a range of measures including:

- New access roads;
- Improved junction layouts;
- Public transport accessibility;
- Measures for cyclists and pedestrians;
- Traffic Management / highway safety measures;
- Travel information; and
- Public rights of way

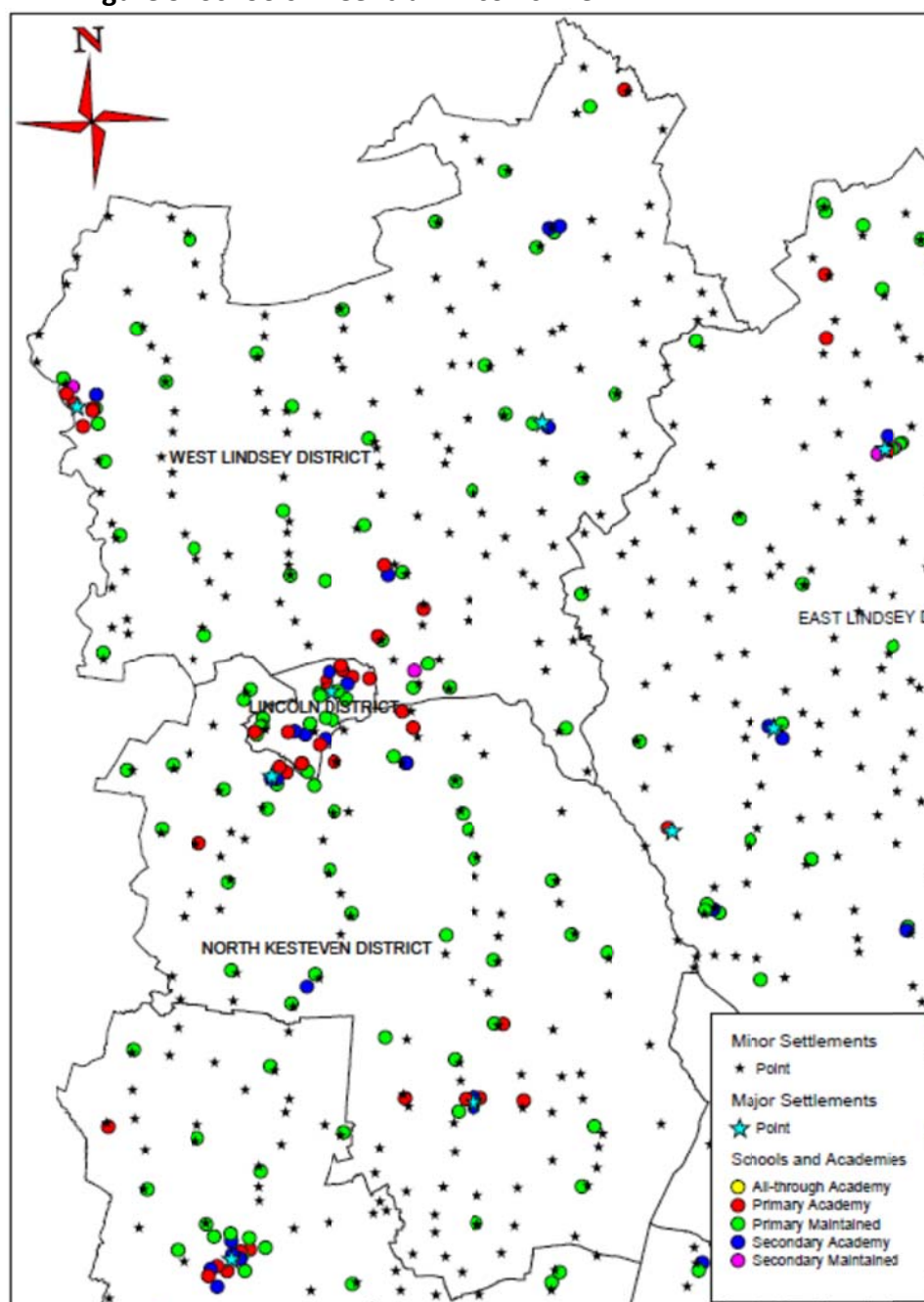
Social Infrastructure

4.29 Education

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

Nursery provision) for children aged three and four years. The location of schools in Central Lincolnshire is set out in the map below.

Figure 9: Schools in Central Lincolnshire



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

4.30 Capacity

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

4.31 Infrastructure Requirements

- 4.31.1 Based on the growth proposed, there will be a need for new primary and secondary provision across Central Lincolnshire either through physical provision or financial contributions. The nature of this will vary however it is anticipated that the proposed Sustainable Urban Extension's in Lincoln, Gainsborough and Sleaford will be required to provide on-site primary and, in some cases, secondary schools.
- 4.31.2 Timescales for delivery will be linked closely to development. LCC will typically expect contributions for larger schemes to be paid in phases: typically every 100 dwellings, subject to development size. Where LCC has taken responsibility for delivery, the Authority has in the past delivered schools in phases, adding additional class rooms as required. In addition, LCC has in the past taken responsibility for constructing and paying for part of the school in line with phase payments in advance of the necessary "trigger point".

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

- 4.32.1 To accommodate new pupils from proposed growth, it is clear that many additional schools and school extensions will continue to be needed, but there is not any apparent significant local or central funding available for this. The capital funding available to schools directly (devolved formula capital – DFC) has been reduced to 20 per cent of 2009/10 levels; and, in any case, has always focused on maintenance rather than providing the means for major expansions. Future levels of capital available via DfE or LCC are unclear 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.

- 4.32.2 LCC has made enquiries regarding additional funding specifically for increasing education provision on the basis of the growth agenda. The latest enquiry was made to the DfE in June 2014 and it was confirmed this would be very unlikely. It is not expected that this situation will change in the future and, given the current public sector funding climate, it is less likely that funding will be available from the DfE to support housing growth. Major third party contributions will be needed to support growth therefore.
- 4.32.3 It is expected that almost all education infrastructure that is needed to support growth will need to be funded via planning obligation or CIL. Where that funding is agreed and subject to relevant legal safeguards, LCC (as education authority) will typically underwrite funding and forward fund investment, on the basis that funding is returned over an agreed timescale. The school construction and opening will be phased accordingly. The approach for calculating developer contributions will be set out in the Central Lincolnshire Developer Contributions Supplementary Planning Document, subject to future policy changes and updates to the indicative education information in the SPD.

4.33 Childcare

- 4.33.1 In 2011, Lincolnshire County Council completed a Childcare Sufficiency Assessment³¹. While noting that sufficiency in West Lindsey was only just over the level considered to be sufficient, the Assessment reports that the County as a whole was sufficient. Further, the vast majority of parents were satisfied with their children's care (94% satisfied), its cost (86% satisfied), its location (94% satisfied) and opening hours (90% satisfied).
- 4.33.2 Childcare is a consideration in terms of the implications of population growth and change. Nursery provision is generally provided on a commercial basis, albeit with close liaison with LCC, which has a statutory responsibility for securing sufficient provision. This might mean some provision in the form of purpose-built nurseries and "extended provision" (out of school childcare) on major developments or regeneration areas. Smaller sites can more easily be served by existing provision such as independent child-minders.
- 4.33.3 Where nurseries are needed, it is assumed that either the developer or a relevant public sector body (likely to be LCC) will manage the relevant building and let sufficient floor space to a private provider on a commercial basis. In certain circumstances provision, although on a commercial basis, potentially secured through planning obligations and/or planning conditions. These facilities should be modestly designed and appropriately located so that a provider can secure the facility at an affordable rent, without excessive capital cost to the developer

³¹ <http://www.lincolnshire.gov.uk/parents/caring-for-children/family-information-service/childcare/childcare-sufficiency-assessment-2011/101893.article>

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

4.33.5 In preparing the IDP schedule, early years and extended provisions have been excluded from the schedule. With appropriate design this is considered to be a nil or very low overall cost due to the commercial nature of provision.

4.34 Emergency Services

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

4.34.2 Despite efforts by the authorities, engagement of the Police and East Midlands Ambulance Service have been limited.

4.35 Fire

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

4.36 Police

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

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

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

4.37 Ambulance

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

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

4.38 Infrastructure Requirements

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

4.38.2 Major strategic development will perhaps require the provision of new fire stations or the re-location of existing stations. A new fire station is proposed in Sleaford to replace the facility on Church Lane. Subject to gaining the required approvals it could be operational by 2016. Assumptions about future provision have been made as set out in the appended IDP schedule. LCC will provide relevant funds for fire stations where appropriate. Where developer contributions are to be used for fire stations, it is assumed that this would only be through CIL but in the short term this is not included nor expected to be added to the Regulation 123 list.

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

4.39 Healthcare

Overview

4.39.1 There are two main types of health provision:

- Primary care focuses on the treatment of minor injuries and illnesses, and deals with minor surgery and the on-going management of chronic conditions. It is the first point of contact most people have with the NHS, and is delivered by a wide range of professionals, including family doctors (GPs), nurses, dentists, pharmacists and opticians.
- Secondary care covers care in general and specialist hospitals for conditions that normally cannot be dealt with by primary care services. It includes medical and mental health services.

4.39.2 Healthcare in England is provided by a range of organisations under the umbrella of the Department for Health which has responsibility for strategic leadership of both the health and social care systems.

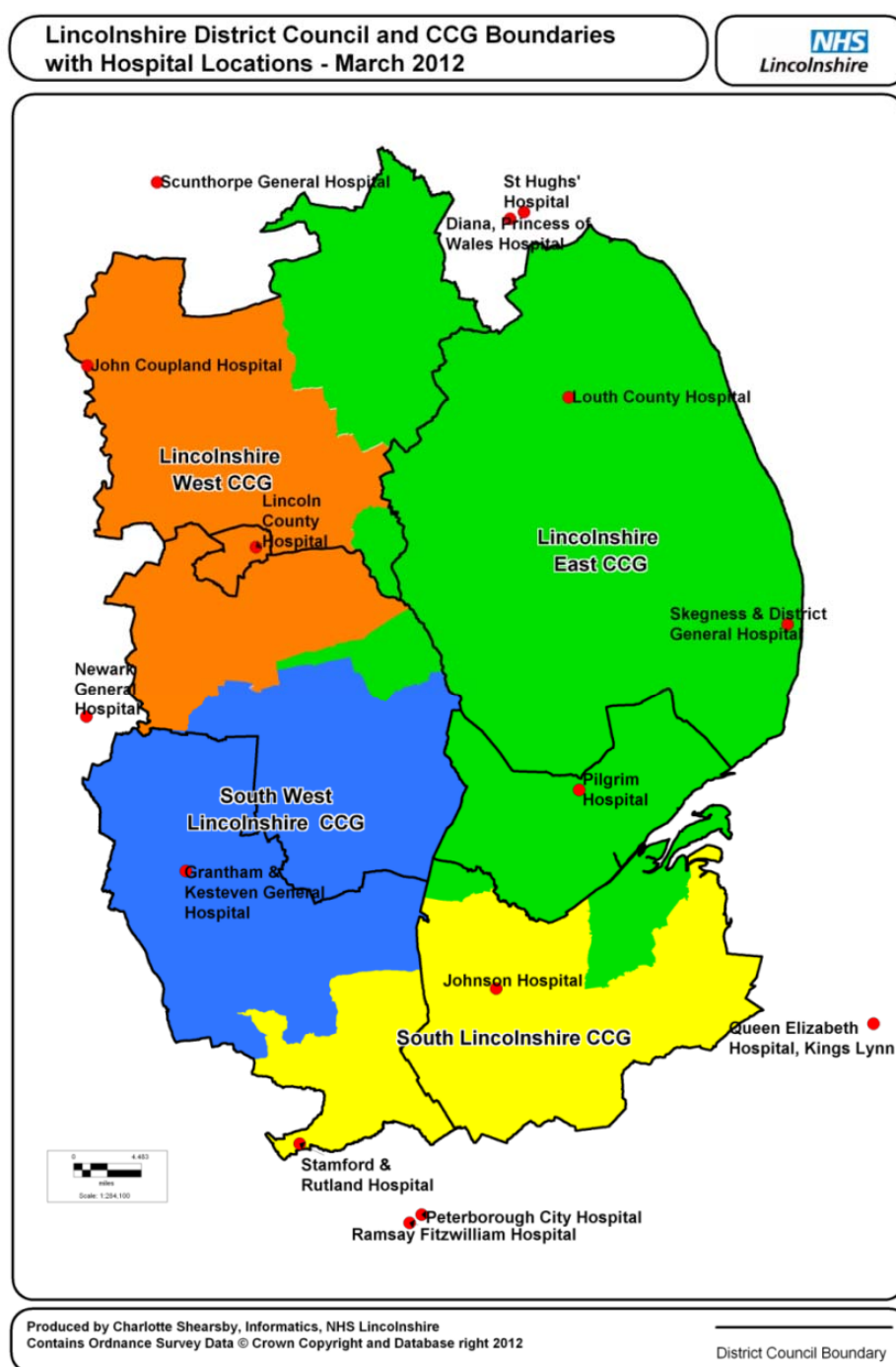
4.39.3 **NHS England** has a number of roles including funding local Clinical Commissioning Groups (CCGs) to commission services for their communities and ensures that they do this effectively. Nationally, NHS England commissions specialised services (such as cancer, renal and forensic mental health services) and some primary care such as dentistry and ophthalmology, offender healthcare and some services for the armed forces. NHS England also has responsibilities in funding and managing delivery of new primary care infrastructure.

4.39.4 **Clinical Commissioning Groups (CCG's)** are made up of doctors, nurses and other professionals who plan and procure services for the local community from any service provider that meets NHS standards and costs. Providers could be NHS hospitals, social enterprises, voluntary organisations or private sector service providers. CCGs manage the majority of the NHS commissioning budget. They commission most of the hospital and community NHS services in the local areas for which they are responsible

4.39.5 The Central Lincolnshire area is covered by three of the four Lincolnshire CCGs as shown on the figure further below and described immediately below:

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

Figure 10: Clinical Commissioning Group Areas

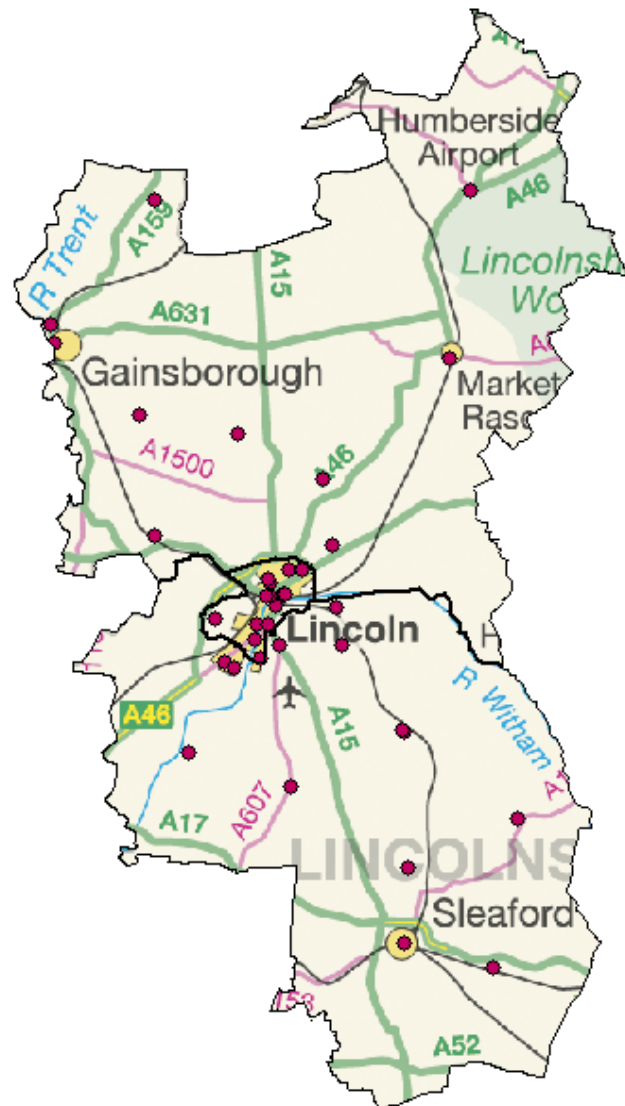


4.39.7 Lincolnshire County Council has responsibility for many **Public Health** functions. The council has a statutory duty to take steps to improve the health of Lincolnshire. This also includes the duty to provide preventative services such as housing related support to help people gain or maintain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

4.40 Capacity and Infrastructure Requirements

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

Figure 11: G P surgeries in Central Lincolnshire



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

4.40.3 The Lincolnshire health bodies are undertaking an assessment of the various elements of healthcare property. This has been associated with wider health planning (such as the Lincolnshire Health and Care – LHAC – initiative) which will take account of growth, particularly housing, in considering how to

manage new and existing healthcare premises in Lincolnshire. Health care commissioners and providers will work with NHS England, supported by the Central Lincolnshire Planning Authorities, to meet the expected shortfall in capital funding.

4.41 How will it be funded?

- 4.41.1 A concern is the probability that an increased population in Lincolnshire will not be matched by increased funding by the Department of Health. The Department currently provides funding on the basis of the previous year's allocation with only national funding growth (real growth above inflation) which is only marginally influenced by population change. If there is little real growth in national NHS funding, areas of population growth suffer a reduction in per capita resources. To avoid this reduction in per capita funding for the existing population, additional funding is required to mitigate the cost burden of population growth. As noted above, local bodies will work together to ensure that national bodies are aware of these issues.
- 4.41.2 The cumulative impact of development across Central Lincolnshire may lead to pressures on the health infrastructure network which is beyond the immediate proximity of the proposed development. Some settlements, such as Sleaford, have a population close to the "tipping point" of requiring ambulatory centres and, in such cases, and where there is a clear delivery strategy from health bodies, it is proposed that proportional payments are made through both mainstream health funding and through developer contributions in line with contributions to a standard health centre. Therefore in the later years of the plan it is anticipated that CIL will fund some Secondary (acute) healthcare.
- 4.41.3 Developer contributions through S106 legal agreements may be sought for new primary health care facilities (which may be co-located with other health or social care providers) and construction costs for additional facilities / extensions, adaptations or alterations which are required to meet the needs of a development. The current emphasis in GP provision is to improve existing facilities to allow a wider range of services and improved efficiency within larger practices. This also reflects a national agenda to provide better care at a local-level (see the third principle of The NHS Five Year Forward View³²). Requests for such contributions will be based on an up-to-date assessment of current supply and future needs in the relevant part of the plan area.
- 4.41.4 Where surgeries are to be provided, the design, location and specification should be considered in close liaison with the local planning authority and relevant CCG. In principle, surgeries should be modestly sized and designed, with adequate (not unnecessarily large) car park, circulation and amenity

³² <https://www.england.nhs.uk/wp-content/uploads/2014/10/5yfv-web.pdf>

space. This is important in minimising capital costs and potential on-going revenue costs.

- 4.41.5 The Central Lincolnshire Authorities will continue to work with NHS England, Local Area Team (LAT), Clinical Commissioning Groups (CCGs), GPs and other partners involved in health and social care provision to ensure that the infrastructure required to support growth is identified and provided in a timely manner.

4.42 Social Care

- 4.42.1 LCC is the relevant social care authority. The Joint Strategic Needs Assessment (JSNA)³³ considers objectives around care for older people as well as those with learning difficulties, physical / sensory impairments and those experiencing mental health problems. Provision of specialist accommodation to meet the needs of these groups, for example, “extra care” units for the elderly is considered in the SHMA. In addition, provision has been made in Local Plan policy LP10 and policy LP11.
- 4.42.2 In terms of the distribution of housing and the layout of major housing schemes, LCC social services has advised that due to the potential reduced mobility of some people accessing care services, it would be preferable to see developments around key centres with access to public transport and other services such as GP surgeries, shops, social activities and other such facilities. This is also reflected in policy LP10.
- 4.42.3 The development of any specialist accommodation (such as “extra care”) could be used as a community hub to support all the local people as well as those with a social care need. Facilities to meet extra care requirements can ensure a sufficient mix of house types.
- 4.42.4 In addition the Central Lincolnshire Strategic Housing Market Assessment (SHMA) recognises that Central Lincolnshire has an ageing population and members of the community with reduced mobility which will lead to specific accommodation needs. In recognition of this Local Plan Policy LP10 sets out a range of housing solutions which developers will be required to ensure that homes are accessible and meet their needs.
- 4.42.5 Arrangements have been made by LCC to ensure that social care needs are met over the coming financial years, as part of this process there will be a Council Tax increase. In the long-term, as the principle commissioner of care, LCC will continue to manage the supply for social care.

³³ Lincolnshire County Council and NHS Lincolnshire (2012) Joint Strategic Needs Assessment <http://www.lincolnshire.gov.uk/residents/public-health/behind-the-scenes/policies-and-publications/joint-strategic-needs-assessment/115338.article>

4.43 Libraries, Museums and Community Halls

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

4.44 Places of Worship

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

4.45 Leisure, Sport and Physical Activity

- 4.45.1 Public leisure provision is managed by the District Councils in the respective areas, with some direct private- and community-sector provision and partnership. Some existing public facilities may need improvement or replacement during the Plan period, with implications for capital and revenue expenditure. The three District Councils have contracts for leisure provision which will expire during the early years of the Local Plan and IDP.
- 4.45.2 Assessment into sports pitches, indoor sports facilities and “minority sports” (such as equestrian sports) was undertaken by Neil Allen Associates in 2013. This was sponsored by a group of partners including Sport England, the Lincolnshire Sports Partnership, Lincoln University, Lincoln College and Leisure and Planning Services in each of the districts. This evidence gathering process considered the availability, usage and quality of existing provision in order to determine a strategy to deliver against future requirements.
- 4.45.3 The study findings included some options that the authorities now need to consider so that outputs can supplement current assumptions in the IDP schedule. These options related to the future of major public sports centre and swimming pools after 2022. This has been addressed in the IDP schedule by providing a "cost envelope" for a major facility which it is assumed would cover any of the options: which are basically to redevelop a combination of existing sites or focus on one new site. The actual cost assumption comes from the Sport England website³⁴.

³⁴ <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/cost-guidance/>

4.45.4 In relation to outdoor sport, the findings of the NAA study have been used to set out a need for these facilities. Again, costs are taken from the Sport England website.

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

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

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

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

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

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

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

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

4.46 Heritage

4.46.1 Central Lincolnshire contains a wide range of built and natural heritage assets which help contribute to both the unique character of the area and also to the

visitor economy of the area. In its role as advisor in relation to archaeology, the County Council seeks to increase awareness of the importance of archaeological assets, and to protect them wherever possible. Whilst there are over 47,000 archaeological sites and historic features across the County, new sites continue to be discovered, often as a result of development activities. It is therefore important that measures are taken when planning permission is granted to investigate, record, analyse and protect this non-renewable asset.

4.46.2 The four Central Lincolnshire authorities and partners are responsible for a variety of heritage assets. In certain cases, these assets are infrastructure, for example, historic school buildings. In their capital programmes, the authorities should promote the long-term maintenance of these assets. Equally, opportunities to secure Central Government and other funding sources should be examined and pursued.

4.46.3 In the provision of infrastructure and the bringing forward of Local Plan development, it is foreseeable that development which may have an impact on archaeology may be required to make a contribution towards measures which protect and enhance that feature. This may include provision for site management, interpretation schemes, public access and community projects; or provision of open space, to protect archaeological remains that are of sufficient importance to warrant preservation in situ, and the maintenance of the open space to prevent any disturbance. This should be feasible within the scope of typical open space provisions

4.46.4 Whilst it is expected that almost all matters relating to heritage and archaeology can be subject to a planning condition, there may be circumstances where provision through S106 agreement may be sought. This need for this will be identified on a case by case basis depending on the impact of the proposed development.

4.47 Green Infrastructure

Overview

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

4.47.2 Local Plan Policy LP20 seeks to ensure that new development safeguards and enhances the area's existing Green Infrastructure. Other Policies (LP21, LP22, LP23, LP25, LP13) aim to protect aspects of the Green Infrastructure network, including strategic green wedges, biodiversity, strategic and local recreational open spaces, historic sites and existing non-vehicular access networks. LP24

and appendix C set out the expectation with regard to provision requirements expected from new development. The policies include a flexible approach to meeting provision to meet the needs of the new residents through on-site provision or through contributions off-site to enhance the capacity and accessibility of existing provision.

- 4.47.3 Central Lincolnshire's Green Infrastructure comprises both green-spaces within urban areas, such as Hartsholme Country Park and historic commons in Lincoln, and larger green-spaces in the countryside such as Laughton Wood. Major green corridors, such as the Witham Valley and Trent Valley are particularly significant GI assets within Central Lincolnshire. 'Green-space' also includes: allotments, community gardens and urban farms; amenity green-spaces (including green roofs); cemeteries, churchyards and disused burial grounds; "green (and blue) corridors"; natural and semi-natural green-spaces; and parks and gardens. "Green and blue corridors" are an interconnected network of land and water that supports the wider GI network. In addition to these greenspaces, GI assets also include domestic gardens and street trees, agricultural land, historic environment assets, and floodplains. It can include public and private assets, with and without public access.
- 4.47.4 The area's Green Infrastructure supports important ecosystem services and benefits integral to the health and quality of life for Central Lincolnshire's communities. This includes, for example, flood attenuation and water resource management, carbon storage, countering the heat island effect of urban areas, providing opportunities for access to nature and local food production. These important opportunities were highlighted in the Adapting through Natural Interventions study³⁵.
- 4.47.5 The network of Strategic Green corridors and Access links are set out in the Central Lincolnshire Green Infrastructure Study³⁶ completed in December 2011. This study was commissioned by the Central Lincolnshire Partner Authorities with steerage from the Central Lincolnshire Green Infrastructure Group (CLGIG), which includes key environmental partner organisations such as the Environment Agency, Natural England, Lincolnshire Wildlife Trust and the Lincolnshire Sports Partnership. The study sets out clear objectives for the development of a resilient green infrastructure network within Central Lincolnshire.
- 4.47.6 As well as identifying the strategic GI network and key objectives the study sets out a Green Infrastructure Framework and identifies a draft list of Strategic Green infrastructure Actions, Initiatives and Projects.

³⁵ <http://www.climate-em.org.uk/resources/item/adapting-through-natural-interventions-projectreport/>

³⁶ <http://www.lincolnshire.gov.uk/central-lincolnshire/planning-policy-library/environment/green-infrastructure-study-for-central-lincolnshire/120608.article>

4.47.7 The Authorities, with partners such as the Greater Lincolnshire Nature Partnership and the EA, will be undertaking further work to identify, cost and prioritise Green Infrastructure projects in support of the Central Lincolnshire Green Infrastructure Strategy objectives.

4.47.8 A Central Lincolnshire Central Lincolnshire Biodiversity Opportunity Mapping Report has also been completed in 2013 which further supports the understanding of the need and opportunities for Green infrastructure development within;

4.48 Infrastructure Needs

4.48.1 In addition to the Green Infrastructure Strategy, the Central Lincolnshire Authorities have undertaken an Open Space Audit and Provision Standard Assessment (2015). The audit identifies the key Strategic and local sites across a range of typologies. A GIS based audit of all open space site typologies across Central Lincolnshire has been completed for usable greenspace across different open space types as outlined below and gives an indicative picture of the current baseline level of provision:

- Parks and Gardens
- Amentiy Space
- Play Areas
- Sports provison
- Green Corridors including PROWs
- Accessible natural greenspace
- Allotements
- Civic Space

4.48.2 This mapped data set has been used to benchmark against the quantity, accessibility and quality set out in national standards and identify the patterns of open Space supply within Central Lincolnshire. The review recognises that open space serves a range of uses and functions. The hierarchy of provision helps understand the different functions the sites perform and distinguish between provision of strategic and neighbourhood/local importance

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

4.49 Funding Infrastructure

4.49.1 The Local Plan, IDP and evidence being developed as set out above have a role in identifying and coordinating delivery of green infrastructure and protecting existing assets from development. New development will generate additional green infrastructure needs, and will be expected to contribute to the enhancement and improvement of the Green Infrastructure network on the

basis of the evidence mentioned above and any other appropriate evidence that is later gathered. It is expected that strategic green infrastructure may be funded by CIL in the latter stages of the Local Plan period whilst local provision which is a required as a result a specific development will be sought through S106. Full details about the level of provision which may be sought through developer contributions is set out in the Central Lincolnshire Developer Contributions Supplementary Planning Document (SPD).

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

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

In response to expected call for project bids in October from CLG through the GLEP, Local Partners (EA GLNP and LWT) have identified some key project opportunities for Greater Lincolnshire. The following identified opportunities could be relevant for Central Lincolnshire GI delivery;

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

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

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

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

Natural England

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

Wren Funding programmes

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

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

4.50 Lincoln Area

4.50.1 A full range of infrastructure will be needed to support future development of the Lincoln Area. Many of these issues are touched upon in the sections above but some major Lincoln-specific infrastructure issues are considered in some detail below. Although these Lincoln-specific issues are significant, the Authorities will need to overcome these challenges to deliver against the proposed urban focus of the Local Plan. Viability evidence shows that the area close to Lincoln is that which will achieve Central Lincolnshire's highest residential values and therefore provide the greatest opportunity to overcome significant infrastructure issues. Lincoln is also the Local Plan's focus for growth in non-residential uses so it is important that the City's infrastructure is maintained and enhanced.

4.50.2 In relation to transportation issues, The Lincoln Integrated Transport Strategy (LITS) sets out a number of proposals for managing transport in the City. The Lincoln Eastern Bypass (LEB) and East-West Link have formed fundamental parts of this strategy. The latter is under construction. The former has the benefit of planning consents and Compulsory Purchase and Side Road Orders, having addressed issues at Hawthorn Road's proposed crossing. The latter is under construction and due to complete in 2016.

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

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

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

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

- An integrated transportation facility providing a bus/car/train arrival point at the bottom of Sincil Street and St Mary's Street, Lincoln
- An efficient 990 space pay-on-exit MSCP
- A new fit for purpose and larger 14 bay bus station with additional coach drop-off point and 2 additional lay-over bays (improved coach provision whilst retaining optimum bus operational movements);
- New toilet provision, baby changing facilities, travel information desk and a coffee shop will be incorporated within the new bus station.
- New retail/commercial space;
- Improved public realm and highway along St Marys Street including renewed station concourse and wide pedestrian crossing between the train station access point and Sincil Street, enabled by moving Network Rail car park entrance further east along St Marys Street;
- Longer cycle lanes as a result of the highway simplification to enable effective connection into the East Midlands Trains new 240-bike cycle hub and
- The ability for Network Rail to deliver a new footbridge as a second phase of the scheme

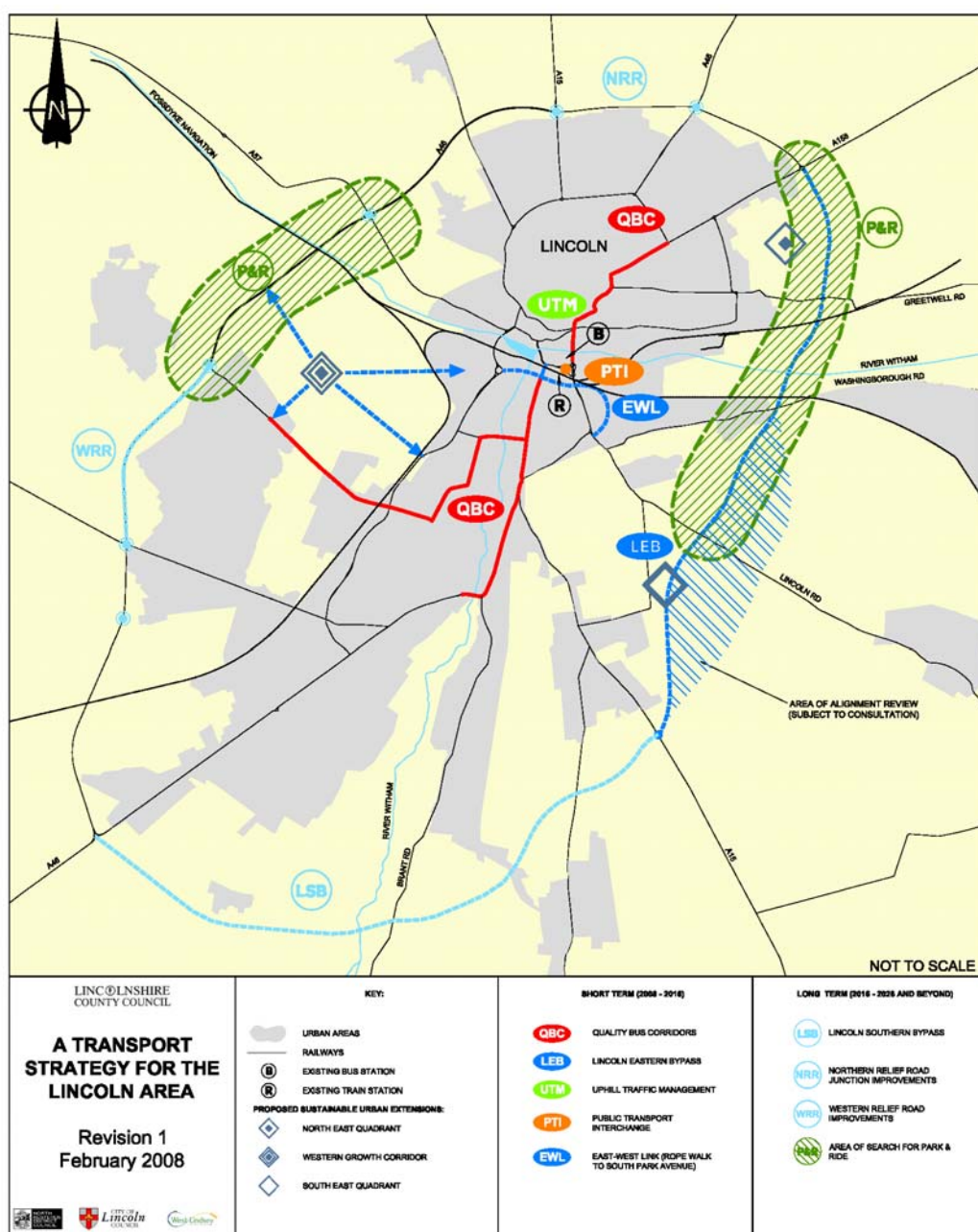
4.50.7 A funding package is currently in development however subject to additional information and DfT approval the project has been granted £11million Growth Deal funding in 2016/17. A planning application is due to be submitted in 2016 and once the final funding package is in place there will be a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

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

4.50.9 The current draft IDP schedule includes the £34m pay-back for LEB costs (underwritten by LCC) as the top priority for infrastructure funding. The majority of this is anticipated to come from CIL over the life of the Local Plan but a proportion is expected from section 106 agreements for schemes that will come forward before the introduction of CIL. Any CIL spending is to be formally agreed with the individual District Councils (as CIL charging authorities). This approach has been a long-standing element of the IDP as discussed with officers and councillors of the four authorities over many years, and the LEB has been included in the three Districts' draft "Regulation 123" lists. The LEB is also the subject of a signed Memorandum of Understanding between the four authorities that agrees the importance of LEB in developer contributions funding. As noted above, DfT and LCC funding are already in place for the remainder of the £96m.

- 4.50.10 Further transport assessment will be needed, with major involvement from the promoters of the South West Quadrant SUE (extension to Hykeham) and promoters of other potential development sites in the area, to establish the nature, cost, timing and funding of different sections of the Lincoln Southern Bypass (LSB). The eastern section of LSB could potentially receive LEP or central government funding (relevant applications will be made) and potentially some CIL funding during the latter part of the plan period. The western part of the LSB route is directly related to the South West Quadrant and is expected to be provided, in significant part, by section 106 or directly provided by the developer as set out in the Local Plan policy for that SUE. The western section may also benefit from Highways England funding: an application is pending.
- 4.50.11 The Swanpool Link is mentioned in the LITS as a 'developer-led' scheme. The 'developer' in this includes the City of Lincoln, which has significant land holdings within the proposed SUE as well as the relevant private land owners. The Link has been suggested as potentially funded in part land owner and other funding, such as LTB and LEP funding. It is the subject of a LEP funding bid. Any CIL contribution would need to be considered in terms of justification, because the LITS assesses the scheme as site-specific, and because the total expected CIL funding is limited. The need for, specification of and funding of each element of the Link will be considered in more detail as relevant partners move towards a planning application.
- 4.50.12 The Western Growth Corridor land owners have submitted external funding bids to European Regional Development Fund and European Single Infrastructure Fund for transport infrastructure (£19m), tip remediation (£4m) and flood mitigation (£5m). Bids have also been submitted to the Homes and Communities Agency and Highways England Growth and Housing Fund (GHF). If necessary, subsequent bids will be submitted to ensure that funding is secured to deliver the project. This type of funding is typically only made available once planning consent has been issued to a scheme so a positive planning policy context is vital to the site's delivery.
- 4.50.13 As evidenced within the adopted Lincoln Integrated Transport Strategy, Park and Ride is an important element in supporting the future growth of the city. Along with proposals for sustainable transport measures to support walking, cycling and other public transport use, it provided a balance transport approach to dealing with future demand for travel. Proposal for new development will be expected to demonstrate that all transport implications from that development can be addressed, in part, through contributing to such measures.
- 4.50.14 The Plan below shows the location of the key Lincoln transport proposals.

Figure 12: A Transport Strategy for the Lincoln Area.



Source: Lincoln Integrated Transport Strategy³⁷

4.50.14 Secondary education (both within and outside Lincoln) is assumed to be CIL funded from 2017 and that some non-CIL funding will need to be secured, at least in the latter stages of the plan period, unless the property market has recovered sufficiently to allow increased CIL revenues. Again, this is subject to full agreement by the District Councils but has been a longstanding element of previous draft IDPs and included in the draft CIL "Regulation 123" lists. In

³⁷ LITS at <http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/transport-strategies/lincoln-transport-strategy/81505.article>

Lincoln, this provision will be in the shape of extensions to the secondary schools in the existing urban area and a new secondary school necessary to accommodate the proposed South East Quadrant.

- 4.50.16 Other 'strategic' infrastructure relevant to Lincoln is not assumed to be CIL funded in the short term. Where a development scheme would necessitate the delivery of these pieces of infrastructure and where that development scheme is viable, it is likely that some level of contribution will be expected through section 106, subject to Local Plan policies and Developer Contributions SPD.
- 4.50.17 Work has concluded with specialist flood risk consultants and the Environment Agency's modelling team to test scenarios for development to assess flood risk management options for sites in Lincoln likely to be affected by flood risk issues. This has informed the funding bid for flooding mentioned at 4.50.12. Also relevant is IDP Schedule reference Flood 1a.

4.51 Gainsborough Area

4.51.1 A Gainsborough Transport Strategy³⁸ was adopted by LCC and West Lindsey District Council in 2011, supported by modelling of a number of growth scenarios. The aims of the Transport Strategy are:

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

4.51.2 Proposed schemes from the emerging Gainsborough infrastructure study have been included in the IDP schedule, replacing those previously from the Gainsborough Transport Strategy where relevant. The emerging infrastructure study for Gainsborough is a specific piece of work led by West Lindsey District Council with support from Homes & Communities Agency which has been commissioned to support the town's Housing Zone Status and the other objectives for housing delivery in SUEs.

³⁸ <http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/transport-strategies/gainsborough-transport-strategy/101835.article>

4.51.3 A key part of the Gainsborough Transport Strategy (GTS) was the upgrading of the existing bus interchange, now expected to be part of improvements around Beaumont Street (IDP reference Trans 30). This is expected to be grant and local authority funded. The emerging strategy also includes many walking, cycling, public transport and road infrastructure improvements – many of which have been implemented. These include extensions to the cycle network, junction improvements and the implementation of the real time bus information. Appendix C of strategy contains four plans which show the final option packages for buses, walking and cycling, congestion and rail.

4.51.4 A specific proposal in the GTS is for improvements to Lea Road station (IDP reference Trans 25). The GTS includes options, each estimated at £500k. To fully implement this will involve the involvement of a range of partners including the two train operating companies who use the station, Network Rail, a voluntary group supporting the stations improvements, the town, district and county council and a private land owner who owns part of the site. Proposals partly rely on joint line upgrades as mentioned elsewhere in the IDP and will need a comprehensive funding package. Proposed measures include:

- Improved waiting and seating facilities on both platforms
- Increased CCTV coverage of entire station area
- Compliance with the Disability Discrimination Act
- Provision of information for onward travel, maps of local area and tourist information
- Installation of help points
- Refreshment facilities
- Resurfacing of parking area
- Improved signage outside and directing to the station

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

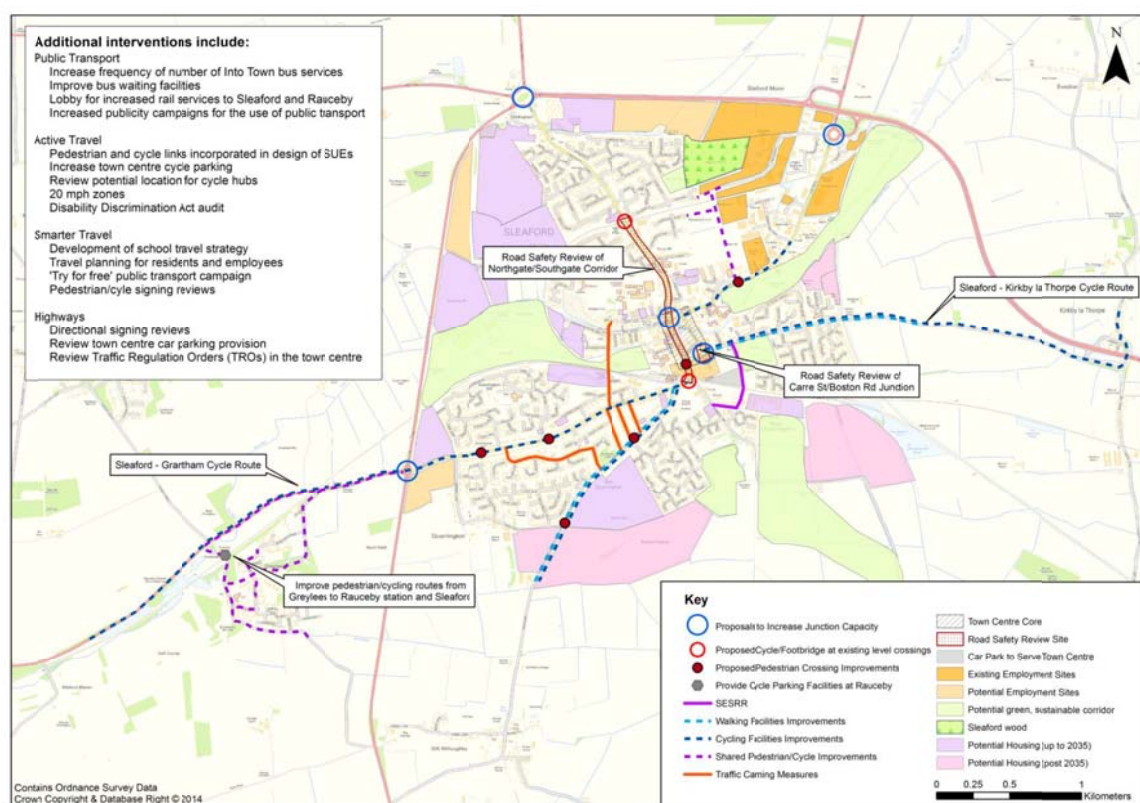
4.51.6 At Primary Level the two SUEs will in due course need on-site primary schools funded via S106 contributions. For other smaller development in the Town contributions will be sought and used to expand the nearest suitable primary school.

4.52 Sleaford Area

4.52.1 In Sleaford, transport is as part of the town's masterplan³⁹ and a transport strategy⁴⁰ for the town has been published. The Sleaford South East Relief Road (SERR) is considered important to unlocking the extension of Sleaford town centre and the redevelopment of 'The Maltings'. A planning application was approved, with an associated section 106 agreement, as part of a proposal by Tesco for a new superstore. Funding for the road was expected to be secured as part of this scheme. However, Tesco has made recent announcements that it does not currently intend to develop stores of this size. Further assessments of options for the sites are being carried out in conjunction with NKDC

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

Figure 13: Sleaford Transport Strategy



Source: Sleaford Transport Strategy (2014)

³⁹ <http://www.n-kesteven.gov.uk/business/economic-development-and-regeneration/sleaford-masterplan?tab=downloads>

⁴⁰ <http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/transport-strategies/sleaford-transport-strategy/123940.article>

- 4.52.2 The Sleaford Transport Strategy was published in October 2014 (see reference above) and has been prepared jointly by LCC and North Kesteven District Council (NKDC). It sets out a number of public transport, Active Travel, Smarter Travel and Highways interventions which will help address existing issues and support future travel needs which will arise as a result of growth within the town. This is supported by information about potential funding sources including LCC, NKDC, LEP, developer contributions and transport operators. The document including the various measures identified can be viewed in full at the LCC website⁴¹
- 4.52.3 One major element of the strategy is the SERR that is mentioned above. The scheme has been included in the IDP schedule along the lines discussed above. Clearly there is a need for further consideration now that Tesco is questioning its investment.
- 4.52.4 Another important element of the Sleaford Transport Strategy is improvements at the King Edward Street junction and level crossing. Discussions with Network Rail and other stakeholders are ongoing to establish a design, cost and funding package to support improvements. This will potentially be linked to the delivery of the SERR.
- 4.52.5 Major developments in Sleaford are expected in advance of CIL implementation, these sites will be expected to make planning obligation contributions to relevant transport measures in the town and secondary education, as well as other infrastructure requirements.
- 4.52.6 It is expected that a new secondary school facility will be provided to meet identified need in Sleaford, and located on Sleaford West SUE. It is possible that CIL revenue from future schemes will contribute to some of this facility and this might involve LCC capital to forward fund relevant elements or for space and buildings to be laid out to allow a simple extension.
- 4.52.7 A key component of the Sleaford Masterplan is to promote an environment that is positive for walking and cycling. With this in mind, the Masterplan proposes enhancements along the River Lea that provide a strong east/west connection across the town as well providing a new green infrastructure facility.

⁴¹ <http://www.lincolnshire.gov.uk/transport-and-roads/strategy-policy-and-licences/transport-strategies/sleaford-transport-strategy/123940.article>

5.0 Summary of costs & requirements

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

Table 5.1: Infrastructure by Priority with Estimated Funding Summary

Proposed Priority	Description	Grant / Local funding	CIL "demand "	S106 "demand "
1 – High	Key strategic transport	£62m	£31m	£3m
	Flood resilience measures	£3m		£3m
2 – Medium	Education provision, primary health centres, other health, other transport, fire, sport / community centres, high participation sport, green infrastructure and carbon reduction measures	£170m	£170m	£110m
3 – low	Lower participation sports; Broader transport strategy measures (assumed to authority, partner or government funded)	£12m	£0	£0
0 – assumed to be funded	Includes: utilities connections and existing LEP allocations. Also, flood management where addressed through design/ layout		N/A	N/A

6.0 Conclusions

6.0.1 On a purely financial basis, the most significant need would appear to be transport (principally highways infrastructure) and education. This is partly explained by the complexity of civil engineering projects and the specific complexities of Lincoln in particular. Given that expense, these themes are high risk elements of the IDP. In relation to transport, significant grant funding is available, as shown in the table above and is expected to become available during the life of the Plan.

6.0.2 The other factors that communities value in adding to their environment, such as green spaces and community facilities, are important although less significant in cost and are also considered in the schedule.

- 6.0.3 In addition, infrastructure which is the responsibility of the privatised utilities to provide is a significant consideration in relation to the scale of the development in the Local Plan. The Central Lincolnshire Authorities have confidence that these companies are ready to contribute to the delivery of the Local Plan's growth agenda but will continue to press for further utility infrastructure planning.
- 6.0.4 Considering the infrastructure needs, priorities and opportunities for phasing infrastructure, the Authorities have the ability to deliver a balanced approach to infrastructure delivery. As stated at the relevant sections above, the Authorities are looking into delivery methods that either save on capital costs of infrastructure or can allow for pay-back of that capital cost. The delivery of this approach is not without risk or challenge and will require the Authorities to manage pressures and integrate with partners in both the public, private and third sectors.

Appendix 1a to the Central Lincolnshire Infrastructure Delivery Plan: IDP Schedule - Central Lincolnshire Strategic Infrastructure

Note: projects are separated by "theme" then ranked by 'priority', cost then IDP refence (ascending)

Dwellings in policy: 36,960 (or 33,920 when accounting for completions as on other pages)
population: 76,998

Central Lincolnshire wide Utilities Infrastructure, including energy generation

Priority	IDP Ref	Name	Delivery Year(s)	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net demand for CIL to 2036	Future fund'g considerat'n	Costs and funding notes
0	E-supp A	Caistor - Three additional 11 kiloVolt circuit breakers	2016-2021	Northern Po	£ 400,000	£ -	£ 400,000	£ -	£ -	Costs rounded from Norther Powergrid's online investment map
0	E-supp B	Harpwell - replace 11 kiloVolt switchgear	2016-2021	Northern Po	£ 600,000	£ -	£ 600,000	£ -	£ -	Costs rounded from Norther Powergrid's online investment map
0	E-supp C	Stow - One 66 to 11 kiloVolt transformer replacement	2016-2021	Northern Po	£ 800,000	£ -	£ 800,000	£ -	£ -	Costs rounded from Norther Powergrid's online investment map
0	E-supp D	Gainsborough - series of 11KV circuit breakers replacement	2016-2021	Northern Po	£ 1,000,000	£ -	£ 1,000,000	£ -	£ -	Costs rounded from Norther Powergrid's online investment map
0	E-supp E	9km reinforcement - Spa Road substation to Hykeham	RIIO ED1	Western Pow	To be reviewd with Western Power			£ -	£ -	To be reviewd with Western Power
0	E-gen EFW	Lincoln Energy from Waste latent heat project	tbc	LCC	X	£ -	X	£ -	X	
0	Water 1	Canwick STW Scheme to remove hydraulic restrictions	tbc	Anglian	None provided	£ -	£ -	£ -	£ -	Central Area WCS - to discuss with Anglian Water
0	Water 2	New Lincoln Water Treatment Works	tbc	Anglian	None provided	£ -	£ -	£ -	£ -	Central Area WCS - to discuss with Anglian Water
0	Water 3	Canwick Sewage Treatment Works Flow Compliance Scheme	tbc	Anglian	None provided	£ -	£ -	£ -	£ -	Central Area WCS - to discuss with Anglian Water
0	Water 6	Canwick Sewage Treatment Works Growth Scheme	tbc	Anglian	None provided	£ -	£ -	£ -	£ -	Central Area WCS - to discuss with Anglian Water
0	Water 10	Caistor STW Upgrade	tbc	Anglian Wat	None provided	£ -	£ -	£ -	£ -	Central Area WCS - to discuss with Anglian Water
0	Water 11	Investment in sewers systems / pumping stations and possible	tbc	Developers/	None provided	£ -	£ -	£ -	£ -	Central Area WCS - to discuss with Anglian Water
0	Water 11	Investment in sewers systems / pumping stations and possible	tbc	Developers/	None provided	£ -	£ -	£ -	£ -	Central Area WCS - to discuss with Anglian Water
0	Water 12	Sleaford - Upgrade water supply and foul sewage networks	tbc	Developers	None provided	£ -	£ -	£ -	£ -	Central Area WCS - to discuss with Anglian Water
0	Water 13	Sleaford Sewage Works Growth Scheme	tbc	Anglian	None provided	£ -	£ -	£ -	£ -	Central Area WCS - to discuss with Anglian Water
0	Water 14	Increase Sewage Treatment Works Capacity - Phase 1	tbc	STW	Not provided	£ -	£ -	£ -	£ -	Western WCS - check with Severn Trent
0	Water 15	New foul sewage infrastructure [pumping station]	tbc	STW	Not provided	£ -	£ -	£ -	£ -	Western WCS - check with Severn Trent
0	Water 16	Trunk mains for water supply	tbc	AW	Not provided	£ -	£ -	£ -	£ -	Western WCS - check with Anglian Water
0	Water 17	Increase Sewage Treatment Works Capacity - Phase 2	tbc	STW	Not provided	£ -	£ -	£ -	£ -	Western WCS - check with Severn Trent
0	Water 19	AW / STW agreement on cross-working	tbc	STW and	£ -	£ -	£ -	£ -	£ -	Needed for development north and east of Gainsborough town
2	E-gen Linc	Carbon reduction schemes in Lincoln	tbc	Districts	Potential cost to be reassesed	£ -	£ -	£ -	£ -	Potential cost to be reassesed. Funding unclear
2	E-gen Gains	Carbon reduction schemes in Gainsborough	tbc	WLDC	Potential cost t	£ -	£ -	£ -	Potential cost t	Potential cost to be reassesed. Funding unclear
2	E-gen Sleaf	Carbon reduction schemes in Sleaford	tbc	NKDC	Potential cost t	£ -	£ -	£ -	Potential cost t	Potential cost to be reassesed. Funding unclear

Central Lincolnshire wide Tansport Infrastructure

Priority	IDP Ref	Name	Delivery Year(s)	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net demand for CIL to 2036	Future fund'g considerat'n	Costs and funding notes
0	Trans iv	Lincoln High Street pedestrian crossing	2016	Net. Rail	X	X	£ -	£ -	£ -	Costs unknown. Scheme in progress by Network Rail
0	Trans iii	Other transport	2016-2021	LCC	£ 300,000	£ 100,000	£ 200,000	£ -	£ -	LCC Capital Programme by 3/7 districts (rounded to the nearest hundred thousand)
0	Trans ii	Integrated Transport	2016-2021	LCC	£ 7,700,000	£ 6,000,000	£ 1,700,000	£ -	£ -	LCC Capital Programme by 3/7 districts (rounded to the nearest hundred thousand)
0	Trans 16-1	Lincoln - East-West Link (EWL): High Street to Pelham Bridge	2016	LCC	£ 21,800,000	£ 6,800,000	£ 15,000,000	£ -	£ -	LCC capital programme: Growth Fund and LCC capital
0	Trans i	Lincoln Transport hub	2016-2021	CofLC	£ 29,000,000	£ 13,000,000	£ 16,000,000	£ -	£ -	Costs, £11m of Growth Deal funding and £2m SLGF taken from CofLC project manager March2016
1	Trans9a	Lincoln Eastern Bypass (LEB)	2016-2021	LCC	£ 96,000,000	£ 50,000,000	£ 12,000,000	£ 34,000,000	£ -	£49.95m from BaFB; £11.9m and £33.99m from LCC executive report
1	Trans9b	LEB contribution from SEQ	2016-2021	LCC	-£ 1,900,000	£ -	£ -	-£ 1,900,000	£ -	See Lincoln Strategy Area (LSA) sheet
1	Trans9c	LEB contribution from NEQ	2016-2021	LCC	-£ 900,000	£ -	£ -	-£ 900,000	£ -	See Lincoln Strategy Area (LSA) sheet
2	Trans v	Lincoln - Brayford East pedestrian bridge	tbc	Various	X	£ -	£ -	£ -	X	Scope and costs under review
2	Trans 23	Gainsborough Cycle Improvements	site-specific	LCC	£ 200,000	£ -	£ -	£ 200,000	£ -	Costs from Gainsborough Transport Strategy
2	Trans 27	Gainsborough - Bus Priority at Junctions	site-specific	LCC	£ 500,000	£ -	£ -	£ 500,000	£ -	Costs from Gainsborough Transport Strategy; this is a longer term option based on necessity.
2	Trans 22	Gainsborough Pedestrian Improvements	Post 2021	LCC	£ 500,000	£ 250,000	£ 250,000	£ -	£ -	Costs from Gainsborough Transport Strategy
2	Trans 25	Lea Road Station Improvements	Post 2021	LCC	£ 1,000,000	£ -	£ 500,000	£ -	£ 500,000	Two £1m options in Gainsborough Transport Strategy
2	Trans 5	Lincoln-area Passenger Information	Post 2021	LCC	£ 2,000,000	£ -	£ -	£ -	£ 2,000,000	Costs from Lincoln Transport Strategy
2	Trans 24	Gainsborough Public Transport Improvements	Post 2021	LCC	£ 2,850,000	£ -	£ -	£ 2,850,000	£ -	Costs from Gainsborough Transport Strategy
2	Trans 3	Lincoln Quality Bus Corridors	Post 2021	LCC	£ 4,000,000	£ -	£ -	£ -	£ 4,000,000	£5-10m QB1-4 costs in LITS 2008. QBC1-2 nearly complete; QB3-4 approximation
2	Trans 20	Gainsborough Town Centre (Beaumont Street) works	Post 2021	LCC/ WLDC	£ 5,000,000	X	£ 5,000,000	X	£ -	Costs an initial estimate from Mouchel/ Nexus. Includes new transport hub and shared surfaces
2	Trans 2	Lincoln Small-scale Walking/ Cycling/ Public Transport	Post 2021	LCC	£ 9,000,000	£ -	£ -	£ -	£ 9,000,000	£8m-£10m costs in Lincoln Integrated Transport Strategy (LITS) 2008
2	Trans 30	Gainsborough Bridge Road Updgrade	2022-2027	LCC/ WLDC	£ 10,000,000	£ -	£ 10,000,000	£ -	£ -	£10m an initial estimate from Mouchel/ Nexus
2	Trans 17	Sleaford SERR	tbc	LCC	£ 12,000,000	£ -	£ -	£ -	£ 12,000,000	Cost from Tesco's application; assumed s106 funded in some form
2	Trans 16-2	East-West Link (EWL): Pelham Bridge to South Park Av.	Post 2021	LCC	£ 15,000,000	£ -	£ -	£ -	£ 15,000,000	LITS estimates £45m-£55m for complete link; approximation for this section
2	Trans 16-3	East-West Link (EWL): Rope Walk to High Street	Post 2021	LCC	£ 15,000,000	£ -	£ -	£ -	£ 15,000,000	LITS estimates £45m-£55m for complete link; approximation for this section
2	Trans14c	Lincoln Southern Bypass (LSB) phase 3. East of Brant Rd	Post 2021	LCC	£ 37,000,000	X	X	£ 37,000,000	£ -	East of Brant Rd. Costs via Technical 18/02/2016. Need funding and responsibilities. See also SWQ
2	Trans 1	Rural Public Transport Programme	Post 2021	LCC	£ -	X	X	£ -	£ -	Expressed by CLJSPC Committee Member
2	Trans 7	Lincoln Parking Strategy	Post 2021	LCC	£ -	£ -	X	£ -	£ -	In LITS without cost estimates
2	Trans 8	Lincoln Rail Service Improvements	Post 2021	LCC	£ -	£ -	X	£ -	£ -	In LITS without cost estimates
2	Trans 9b	LEB Dual	Post 2021	LCC	£ -	£ -	£ -	£ -	£ -	Long term priority - £70m as very initial cost estimates. Funding unclear
2	Trans 15	Lincoln Relief Rd Improvements	Post 2021	LCC	£ -	£ -	£ -	£ -	£ -	Long term priority - £3.5m - Improvements to the existing Northern and Western bypass.
2	Trans-N	Sleaford King E crossing	Post 2021	TBC	TBC	X	X	£ -	£ -	Does not appear to be a cost in the Sleaford Transport Strategy background

Central Lincolnshire Education Infrastructure (see primary education in the following tables)

Priority	IDP Ref	Name	Delivery Year(s)	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net demand for CIL to 2036	Future fund'g considerat'n	Costs and funding notes
	0 Edu ii	Early Years Sufficiency / Extended Provision	2016-2021	LCC	£ 400,000	£ -	£ 400,000	£ -	£ -	Adapted from LCC capital programme
	0 Edu i	"Basic needs" education funding	2016-2021	LCC	£ 51,400,000	£ 51,400,000	£ -	£ -	£ -	Adapted from LCC capital programme; assumed for existing school maintenance and "natural" pop'n change
	2 2ry Ed 1	Rural secondary & 6th f education	tbc	LCC	£ 9,400,000	£ -	£ -	£ 9,400,000	£ -	LCC pupil multipliers, capacity and costs current March 2015
	2 2ry Ed 6	Gains. secondary & 6th f education	tbc	LCC	£ 16,200,000	£ -	£ -	£ 16,200,000	£ -	LCC pupil multipliers, capacity and costs current March 2015
	2 2ry Ed 10	Sleaf. 2ndary & 6th f education	tbc	LCC	£ 17,200,000	£ -	£ -	£ 17,200,000	£ -	LCC pupil multipliers, capacity and costs current March 2015
	2 2ry Ed 2	Linc. 2ndary & 6th f education	tbc	LCC	£ 86,100,000	£ -	£ -	£ 86,100,000	£ -	LCC pupil multipliers, capacity and costs current March 2015

Central Lincolnshire Health Infrastructure

Priority	IDP Ref	Name	Delivery Year(s)	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net demand for CIL to 2036	Future fund'g considerat'n	Costs and funding notes
	2 Amb 2	Investment in Gainsborough John Coopland Hospital	tbc	CCG	£ 2,000,000	£ -	£ -	£ -	£ 2,000,000	LPCT: 100% of need related to new development
	2 Amb 1	New Lincoln Ambulatory Care Centre	tbc	CCG	£ 15,000,000	£ -	£ -	£ -	£ 15,000,000	LPCT: 100% of need related to new development
	2 Amb 3	Sleaford Ambulatory Care Centre	tbc	CCG	£ 15,000,000	£ -	£ 10,000,000	£ -	£ 5,000,000	Assumed health bodies will fund 67%. Based on discussion with LPCT and needs review

Central Lincolnshire Leisure, Sport and GI Infrastructure

Priority	IDP Ref	Name	Delivery Year(s)	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net demand for CIL to 2036	Future fund'g considerat'n	Costs and funding notes
	2 AGP C	NK artificial pitch, 0	over plan	NKDC	£ -	£ -	£ -	£ -	£ -	Standards from NAA studies; Sport England costs - sand football; assumed 50% NGBs or LA funding
	2 Bowl C	NK Bowling Green, 0	over plan	NKDC	£ -	£ -	£ -	£ -	£ -	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 Cricket C	North Kesteven cricket, access and capacity to 1	over plan	NKDC	£ 1	£ -	£ -	£ -	£ 1	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 GI Sleaf	Improvements along River Slea	over plan	NKDC	£ 1	£ -	£ -	£ -	£ 1	Cost unknown at this stage
	2 Cricket B	West Lindsey Cricket Pitches, access and capacity to 10	over plan	WLDC	£ 10	£ -	£ -	£ -	£ 10	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 Cricket A	Lincoln Cricket Pitches, access to 1 and 1 new provision	over plan	City	£ 45,001	£ 11,250	£ 11,250	£ 22,500	£ 1	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 Bowl A	Lincoln Bowling Green, 1 new	over plan	City	£ 125,000	£ 31,250	£ 31,250	£ 62,500	£ -	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 Bowl B	West Lindsey Bowling Green, 1 new	over plan	WLDC	£ 125,000	£ 31,250	£ 31,250	£ 62,500	£ -	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 Football C	North Kesteven - 2 new adult football pitches	over plan	NKDC	£ 150,000	£ 37,500	£ 37,500	£ 75,000	£ -	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 U13 A	Lincoln junior pitches, 3 new	over plan	City	£ 195,000	£ 48,750	£ 48,750	£ 97,500	£ -	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 Football A	Lincoln - 3 new adult football pitches	over plan	City	£ 225,000	£ 56,250	£ 56,250	£ 112,500	£ -	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 Football B	West Lindsey - 3 new adult football pitches	over plan	WLDC	£ 225,000	£ 56,250	£ 56,250	£ 112,500	£ -	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 U13 C	North Kesteven junior pitches, 8 new	over plan	NKDC	£ 520,000	£ 130,000	£ 130,000	£ 260,000	£ -	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 U13 B	West Lindsey junior pitches, 10 new	over plan	WLDC	£ 650,000	£ 162,500	£ 162,500	£ 325,000	£ -	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	2 AGP A	Lincoln artificial pitch, 1 new	over plan	City	£ 845,000	£ 211,250	£ 211,250	£ 422,500	£ -	Standards from NAA studies; Sport England costs - sand football; assumed 50% NGBs or LA funding
	2 AGP B	West Lindsey artificial pitch, 1 new	over plan	WLDC	£ 845,000	£ 211,250	£ 211,250	£ 422,500	£ -	Standards from NAA studies; Sport England costs - sand football; assumed 50% NGBs or LA funding
	2 Centre 2	Central Lincolnshire Leisure / Recreation Facility	Post 2022	Districts	£ 10,000,000	£ 2,500,000	£ 2,500,000	£ 2,500,000	£ 2,500,000	Fits NAA options; mid- Sport England www costs; Assumed 75% NGBs funding or LA savings
	3 Hockey A	North Kesteven hockey pitch, access and capacity to 1	over plan	Districts	£ 1	£ -	£ -	£ -	£ 1	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding
	3 Rugby A	North Kesteven rugby pitch, access and capacity to 1	over plan	Districts	£ 1	£ -	£ -	£ -	£ 1	Standards from NAA studies; standard Sport Eng costs from web; Assumed 50% NGBs or LA funding

Central Lincolnshire Flood Management Infrastructure

Priority	IDP Ref	Name		Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net demand for CIL to 2036	Future fund'g considerat'n	Costs and funding notes
	0 Flood i	LCC Flood Defence	2016-2021	LCC	£ 2,600,000	£ -	£ 2,600,000	£ -	£ -	LCC capital programme for LLFA Flood Defence works

Central Lincolnshire Fire & Rescue Infrastructure

Priority	IDP Ref	Name		Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net demand for CIL to 2036	Future fund'g considerat'n	Costs and funding notes
	2 Fire 4	Sleafrod Fire Station	2016-2021	LCC	£ 2,500,000	£ -	£ 2,500,000	£ -	£ -	Figures are from LCC capital programme. Understood
	2 Fire 2	Lincoln Fire Station	tbc	LCC	£ 2,500,000	£ -	£ 1,250,000	£ -	£ 1,250,000	Requirements and costs provided by Lincs F&R; assumed 50% LCC capital

Central Lincolnshire Broadband and Telecoms

Priority	IDP Ref	Name		Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net demand for CIL to 2036	Future fund'g considerat'n	Costs and funding notes
	0 BB i	Braodband	2016-2021	LCC	£ 12,800,000	£ 8,000,000	£ 4,800,000	£ -	£ -	Government and LCC "BDUK" (LCC Capital Programme by 3/7 districts)

Central Lincolnshire Libraries and Heritage Infrastructure

Priority	IDP Ref	Name		Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net demand for CIL to 2036	Future fund'g considerat'n	Costs and funding notes
	0 Lib i	Libraries & heritage	2016-2021	LCC	£ 700,000	£ -	£ 700,000	£ -	£ -	LCC capital programme

Totals					£ 516,600,015	£ 139,037,500	£ 89,187,500	£ 205,125,000	£ 83,250,015	
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Site-specific infrastructure for Rural Area

Dwellings in policy: 3,491 (completions of 944 taken into account)

Priority	IDP Ref	Name	Delivery at .	Lead org.	Cost	Central Grant (in	Local Auths/ par	Net S106 deman	Running s106 de	Costs and funding notes
2	Trans x	Targetted Network and Junction Improvements - Rural area	over plan	LCC		£ -	£ -			
2	GP 1	GPs in rural area	over plan	CCG		£ -	£ -		£ 2,263	Assessment of need ongoing. Costs to be confirmed but £1.5m anticipated max
2	1ary Ed 1	Primary School places	over plan	LCC	£ 7,900,000	£ -	£ -	£ 7,900,000	£ 2,263	LCC pupil multipliers, capacity and costs current March 2015
Totals					£ 7,900,000	£ -	£ -	£ 7,900,000		

Appendix 1c to the Central Lincolnshire Infrastructure Delivery Plan: IDP Schedule - Lincoln Strategy Area

Ref: 17.1.3 - 08/04/2016 - PM

Note: projects are separated by SUE then ranked by 'priority', cost then IDP reference (ascending)

Lincoln Strategy Area Dwellings in policy: 21,928 (completions of 1,726 taken into account)

South East Quadrant, Canwick Dwellings in policy: 3,500

Priority	IDP Ref	Name	Delivery at ... units	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net S106 demand to '36	Running s106 demand per dw	Costs and funding notes
0	E-Supp 2	Any substation upgrade; any 11kV works, overhead line to consider		Western Pow	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Western Power
0	G-Supp 3	Connection to gas main	tbc	National Grid	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and National Grid
0	Water 7	Direct sewerage connection	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Anglian Water
0	Water 8	Mains water supply	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Anglian Water
0	Water 9	Adjacent to site water/ waste-water	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Anglian Water
0	Trans X	Transport network and junction improvements	tbc	Developer /	high/ medium/ low (tbc)			"opening up cost"		To discuss with site promoters and LCC Highways
1	Trans9b	LEB contribution from SEQ	tbc	LCC	£ 1,900,000	£ -	£ -	£ 1,900,000	N/A	Based on 450 units at £45 per sqm
2	Edu X	Land for secondary school	tbc	LCC	£ 1	£ -	£ -	£ 1	£ 0	SEQ will need equivalent to new secondary and existing schools cannot accommodate growth
2	GP 5	Health provision (e.g. GPs)	tbc	CCG	£ 1,200,000	£ -	£ -	£ 1,200,000	£ 343	NHS England Standard Costs
2	Trans A	Sustainable travel	1st phase-	LCC	£ 1,400,000	£ -	£ -	£ 1,400,000	£ 743	LCC examples, used on a per dwelling basis
2	Hall 5	Community facilities	1000+	Developer	£ 1,800,000	£ -	£ -	£ 1,800,000	£ 1,257	Mid-range of ATLAS (via WLDC) and Sport England website
2	Sport A	Playing fields and local usable green space	1st phase-	Developer	£ 2,200,000	£ -	£ -	£ 2,200,000	£ 1,886	Three Dragons / David Lock Associates example, through multiplier
2	Trns 12-2	Lincoln Park & Ride - South East	tbc	LCC	£ 7,500,000	X	X	X	X	£5m-£10m costs in Lincoln Integrated Transport Strategy (LITS) 2008
2	1ary Ed 5	Primary education	800	LCC	£ 7,900,000	£ -	£ -	£ 7,900,000	£ 4,143	LCC pupil multipliers, capacity and costs current Feb2015. 2 x primary schools expected for full scheme
Totals					£ 23,900,001	£ -	£ -	£ 16,400,001		

Western Growth Corridor Dwellings in policy: 3,200

Priority	IDP Ref	Name	Delivery at ... units	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net S106 demand to '36	Running s106 demand per dw	Costs and funding notes
0	E-Supp X	Any substation upgrade; any 11kV works, overhead line to consider		Western Pow	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Western Power
0	G-Supp X	Connection to gas main	tbc	National Grid	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and National Grid
0	Water X	Direct sewerage connection	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Anglian Water
0	Water Y	Mains water supply	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Anglian Water
0	Water Z	Adjacent to site water/ waste-water	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Anglian Water
0	Trans13-1	WGC highways	Phased	LCC	£ 27,315,000	£ 9,500,000	£ -	£ 17,815,000	£ 5,567	Costs for stretches B-G from SDS Consultancy email 22/02/2013
1	Flood 1a	WGC flood mitigation	Phased	Private	£ 5,000,000	£ 2,500,000	£ -	£ 2,500,000	£ 781	Needed to defend areas in flood risk // intial estimate based on initial funding bids
2	GP 3	Health provision (e.g. GPs)	tbc	CCG	£ 1,200,000	£ -	£ -	£ 1,200,000	£ 1,156	NHS England Standard Costs
2	Trans B	Sustainable travel	1st phase-	LCC	£ 1,400,000	£ -	£ -	£ 1,400,000	£ 1,594	LCC examples, used on a per dwelling basis
2	Hall 3	Community facilities	1000+	Developer	£ 1,800,000	£ -	£ -	£ 1,800,000	£ 2,156	Mid-range of ATLAS (via WLDC) and Sport England website
2	Sport B	Playing fields and local usable green space	Phased	Developer	£ 2,200,000	£ -	£ -	£ 2,200,000	£ 2,844	Three Dragons / David Lock Associates example, through multiplier
2	1ary Ed 3	Primary education	800	LCC	£ 7,200,000	£ -	£ -	£ 7,200,000	£ 5,094	LCC pupil multipliers, capacity and costs current March 2015. 3FE expected for full scheme
2	Trns 12-3	Lincoln Park & Ride - West	tbc	LCC	£ 7,500,000	X	X	X	£ 5,094	£5m-£10m costs in Lincoln Integrated Transport Strategy (LITS) 2008
Totals					£ 53,615,000	£ 12,000,000	£ -	£ 34,115,000		

North East Quadrant (Greetwell Quarry) Dwellings in policy: 1,400

Priority	IDP Ref	Name	Delivery at ... units	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net S106 demand to '36	Running s106 demand per dw	Costs and funding notes
0	E-Supp X	Any substation upgrade; any 11kV works, overhead line to consider		Western Pow	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Western Power
0	G-Supp X	Connection to gas main	tbc	National Grid	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and National Grid
0	Water X	Direct sewerage connection	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Anglian Water
0	Water Y	Mains water supply	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Anglian Water
0	Water Z	Adjacent to site water/ waste-water	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	To discuss with site promoters and Anglian Water
0	Trans X	Transport network and junction improvements	tbc	Developer /	high/ medium/ low (tbc)			"opening up cost"		To discuss with site promoters and LCC Highways
1	Trans9c	LEB contribution from NEQ	150	LCC	£900,000	£ -	£ -	£ 900,000	N/A	Understood to be agreed as phase 1 contribution
2	GP 4	Health provision (e.g. GPs)	tbc	CCG	£ 500,000	£ -	£ -	£ 500,000	£ 357	NHS England Standard Costs
2	Trans C	Sustainable travel	1st phase-	LCC	£ 600,000	£ -	£ -	£ 600,000	£ 786	LCC examples, used on a per dwelling basis
2	Hall 4	Community facilities	1000+	Developer	£ 800,000	£ -	£ -	£ 800,000	£ 1,357	Mid-range of ATLAS (via WLDC) and Sport England website
2	Sport C	Playing fields and local usable green space	1st phase-	Developer	£ 900,000	£ -	£ -	£ 900,000	£ 2,000	Three Dragons / David Lock Associates example, through multiplier
2	1ary Ed 4	Primary education	800	LCC	£ 3,200,000	£ -	£ -	£ 3,200,000	£ 4,286	LCC pupil multipliers, capacity and costs current February 2015. 2FE expected for full scheme
2	Trns 12-1	Lincoln Park & Ride - North East	tbc	LCC	£ 7,500,000	X	X	X	X	£5m-£10m costs in Lincoln Integrated Transport Strategy (LITS) 2008
Totals					£ 14,400,000	£ -	£ -	£ 6,900,000		

Grange Farm (South West Quadrant)

Dwellings in policy: 2,000

Priority	IDP Ref	Name	Delivery at ... units	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net S106 demand to '36	Running s106 demand per dw	Costs and funding notes
0	E-Supp X	Any substation upgrade; any 11kV works, overhead line to consider		Western Power	high/ medium/ low (tbc)			"opening up cost"		To discuss with site promoters and Western Power
0	G-Supp X	Connection to gas main	tbc	National Grid	high/ medium/ low (tbc)			"opening up cost"		To discuss with site promoters and National Grid
0	Water X	Direct sewerage connection	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"		To discuss with site promoters and Anglian Water
0	Water Y	Mains water supply	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"		To discuss with site promoters and Anglian Water
0	Water Z	Adjacent to site water/ waste-water	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"		To discuss with site promoters and Anglian Water
0	Trans X	Transport network and junction improvements	tbc	Developer /	high/ medium/ low (tbc)			"opening up cost"		To discuss with site promoters and LCC Highways
2	GP X	Health provision (e.g. GPs)	tbc	CCG	£ 700,000	£ -	£ -	£ 700,000	£ 350	Three Dragons / David Lock Associates example, through multiplier
2	Trans X	Sustainable travel	1st phase-	LCC	£ 900,000	£ -	£ -	£ 900,000	£ 800	LCC examples, used on a per dwelling basis
2	Hall X	Community facilities	1000+	Developer	£ 1,100,000	£ -	£ -	£ 1,100,000	£ 1,350	Mid-range of ATLAS (via WLDC) and Sport England website
2	Sport X	Playing fields and local usable green space	1st phase-	Developer	£ 1,200,000	£ -	£ -	£ 1,200,000	£ 1,950	Three Dragons / David Lock Associates example, through multiplier
2	1ary Ed 4	Primary education	800	LCC	£ 4,571,429	£ -	£ -	£ 4,571,429	£ 4,236	LCC pupil multipliers, capacity and costs current February 2015.
2	Trns 12-x	Lincoln Park & Ride - South W	tbc	LCC	£ 7,500,000	X	X	X	X	£5m-£10m costs in Lincoln Integrated Transport Strategy (LITS) 2008
2	Trans14a	LSB phase 1 (single carriageway	tbc	LCC/	total below	X	X	X	X	Costs from Technical 18/02/2016; assess funding and responsibilities. See also CL Strat sheet
2	Trans14b	LSB phase 2 (single carriageway	tbc	Developer	£ 37,000,000	X	X	X	X	Costs from Technical 18/02/2016; assess funding and responsibilities. See also CL Strat sheet
Totals					£ 52,971,429	£ -	£ -	£ 8,471,429		

Other site-specific in Lincoln LSA

Dwellings in policy: 11,828

Priority	IDP Ref	Name	Delivery at ... units	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net S106 demand to '36	Running s106 demand per dw	Costs and funding notes
0	E-Supp 1	Upgrades to relevant primary substation; 11kV onsite and offsite	over plan	Western Power Distribution		£ -	£ -	£ -	£ -	Lincoln WGC and Lincoln NEQ // Basic electricity connection
1	Trans 19	Targetted Network and Junction Improvements in Lincoln	over plan	LCC	case-by-case	£ -	£ -	£ -	£ -	
2	GP 2	Lincoln GP surgeries (non-strategic growth)	over plan	CCG	£ -	£ -	£ -	£ -	£ -	Assessment of need ongoing. Costs to be confirmed but £1.5m anticipated max
2	1ary Ed 2	Primary education	over plan	LCC	£ 26,700,000	£ -	£ -	£ 26,700,000	£ 2,257	LCC pupil multipliers, capacity and costs current February 2015
3	Trans 4	Uphill Lincoln Traffic Management	over plan	LCC	£ 2,000,000	£ 1,000,000	£ 1,000,000	£ -	£ 2,257	Costs from Lincoln Transport Strategy
3	Trans 11	Lincoln Pedestrian Improvements	over plan	LCC	£ 2,000,000	£ 1,000,000	£ 1,000,000	£ -	£ 2,257	Costs from Lincoln Transport Strategy
3	Trans 10	Further Lincoln Traffic Management Measures	over plan	LCC	£ 7,500,000	£ 3,750,000	£ 3,750,000	£ -	£ 2,257	Costs from Lincoln Transport Strategy
Totals					£ 38,200,000	£ 5,750,000	£ 5,750,000	£ 26,700,000		

Appendix 1d to the Central Lincolnshire Infrastructure Delivery Plan: IDP Schedule - Gainsborough

Ref: 17.1 - 01/03/2016 - PM

Note: projects are separated by SUE then ranked by 'priority', cost then IDP reference (ascending)

Gainsborough Dwellings in policy: 4,116 (with completions of 319 taken into account)

Land South of Foxby lane (southern extension) Dwellings in policy: 1400

Priority	IDP Ref	Name	Delivery at ... units	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net S106 demand to '36	Running s106 demand per dw	Costs and funding notes
0	E-Supp X	Any substation upgrade; any 11kV works, overhead line to connect to gas main	tbc	Northern Powergrid	high/ medium/ low (tbc)		"opening up cost"	£ -		To discuss with site promoters and Northern Powergrid
0	G-Supp X	Connection to gas main	tbc	National Grid	high/ medium/ low (tbc)		"opening up cost"	£ -		To discuss with site promoters and National Grid
0	Water X	Direct sewerage connection	tbc	Severn	high/ medium/ low (tbc)		"opening up cost"	£ -		To discuss with site promoters and Severn Trent
0	Water Y	Mains water supply	tbc	Severn	high/ medium/ low (tbc)		"opening up cost"	£ -		To discuss with site promoters and Severn Trent
0	Water Z	Adjacent to site water/ waste-water	tbc	Severn	high/ medium/ low (tbc)		"opening up cost"	£ -		To discuss with site promoters and Severn Trent
0	Trans X	Transport network and junction improvements	tbc	Developer /	AGREED IN OUTLINE CONSENT AND S.278 AGREEMENT					To discuss with site promoters and LCC Highways
-	1ry Ed 7	Primary school	IN LINE WITH AGREED MASTERPLAN	LCC	AGREED IN OUTLINE CONSENT					2 x 1FE primary schools, plus off-site contribution
-	Sport D	Playing fields and local usable green space		Developer						
-	Trans D	Sustainable travel		LCC						
-	Hall 7	Community facilities		Developer						
-	GP 7	GPs		CCG						
-	Dent 7	Dentists		CCG						
-	SUDS 3	Strategic approaches to manage surface water		Developer /						
Totals					£ -	£ -	£ -	£ -		AMP5 to 6 (2010-2020) // Western WCS - needed for growth in Gainsborough

Land East of Belt Farm Dwellings in policy: 750

Priority	IDP Ref	Name		Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net S106 demand to '36	Running s106 demand per dw	Costs and funding notes
0	Gas X	Gas connection	tbc	National Grid	high/ medium/ low (tbc)		"opening up cost"	£ -		Review with site promoters and National Grid
0	Elec X	Electricity connection	tbc	Northern Powergrid	high/ medium/ low (tbc)		"opening up cost"	£ -		To discuss with site promoters and Northern Powergrid
0	Water X	Direct sewerage connection	tbc	Severn Trent	high/ medium/ low (tbc)		"opening up cost"	£ -		To discuss with site promoters and Severn Trent
0	Water Y	Mains water supply	tbc	Severn Trent	high/ medium/ low (tbc)		"opening up cost"	£ -		To discuss with site promoters, Anglian Water and Severn Trent
0	Water Z	Adjacent to site water/ waste-water	tbc	Severn Trent	high/ medium/ low (tbc)		"opening up cost"	£ -		To discuss with site promoters, Anglian Water and Severn Trent
2	GP 9	Health provision (e.g. GPs)	tbc	CCG	£ 300,000	£ -	£ -	£ 300,000	£ 400	NHS England Standard Costs
2	Trans E	Sustainable travel	1st phase-	LCC	£ 300,000	£ -	£ -	£ 300,000	£ 800	LCC examples, used on a per dwelling basis
2	Hall 8	Community facilities	1000+	Developer	£ 400,000	£ -	£ -	£ 400,000	£ 1,333	Mid-range of ATLAS (via WLDC) and Sport England website
2	Sport E	Playing fields and local usable green space	1st phase-	Developer	£ 500,000	£ -	£ -	£ 500,000	£ 2,000	Three Dragons / David Lock Associates example, through multiplier
2	1ry Ed 9	Primary provision	800	LCC	£ 1,700,000	£ -	£ -	£ 1,700,000	£ 4,267	LCC pupil multipliers, capacity and costs current February 2015. 2FE expected for full scheme
Totals					£ 3,200,000	£ -	£ -	£ 3,200,000		

Other site-specific in Gainsborough Dwellings in policy: 1,966

Priority	IDP Ref	Name		Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net S106 demand to '36	Running s106 demand per dw	Costs and funding notes
1	Trans 21	Targetted Network / Junction Improvements in Gainsborough	over plan		case-by-case	£ -	£ -	£ -	£ -	-
0	E-Supp 3	Substations	over plan	Land		£ -	£ -	£ -	£ -	Basic electricity connection Gainsborough SUEs
0	G-Supp 1	Gas mains and connections	over plan	Developer		£ -	£ -	£ -	£ -	Basic gas connection SUEs
2	GP 6	Gainsborough GP surgeries (non-strategic growth)	over plan	LCCT	£ -	£ -	£ -	£ -	£ -	Assessment of need ongoing. Costs to be confirmed but £1.5m anticipated max
2	1ary Ed 6	Primary school places	over plan	LCC	£ 4,400,000	£ -	£ -	£ 4,400,000	£ 2,238	LCC pupil multipliers, capacity and costs current March 2015
Totals					£ 4,400,000	£ -	£ -	£ 4,400,000		

Local' Infrastructure for Sleaford

Dwellings in policy: 4,384 (completions of 51 taken into account)

Land East of London Road

Dwellings in policy: 1450

Priority	IDP Ref	Name	Delivery at ... units	Lead org.	Cost	Central Grant (inc via LEP)	Local Auths/ partners	Net S106 demand to '36	Running s106 demand per dw	Costs and funding notes
0	Water X	Water connections	tbc	Developer	£ -	£ -	£ -	£ -	£ -	To discuss with site promoters and Anglian Water
0	Gas X	Gas connection	tbc	Developer	£ -	£ -	£ -	£ -	£ -	To discuss with site promoters and National Grid
0	Elec X	Electricity connection	tbc	Developer	£ -	£ -	£ -	£ -	£ -	To discuss with site promoters and Western Power
2	1ary Ed 12	Primary school	IN LINE WITH AGREED MASTERPLAN	LCC	AGREED IN OUTLINE CONSENT					
2	GP 12	Health provision (e.g. GPs)		CCG						
2	Trans G	Sustainable transport		LCC						
2	Dent 12	Sleaford Southern Quadrant Dentist Surgery		CCG						
2	Sport G	Playing fields and local usable green space		Developer						
2	Hall 12	Community facilities		Developer						
Totals					£ -	£ -	£ -	£ -	£ -	

The Drove, Sleaford West Quadrant

Dwellings in policy: 1750

Priority	IDP Ref	Name	Delivery at .	Lead org.	Cost	Central Grant (in	Local Auths/ par	Net S106 deman	Running s106 de	Costs and funding notes
0	Water X	Water connections	tbc	Anglian	high/ medium/ low (tbc)			"opening up cost"	£ -	Review with site promoters (infra providers)
0	Gas X	Gas connection	tbc	National Grid	high/ medium/ low (tbc)			"opening up cost"	£ -	Review with site promoters (infra providers)
0	Elec X	Electricity connection	tbc	Western Pow	high/ medium/ low (tbc)			"opening up cost"	£ -	Review with site promoters (infra providers)
0	E-Supp 4	Basic electricity connection	tbc	Western	high/ medium/ low (tbc)			"opening up cost"	£ -	
0	G-Supp 5	Both parts of site to connect to existing IP main, 3.4km to the	tbc	Developer	high/ medium/ low (tbc)			"opening up cost"	£ -	
2	GP 11	Health provision (e.g. GPs)	tbc	CCG	£ 600,000	£ -	£ -	£ 600,000	£ 800	NHS England Standard Costs
2	Trans H	Sustainable travel	1st phase-	LCC	£ 800,000	£ -	£ -	£ 800,000	£ 457	LCC examples, used on a per dwelling basis
2	Hall 11	Community facilities	1000+	Developer	£ 1,000,000	£ -	£ -	£ 1,000,000	£ 1,029	Mid-range of ATLAS (via WLDC) and Sport England website
2	Sport H	Playing fields and local usable green space	1st phase-	Developer	£ 1,100,000	£ -	£ -	£ 1,100,000	£ 1,657	Three Dragons / David Lock Associates example, through multiplier
2	1ary Ed 11	Primary education	LCC		£ 3,900,000	£ -	£ -	£ 3,900,000	£ 3,886	LCC pupil multipliers, capacity and costs current March 2015
Totals					£ 7,400,000	£ -	£ -	£ 7,400,000		

Other site-specific in Sleaford

Dwellings in policy: 1,184

Priority	IDP Ref	Name	Delivery at .	Lead org.	Cost	Central Grant (in	Local Auths/ par	Net S106 deman	Running s106 de	Costs and funding notes
1	Trans 29	Targetted Network and Junction Improvements - Sleaford	over plan	LCC	case-by-case	£ -	£ -	£ -	£ -	-
2	GP 10	Sleaford GP Surgeries (non-strategic growth)	over plan	CCG	£ -	£ -	£ -	£ -	£ -	Assessment of need ongoing. Costs to be confirmed but £0.5m anticipated max
2	1ry Ed 10	Primary school places	over plan	LCC	£ 2,700,000	£ -	£ -	£ 2,700,000	£ 2,280	LCC pupil multipliers, capacity and costs current March 2015
Totals					£ 2,700,000	£ -	£ -	£ 2,700,000		

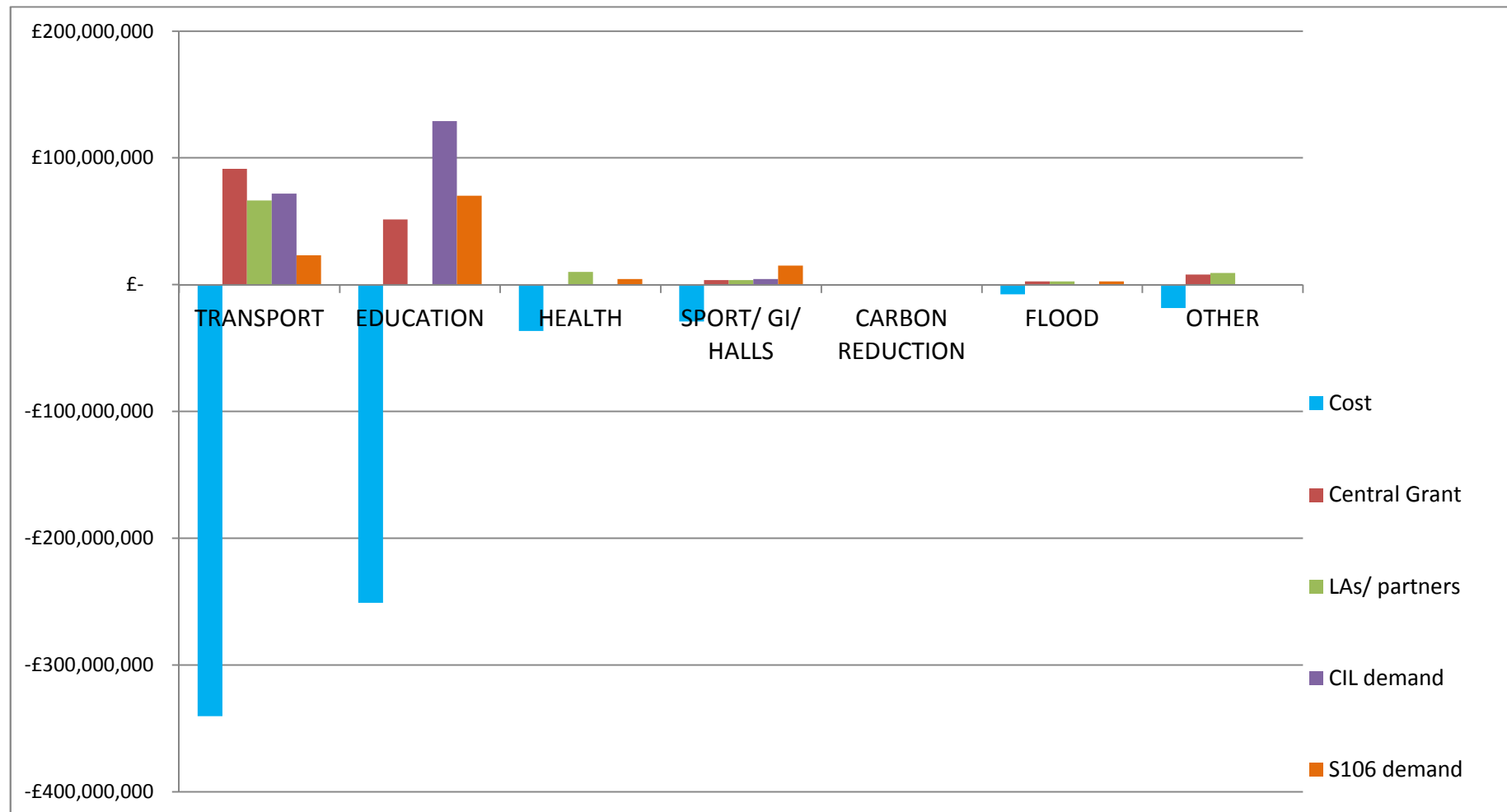
Appendix 2 to IDP: Costs and Funding by Theme

Housing:

36,960

Population:

76,998



Please note

Funding/costs through planning conditions are not typically accounted for in the above

The full funding/ costs of s106 are not in all cases accounted for above - these often feature separately as "opening up costs"

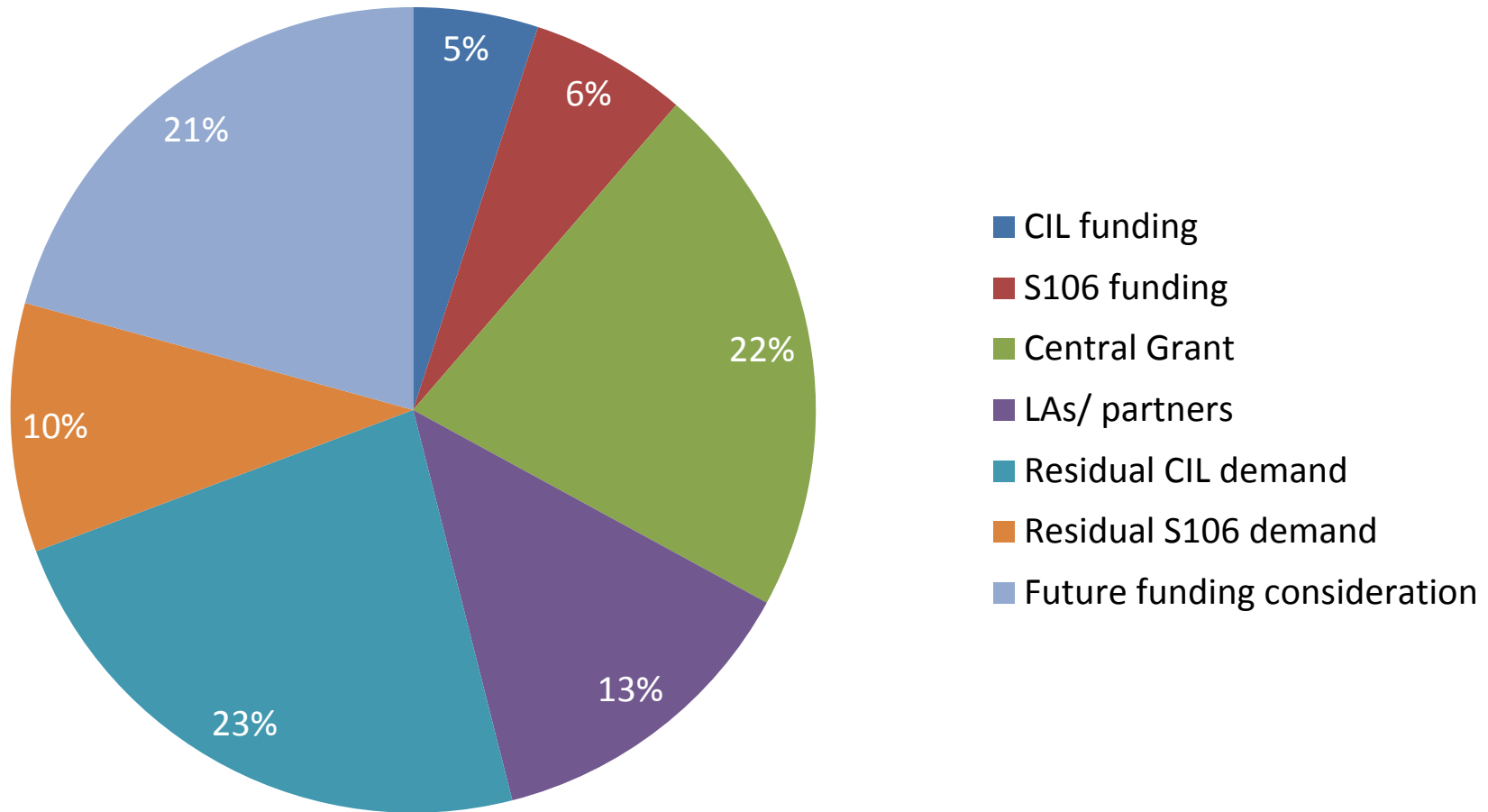
Appendix 3 to Central Lincolnshire IDP: Availability of / Demands for Funding Streams as a Proportion of Costs

Housing:

36,960

Population:

76,998



Please note

Funding/costs through planning conditions are not typically accounted for in the above

The full funding/ costs of s106 are not in all cases accounted for above - these often feature separately as "opening up costs"