

South East Lincolnshire Baseline Infrastructure Statement

1. Introduction and Background

- 1.1. This infrastructure baseline paper has been prepared by Lincolnshire County Council (LCC), in its role as a partner authority in the South East Lincolnshire joint-working arrangements and in dialogue with Boston Borough Council and South Holland District Council. It has been prepared in support of the Local Plan (Strategy and Policies DPD) preferred options. The paper follows extensive discussions with LCC, discussions with district council services and external organisations, such as utility companies.
- 1.2. The final South East Lincolnshire Local Plan will be supported by an Infrastructure Delivery Plan (IDP), which will identify the physical, social and green infrastructure needed to support the Plan over its life. At that stage, the IDP will focus on supporting the identified development options.
- 1.3. Growth in South East Lincolnshire will need to be supported by an appropriate level of infrastructure. The type and scale will be dependent upon the level and distribution of growth. On-going evidence gathering and technical assessment, with responses on Local Plan consultations and relevant evidence documents, will help to shape the evidence on these infrastructure requirements.

The contents of this paper

- 1.4. This paper sets out details on major infrastructure issues that have been identified by the joint planning authorities and partner organisations in relation to existing and emerging infrastructure programmes, plans and projects. It also provides an assessment of potential infrastructure requirements and an action plan (at appendix 1) for further assessment on these issues.
- 1.5. The paper looks at potential requirements by theme, such as 'transport'. For ease of reference, these are aggregated into broader themes as follows:
 - Section 1: introduction and background
 - Section 2: physical infrastructure – energy usage & supply and transport
 - Section 3: social infrastructure – education, childcare, health care and emergency services, social care and libraries, museums and community halls
 - Section 4: environmental infrastructure – waste management, flood and water and green infrastructure
 - Section 5: conclusions – development viability and location of development

- 1.6. These themes can also fit within the three different broad categories below:
- a) utilities infrastructure: both on- and off-site connections and reinforcements,
 - b) on-site infrastructure (likely to be part-funded through section 106) which is likely to include primary education, community (including sports) facilities and public transport provisions; and,
 - c) off-site (strategic) infrastructure (likely to be part-funded through Community Infrastructure Levy)
- 1.7. The three categories above are considered alongside each other in more detail in the concluding section of this paper on deliverability. That section also makes reference to affordable housing policy, although affordable housing does not feature significantly in the main part of the paper.

Infrastructure in national planning policy

- 1.8. The National Planning Policy Framework (NPPF) suggests that local planning authorities set out '**strategic priorities**' for the Local Plan area to deliver:
- ...
 - *'the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
 - *'the provision of health, security, community and cultural infrastructure and other local facilities; and*
 - *'climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.'*
- (paragraph 156)
- 1.9. 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*'
- 1.10. 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)

- 1.11. The South East Lincolnshire authorities will therefore look to manage infrastructure and other requirements in order to ensure the delivery of the plan. The authorities have commissioned an assessment of development viability which is on-going. Some of the initial findings from that assessment are summarised in this paper.

The “duty to co-operate”

- 1.12. The *Localism Act 2011* places a duty on plan making authorities to ‘engage actively, constructively and on an on-going basis’ with other specified organisations when preparing Local Plans. The engagement that has taken place on infrastructure issues (as outlined here) and further engagement to take place in the future is considered to partly satisfy the duty to co-operate. Organisations of note in this regard are the Environment Agency and Lincolnshire Primary Care Trust (see appendix 2 for list of consultees). Infrastructure providers were also contacted relating to potential ‘broad locations’ for development around Spalding and Boston to inform the consideration of preferred options.

The draft Local Plan

- 1.13. The relevant draft Local Plan document (Strategy and Policies DPD – Combined Preferred Options and Sustainability Appraisal Report – January 2013) makes a number of references to infrastructure. Importantly, the draft document sets out an ‘Approach to the Provision of Infrastructure and Viability’. The proposed approach is the preparation and regular review of an IDP, by investigating the viability of adopting a CIL and by securing planning obligations; the approach also sets out the potential need for infrastructure requirements to be prioritised where necessary to ensure the viability of development.

2. Physical Infrastructure

Energy Usage and Supply

- 2.1. There are potential opportunities for renewable energy in South East Lincolnshire, which the Authorities will seek to promote through the Local Plan, development management and corporate strategies. The merits and practicalities of using specific sources of energy will be considered in the emerging Local Plan and its evidence base.
- 2.2. A paper (South East Lincolnshire’s Carbon Challenge) has been prepared and comprehensively outlines issues related to carbon reduction. The policies of the Local Plan will build on that paper. The policies of the plan will seek to reduce carbon emissions, within the overall framework of the Plan and its delivery.

- 2.3. The paper (South East Lincolnshire's Carbon Challenge) outlines the building regulation and permitted development right changes, which respectively require energy efficiency measures and allow other measures without planning application. The building regulation changes have formed part of the viability testing mentioned above and below, as part of the Authority's whole plan viability assessment.
- 2.4. Initial discussions with the relevant gas transportation company (National Grid) have been productive. There is at least some capacity in almost all the 'broad locations'. If necessary, local reinforcements to the gas network can usually be made within 12 months. The company is subject to a Price Control Review (PCR – a pricing agreement with its regulatory body, OFGEM) and prepares annual delivery plans but 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. The merits / requirements of gas provision will need to be considered as part of the overall energy strategy. However, as a default position, discussions with National Grid suggest that gas provision can be made in the existing urban areas. Gas provision is not therefore considered a constraint to South East Lincolnshire's development.
- 2.5. Discussion with the relevant electricity distribution company (E.on Central Networks) has not advanced as far as with other infrastructure providers. Efforts continue to engage the company. This will form part of / supplement discussions around Local Plan energy policy. All electricity distribution companies are also subject to a Price Control Review (PCR – a pricing agreement with its regulatory body, OFGEM)

Transport

- 2.6. Some transport pressures will be inevitable as a result of development across the two districts. The two major towns (Boston and Spalding) are where most services and employment opportunities are located and demands for travel are likely to be greatest. In addition, Spalding will experience issues related to the rail crossing closures (see comments below). Lincolnshire County Council has been working closely with the two District Councils to consider how transport issues can be addressed. The Strategy and Policies DPD seeks to promote development in 'sustainable locations': to promote development in areas with employment, services and facilities that are accessible on foot, bicycle and by public transport.
- 2.7. 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). The County's rail document¹ sets out evidence and County Council strategy for, working with these partners, to deliver improvements to the rail network. Currently, the most significant rail issue to affect Lincolnshire is the planned changes to the GN/GE Joint Line which, when implemented, will

¹ Lincolnshire County Council (2010) *Supporting Lincolnshire Railways*, accessible at: <http://www.lincolnshire.gov.uk/section.asp?docid=82400&ovt=1>

result in a significant increase in closure of road crossings in and around Spalding and other parts of the county.

- 2.8. There is an emphasis in national policy to ensure that new residential and commercial developments are accessible by public transport. Where access to public transport is poor or modal shift is an important part of mitigating development impacts then bus and, where practical and appropriate, rail services will need to be enhanced, with support from transport operators. In addition, appropriate bus infrastructure would be needed. LCC is continuing a programme of making existing bus stops more accessible and informative, for example, through new information technology. Development schemes will also be expected to provide satisfactory means for pedestrians and cyclists to access wider services and facilities.
- 2.9. Under the Transport Acts, highways authorities have the responsibility to set statutory Local Transport Plans (LTP) to cover a time which the local highway authority can specify. In light of the 2010 general election and comprehensive spending review, LCC decided to prepare the 3rd LTP for only a period of two years (2011/12 and 2012/13). LCC is now preparing the 4th LTP for ten years from 2013/14 to 2022/23. The draft 4th LTP highlights plans for the schemes below. The draft LTP also places importance on road safety (including speed control) and reducing the need to travel by car (including pedestrian, cycling and public transport improvements and maintaining local facilities such as village shops).
- 2.10. In recent years, transport improvements have been made to Boston and Spalding. These include the £5.5m widening and other improvements to the A16/A52 in Boston with waiting times down by 20%, the Boston Market Place pedestrian enhancements, new bus services, walking and cycling measures and traffic management and car parking.

Transport in Boston

- 2.11. The potential to deliver a Boston Distributor Road is outlined in the latest Local Transport Plan. The Transport Strategy for Boston 2006-2021 and Beyond highlights a number of aims related to the Distributor Road. The Boston Transport Strategy highlighted the A52/A16 corridor as an issue for the town and proposed measures which (as noted above) have been implemented.
- 2.12. To date, no detailed modelling has been carried out as to the Distributor Road's benefits and no technical work has been undertaken related to engineering a specific route or estimated costs. Whilst the Boston Distributor Road remains an aspiration, it is unlikely to come forward in its entirety in the plan period. There is potential for future development at Boston town to contribute to a 'first phase' of a new piece of highway infrastructure, although there is no underlying evidence to draw on relating to this at present. Importantly, the implementation of a Boston Distributor Road is not critical for the delivery of the growth strategy for Boston to 2031.

Transport in Spalding

- 2.13. The major piece of transport infrastructure expected to be delivered during the Local Plan period is the Spalding Western Relief Road (SWRR). The SWRR is considered key to the delivery of the housing growth strategy as outlined in the housing chapter of the Local Plan and the assessment of broad locations for development. The SWRR has also been identified to respond to the impacts of planned future increases in rail crossing downtime through Spalding
- 2.14. The first phase (including a junction to the B1172 and a bridge over the railway) is expected to be delivered adjacent to 'Holland Park' through a section 106 agreement associated with the 2012 outline consent. However, the Local Plan as it progresses to examination will need to include a clear policy context for this development and all relevant infrastructure, particularly phase one of the SWRR.
- 2.15. During 2011, two route options for a potential second phase were the subject of public consultation, with option 2A considered by a small majority of the public (42%) compared to 2B (37%). Option 2A (the western most route) has been protected by LCC on the basis that 2A has a lesser impact on existing properties and allotments and is less restrictive for potential residential-led development when compared to 2B.
- 2.16. LCC and SHDC are working with other parties on a complete SWRR route that will deliver a holistic transport solution for the town and provide potential development land for the longer term. The proposed SWRR would provide access from the B1172 in the south to the B1356 Spalding Road in the north, with a proposed junction at the A151 Bourne Road. Route options will be prepared for the northern section of the proposed SWRR in preparation for a public consultation in 2013.
- 2.17. Lincolnshire County Council, in conjunction with the district authorities, has undertaken transport modelling to help determine which phases of the road in conjunction with potential locations for growth would have the most benefit in transport terms. The results of this modelling have informed the preferred broad location for development around Spalding.
- 2.18. Broadly-speaking the evidence highlights that with the levels of growth planned for Spalding, in conjunction with the planned increases in rail crossing downtime, should a SWRR not be delivered the traffic impacts upon the town would be severe. For this reason it is considered that the SWRR is critical to the delivery of the growth strategy for Spalding. As such, it is important to ensure that the emerging Local Plan facilitates its delivery
- 2.19. Information relating to SWRR deliverability will need to be outlined in the IDP. The cost of the SWRR and other infrastructure will need to be considered within to the whole-plan assessment of development viability.

Transport conclusions

- 2.20. Both the Boston and Spalding road schemes have a section in the IDP Action Plan (see Appendix 1) which includes relevant actions on the respective projects.
- 2.21. Land to the west of Holbeach is identified in the extant South Holland Local Plan (2006) and has been identified in the SHLAA. Although this site is unlikely to be of the scale to merit designation as a “broad location” in the strategy and policies DPD, it is a potentially significant part of the housing land supply. Potential delivery of housing in this location needs to be considered in the context of the A151 / A17 junction, which is an improvement also referred to in the extant South Holland Local Plan.
- 2.22. No further specific transport infrastructure issues have been identified at this stage. However, as part of the planning application process, applicants will be expected to demonstrate that there are not adverse effects from the development on the transport network and that provision for appropriate transport measures can be made. For developments of sufficient scale, this will mean financial obligations or on-site provision for walking, cycling public transport and, where appropriate, car. It is likely that further transport schemes will be included in the IDP as it is developed.

3. Social Infrastructure

Education

- 3.1. South East Lincolnshire is served by a mix of types of school. This includes Local Authority Maintained and Academy Schools. There are Secondary Modern and Grammar schools plus primary schools. There are a number of academies that are centrally funded but provide capacity for local pupils. LCC retains the statutory duty to ensure adequate school capacity overall and providing capital to achieve that (including at academies) and also co-ordinates admissions and provides home to school transport.
- 3.2. South East Lincolnshire schools are increasingly at capacity and oversubscribed in many instances. The pattern tends to be that the urban areas have little or no spare capacity available, particularly in the primary sector, but increasingly in the secondary sector too because child populations have grown significantly in urban areas. There is some capacity in the grammar school sector in Boston which needs further consideration so that further supply in selective and non-selective schools is funded on a reasonable and CIL regulation compliant basis. In contrast to urban areas, some rural primary schools have some capacity but, as one would expect, children from villages would typically travel to an urban area for secondary education, with associated travel and capacity issues.

- 3.3. To accommodate new pupils from new dwellings, additional infrastructure will be needed. It is also clear that significant Local Government or Central Government funding for this will not be available and local mitigation of growth, paid for through developer contributions, will be needed if accessible infrastructure is to be provided.
- 3.4. LCC use locally-researched formulae that demonstrate the numbers of new pupils expected to be generated from new housing and figures are available per average house or more specifically by bed room numbers within each house. This produces the total number of pupils expected from each development and can be multiplied by a 'cost per pupil place' multipliers, which are part-discounted to reflect Lincolnshire's lower build costs and are periodically compared to actual cost data to ensure accuracy. Initial assessment suggests that new primary school and secondary school places will be necessary in most cases.
- 3.5. LCC will try to extend local school capacity but where there are clear physical or other school organisation limitations a new site or sites will be required to support large scale growth. In most cases, it is likely to be necessary for the developer/ landowner to provide the necessary serviced site free to LCC plus the proportionate capital funding so LCC can procure the buildings and seek an operator of the new facility.
- 3.6. On all developments where a need for education infrastructure is demonstrated, the Authorities will expect a section 106 agreement or provision via CIL. Assessments will be carried out throughout plan preparation and development management processes, using the formulae noted at paragraph 3.4 (above).

Childcare

- 3.7. The education contributions (above) exclude contributions for early years/extended services or teenage services, which are calculated on site-specific information.
- 3.8. Childcare is a consideration in terms of the implications of population growth and change. It is a statutory responsibility for the County Council to secure sufficient provision. This might mean some provision in the form of purpose-built nursery facilities on major developments or regeneration areas. In most cases, these facilities should be provided alongside a school and/or community hall to minimise capital costs and improve operational efficiency. Demand from development on smaller sites can more easily be served by existing provision such as independent childminders.
- 3.9. LCC Children's Services have developed formulae to assess need for childcare services similar to those for education. Assessments can be prepared which take into account existing provision in different parts of the county. Taking account of proposed growth, some areas of South East Lincolnshire would have sufficient facilities; in some other areas new provision

would be necessary and this will need to be considered in developer contributions, most likely through section 106.

Emergency Services

- 3.10. 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 South East Lincolnshire supports around 8,000 dwellings and around 600 commercial properties. LCC is also responsible for managing thousands of fire hydrants. All development will have some financial impact on this service and financial contributions will be sought from development industry where appropriate. Major strategic development will perhaps require the provision of new fire stations or the re-location of existing stations. Further discussions will take place to assess whether and where new/extended facilities will be required.
- 3.11. Discussions with the Police and the NHS are on-going in relation to the provision of emergency policing and ambulance services (respectively). It is hoped that a “standards and deficits” approach can be pursued similar to that undertaken with LCC Fire & Rescue.

Health Care

- 3.12. Capital investment in Lincolnshire’s NHS healthcare infrastructure is funded either through commercial or public sector borrowing that has to be repaid from revenue budgets (unless met by a non-NHS capital input). NHS revenue costs in Lincolnshire are currently met by the Lincolnshire Primary Care Trust (PCT) from its allocation of the national budget available to the Department of Health. Lincolnshire Primary Care Trust, is the “commissioning authority” for health care in Lincolnshire
- 3.13. From April 2013, the Lincolnshire PCT will be replaced by four Clinical Commissioning Groups (CCGs). The two relevant CCGs for South East Lincolnshire are:
- Lincolnshire East CCG, which covers all of Boston, some northern parts of South Holland and other parts of the east of the county; and,
 - South Lincolnshire CCG, which covers most of South Holland (except the above) and other parts of the south of the county.
- 3.14. Dentistry, ophthalmology and certain specialist (nationally- and regionally-based) care will be commissioned directly by a national commissioning board via area based (regional) teams. The national commissioning board area team for Lincolnshire and Leicestershire will also oversee and support the work of the CCGs.
- 3.15. A serious concern is the potential that an increased population will not result in an increased provision by the Department of Health. The Department currently provides funding on the basis of the previous year’s allocation with a standard percentage increase varied according to population change as a percentage

of the national percentage. If there is no national increase then areas of growth receive no extra funding. In Lincolnshire, this could create serious issues in acute (hospital) care.

- 3.16. The PCT has traditionally (and will continue to) seek financial contributions for the provision of GP and dentist surgery premises from the development industry. This is based on an up-to-date assessment of current supply and future needs.
- 3.17. However, some NHS data needs review before an assessment can be done for the whole of South East Lincolnshire as part of IDP schedule. To run an assessment on incomplete data would be misleading so the current IDP schedule assumes zero spare capacity in existing GP and dentist surgeries. This will be reviewed as set out in the appended action plan.
- 3.18. Some ambulatory (walk-in or outpatient) care is currently provided in community hospitals and health centres. Some settlements have a population close to the “tipping point” of requiring ambulatory centres and, in such cases, it is proposed that proportional payments are made through mainstream health
- 3.19. Acute care in South East Lincolnshire is typically provided at Pilgrim Hospital (Boston). Johnson Hospital (Spalding) hospital provides what might be described as “community” care. It is common for patients from South East Lincolnshire to be treated at Kings Lynn and Peterborough hospitals. More specialist cases will be referred to specific units across the UK and, in all cases, at the cost of the Primary Care Trust.

Social Care

- 3.20. LCC is the relevant social care authority. Work is on-going, building on the Joint Strategic Needs Assessment (JSNA)², to set standards for provision of specialist accommodation to meet the needs of older people as well as those with learning difficulties, physical / sensory impairments and those experiencing mental health problems. These standards are likely to include an aspiration to deliver a percentage of homes for specific client groups, for example, “extra care” units for the elderly and will need to be taken into account in the Infrastructure Delivery Plan.

Libraries, Museums and Community Halls

- 3.21. Current provision of social infrastructure such as libraries, museums and community halls, is provided in town centres, district (neighbourhood) centres and major rural settlements. There are often opportunities to integrate community infrastructure. If this is done effectively it can support growth areas and improve “customer” service. Libraries can have a key role as a resource or reference-point for information on local government services, employment opportunities, adult learning and other such topics. Opportunities for co-

² Lincolnshire County Council and NHS Lincolnshire (2010) *Joint Strategic Needs Assessment*

location will be taken where possible and, where appropriate, financial contributions will be sought on the basis of robust needs assessment.

4. Environmental Infrastructure

Waste Management

- 4.1. LCC has the statutory responsibility of municipal solid waste disposal, but this responsibility does not extend to other waste such as Commercial & Industrial Waste (C & I Waste). The waste management strategy for the County is, in line with The National Waste Strategy³, to reduce the disposal of waste in favour of, for example, energy recovery. Locally this means the development of the Lincoln Energy from Waste (EfW) plant, which was given planning consent in July 2009. The plant is due to open in 2013, which will accommodate waste from transfer stations in all parts of the county. LCC funding is in place for delivery.
- 4.2. New development should be designed to maximise the re-use and recycling of waste in line with national planning and waste management guidance. For example, using the practical guidance on layout of housing in the *Code for Sustainable Homes*.
- 4.3. As county planning authority, LCC has responsibility for making relevant waste planning decisions and preparing a Minerals and Waste Local Plan (MWLP) which relates to all kinds of waste disposal. Relevant MWLP documents will be subject to consultation and updates can be viewed at:
www.lincolnshire.gov.uk/CoreStrategy.

Flood and Water

- 4.4. The two South East Lincolnshire district councils have completed Strategic Flood Risk Assessments that provide accurate information on flood risk issues. These documents will help to guide floor risk infrastructure requirements in the IDP.
- 4.5. An Outline Water Cycle Study has been prepared for South Holland and a Pre-Outline for Boston. The documents provide information on drainage and sewerage issues have also been completed for South East Lincolnshire and have been agreed with the relevant partners. These pieces of evidence will be important in helping to ensure water management issues are fully taken into account when new development is considered. Discussion will continue with Anglian Water, the Water and Sewerage Company (WASC) for the two district areas. A list of relevant projects from these studies will be included in the final IDP schedule.

³ Department for the Environment, Food and Rural Affairs (DEFRA) (2007) Waste Strategy for England 2007

- 4.6. South East Lincolnshire has significant areas of land that are deemed to be at risk from coastal flooding, fluvial (river) flooding and pluvial (surface water) flooding. However, Boston and Spalding have key brownfield sites that are in need of regeneration and both towns need to be sustained as sub-regional centres. Here, decisions need to be made that balance the need for sustainable growth with the need to manage flood risk.
- 4.7. In July 2011, RAB consultants presented findings of a study for the Coastal Authorities. This study provides some generic costs for site specific flood resilience in flood zone areas. This information will be used to support the Local Plan unless supplemented by more up-to-date or relevant information.
- 4.8. The provision of quality water supply and sewerage are basic necessities. Local authorities have a role, in line with the NPPF 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 (in line with the NPPF) and improve overall sustainability. This will be delivered to an agreed standard and in line with the relevant strategy via formal approval from the lead local flood authority, which, in this area, is Lincolnshire County Council. LCC is preparing a Preliminary Flood Risk Assessment (PFRA) for the whole County on "local flood risk": surface water, ground water and ordinary watercourses. Following on from this, hazard maps will be produced during 2013 and mitigation action plans by 2015.
- 4.9. Water infrastructure, such as water supply, and waste water treatment need consideration. However the statutory rights for relevant parties⁴ mean that the only recoverable costs for WASCs apply to connections to the WASCs' existing water mains and sewers. WASCs have to offset connections costs against the revenue income they will receive from the proposed development when it is occupied. Hence the major responsibility falls to the relevant WASC. In addition, capital expenditure to water and wastewater treatment works has to be approved by the regulator, Ofwat. Capital expenditure can then be funded through customer's water and sewerage charges and not by the development industry. The major concerns therefore are the timing issues, particularly in relation to relevant planning and environmental consents and approval by Ofwat.
- 4.10. Water supply is generally simple to provide. Waste water treatment is often more complicated. Currently, there is significant capacity in Boston sewage treatment works (STW) but new infrastructure might be required as there is only one pumped rising main that serves Boston STW. There is some capacity at Spalding STW; Anglian Water (AW) has informed the planning authorities that work is on-going to establish the level of capacity in relation to the level of proposed development at Spalding. AW has advised that much of the foul and surface water network in Spalding is already separate, which leaves little ability to create further foul capacity without specific infrastructure.

⁴ Under Section 98 and Section 106 of the *Water Industry Act 1991*

- 4.11. Anglian Water is understood to have begun the construction of a major water main to Boston from Covenham (north of Louth). This project will ensure a secure supply of water for the town's growing population.

Green Infrastructure

- 4.12. It is recognised that open spaces can often combine several functions, for example, for recreation and managing water resources. Green infrastructure can thus be developed as a "multi-purpose" network of open space. As South East Lincolnshire is developed, enhanced green infrastructure will be needed to meet people's needs, as well as supporting other objectives including nature conservation and tourism.
- 4.13. A 'Sports Provision and Open Space Assessment', sponsored by the joint authorities has been prepared by Ploszajski Lynch Consulting (PLC). The PLC assessment considers indoor and outdoor sports as well as parks and open space. The assessment considers these issues in the context of demographic factors, such as population and age structure, as well as other factors, such as participation rates. The analysis presented by PLC shows that sport and open space are considered important amongst the local population, use of existing facilities is high and that generally facilities are 'good'. Assessing qualitative and quantitative information, the document assessed future provision needs to 2031 for sport and open space and provides an action plan for delivery. This evidence will be used to secure funding for such provision, whether through grant, developer contributions or other sources.
- 4.14. Further discussion will be necessary, led by the district councils, with input from relevant partner authorities and organisations to identify specific green infrastructure projects and proposed delivery methods.
- 4.15. New development will generate additional green infrastructure needs, and will be expected to contribute to providing new facilities on the basis of the evidence mentioned above.

5. Conclusions

Development viability

- 4.1. As stated at the beginning of the paper, infrastructure can broadly fit within the three broad categories below:
- a) utilities infrastructure: both on- and off-site connections and reinforcements,
 - b) on-site infrastructure (likely to be part-funded through section 106) which is likely to include; and,
 - c) off-site (strategic) infrastructure (likely to be part-funded through Community Infrastructure Levy)

- 4.2. Utilities infrastructure, as outlined in paragraphs 2.3, 2.4 and 5.7 of this paper, will typically be led by the utilities company. This might involve some financial contributions by the developer, assumptions have been made at this stage, which will be the subject of further review (see below)
- 4.3. A development viability study is on-going with the consultants Roger Tym & Partners providing advice. This is due to conclude early in 2013. Early findings suggest that there is scope to implement CIL and maintain some on-site section 106 contributions (to add up to approximately £7,000 per unit) and allow, in most cases, for 20 per cent affordable housing. In general terms, these conclusions are close to those of the Economic Viability Assessment carried out for Boston by Three Dragons Consultancy. Clearly CIL will be fixed due to its statutory nature but the Authorities will ensure the delivery of the plan by managing the use of section 106, in light of site-specific factors. The RTP study also includes relevant assumptions on utility connection costs, although this will need a further “sense check” as further site-specific information comes forward, this information will particularly be sought for the sites to be identified as “broad locations”.

Location of development

- 4.4. In view of the proposed infrastructure projects and programmes noted above, the main focus for delivery of identified projects are the urban centres Spalding and Boston. This does not preclude the identification of projects in other areas through the Local Plan process.
- 4.5. The initial information available suggests that, across the majority of infrastructure themes, “economies of scale” and “critical mass” for infrastructure would more easily be achieved in the urban areas. These settlements are already served by existing infrastructure (although improvements might be required). Opportunities for co-location will be greater where the quantum of existing services and new development are largest. Where new development is large-scale (in the thousands of homes) there is more scope to establish physical infrastructure and ensure ongoing maintenance by, for example, establishing relevant organisational structures.
- 4.6. Further work will be undertaken to coordinate available public, private and voluntary sector resources to support the proposed growth in the Local Plan and deliver enhanced infrastructure for South East Lincolnshire. However, opportunities to seek developer contributions will be taken where possible, via “section 106 agreements” and the Community Infrastructure Levy. Other statutory powers will also be used as appropriate.

Appendix 1 IDP Action Plan

Please note Brendan Gallagher (Lincolnshire County Council – LCC) and Phil Norman (South Holland District Council – SHDC) should be considered as relevant parties in all actions.

Infrastructure evidence issue and relevant notes	Timescale to address issue	Project lead	Other relevant parties
<p>Spalding Western Relief Road (SWRR) project plan and high-level delivery strategy</p> <p>Phase 1 consented with ‘Holland Park’, although delivery timescales need monitoring with engagement of site proponents.</p> <p>Phase 2 has been consulted upon without consensus on route 2A or 2B. Key actions: phase 3 route options; review whole scheme costs; assess development viability in context of Roger Tym & Partners’ work</p>	May 2013	D. Wildman (LCC)	<p>Site proponents</p> <p>SWRR Steering Group: specifically P. Coathup (LCC) and P. Jackson (SHDC)</p>
<p>Boston relief road / bypass project plan and high-level delivery strategy</p> <p>Very broad reference in Boston Transport Strategy (2006); further Key actions: route options; assess flood defence benefits and establish technical specification; cost assessment; assess development viability in context of Roger Tym & Partners’ work;</p>	May 2013	S. Lumb (BBC)	<p>S. Shah (LCC)</p> <p>G. Alexander (SHDC)</p> <p>M. Dugher (EA)</p>
<p>Assess delivery of A151 / A17 junction and implications for housing delivery in Holbeach (although site is highly unlikely to be a S&P DPD allocation)</p>	May 2013	S. Shah (LCC)	
<p>South East Lincolnshire wide assessment of primary and secondary education requirements</p>	April 2013	Steve Mason (LCC)	
<p>Clearer indication of location of new secondary school. Within new development to the west of Spalding currently seems most appropriate</p>	April 2013	Steve Mason (LCC)	Site proponents
<p>Further assessment on Boston secondary education and Grammar/ comprehensive issue</p>	April 2013	Steve Mason (LCC)	
<p>Confirmation of expansion to Boston secondary comprehensive schools (initial assessment suggests expansion is the best option)</p>	April 2013	Steve Mason (LCC)	
<p>Review assessment of GP practice capacity against location of development (with consideration of “patient choice”)</p>	April 2013	BG; NHS	CCGs
<p>Assess implications of National SuDS Standards and Building</p>	Meeting with A.	Andy Wharf	J. Dean (Anglian

Regulations Part H on Local Plan delivery	Wharf TBC	(Head of SEL flood man framework)	W.) M. Dugher (EA)
For preferred directions of growth, site proponents to be encouraged to undertake initial assessment for gas connection: costs, phasing, other barriers. 'Asset value' to be taken into account	April 2013	Site proponents	National Grid
For preferred locations, site proponents to be encouraged to prepare initial assessment of electricity connection: costs, phasing, other barriers. 'Asset value' to be taken into account	April 2013	Site proponents	Central Networks (BG to get a name)
For preferred locations, site proponents to be encouraged to prepare foul drainage strategies and at least to use AW's pre-planning advice service ⁵	On-going	Site proponents	J. Dean (Anglian W.)
AW's initial assessment is that no sewage capacity issues will arise at Boston. This needs to be reviewed once housing numbers are finalised.	BG to update on response from JD	J. Dean (Anglian W.)	
AW is undertaking further assessment of sewage capacity issues at Spalding. Potential reinforcement to get to Spalding STW to the north-northeast	BG to update on response from JD	J. Dean (Anglian W.)	
Workshop on to establish "model" SUE social infrastructure provision	July 2013, preferred options	P. Jackson (SHDC) S Lumb (BBC)	LCC child services Police Lincoln PCT/ CCGs District Sport Dep. Sport England
Workshop(s) on site specific and strategic green infrastructure	July 2013, following preferred options	TBC	G. Alexander (SHDC) Peter Udy (BBC) Other GI stakeholders
Workshop with developers and infrastructure providers as part of statutory consultation process on Issues & Options	May 2013 for preferred options		

⁵ <http://www.anglianwater.co.uk/developers/planning/>

Appendix 2 – List of infrastructure consultees

Lincolnshire Sports Partnership
Anglian Water
Lincolnshire Police
British Telecom
Lincolnshire Primary Care Trust
Sport England
National Grid
Lincolnshire County Council (LCC) – Highways
LCC – Children’s Services
LCC – Fire & Rescue
LCC – Social Care