North East Lincolnshire Council
Infrastructure Delivery Study
Baseline Report

Draft 2 | 7 August 2013

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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</tbody>
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## Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong> Introduction</td>
<td>1</td>
</tr>
<tr>
<td>1.1 Document Purpose and Aims</td>
<td>1</td>
</tr>
<tr>
<td>1.2 Local Context</td>
<td>1</td>
</tr>
<tr>
<td>1.3 North East Lincolnshire’s growth expectations</td>
<td>1</td>
</tr>
<tr>
<td><strong>2</strong> Methodology</td>
<td>4</td>
</tr>
<tr>
<td>2.1 Overview</td>
<td>4</td>
</tr>
<tr>
<td>2.2 Document Structure</td>
<td>4</td>
</tr>
<tr>
<td>2.3 Topics Covered</td>
<td>6</td>
</tr>
<tr>
<td>2.4 Local Distinctiveness</td>
<td>7</td>
</tr>
<tr>
<td><strong>3</strong> Transport</td>
<td>8</td>
</tr>
<tr>
<td>3.1 Ports</td>
<td>8</td>
</tr>
<tr>
<td>3.2 Airport Access</td>
<td>18</td>
</tr>
<tr>
<td>3.5 Passenger Rail</td>
<td>42</td>
</tr>
<tr>
<td>3.6 Freight Rail</td>
<td>47</td>
</tr>
<tr>
<td>3.7 Transport and Cycling: Walking, Cycling and Public Rights of Way</td>
<td>52</td>
</tr>
<tr>
<td>3.8 Access to and by Public Transport including buses</td>
<td>61</td>
</tr>
<tr>
<td>3.9 Door to door transport and demand responsive services</td>
<td>68</td>
</tr>
<tr>
<td><strong>4</strong> Education</td>
<td>73</td>
</tr>
<tr>
<td>4.1 Overview</td>
<td>73</td>
</tr>
<tr>
<td>4.2 Primary Provision</td>
<td>74</td>
</tr>
<tr>
<td>4.3 Secondary Education</td>
<td>86</td>
</tr>
<tr>
<td>4.4 Further and Higher Education</td>
<td>89</td>
</tr>
<tr>
<td><strong>5</strong> Health Care</td>
<td>93</td>
</tr>
<tr>
<td>5.1 Overview</td>
<td>93</td>
</tr>
<tr>
<td>5.2 Primary Care</td>
<td>93</td>
</tr>
<tr>
<td>5.3 Secondary Care</td>
<td>97</td>
</tr>
<tr>
<td>5.4 Social Care</td>
<td>100</td>
</tr>
<tr>
<td><strong>6</strong> Utilities</td>
<td>107</td>
</tr>
<tr>
<td>6.1 Water and Sewerage</td>
<td>107</td>
</tr>
<tr>
<td>6.2 Electricity</td>
<td>114</td>
</tr>
<tr>
<td>6.3 Gas</td>
<td>120</td>
</tr>
<tr>
<td>6.4 Telecomms</td>
<td>124</td>
</tr>
<tr>
<td><strong>Decentralised</strong></td>
<td>130</td>
</tr>
</tbody>
</table>
7 Renewable and Low Carbon Energy

7.1 Delivery Agency 130
7.2 Evidence Base 130
7.3 Strategic Issues 130
7.4 Current Provision 131
7.5 Gaps in Provision 128
7.6 Planned Provision 128
7.7 Impact of Development Proposals 129
7.8 Funding Mechanisms 129

8 Emergency Services 130

9 Green Infrastructure 131

9.1 Allotments 131
9.2 Playing Pitches 138
9.3 Play Provision 149
9.4 Green Space 156

10 Other Community Infrastructure 161

10.1 Cemeteries and Crematorium 161
10.2 Libraries 166
10.3 Leisure Facilities 169
10.4 Flood Defences 174

11 Waste and Minerals 184

11.1 Waste 184
11.2 Minerals 195
1 Introduction

1.1 Document Purpose and Aims

Ove Arup and Partners Limited have been commissioned to produce an Infrastructure Delivery Plan for North East Lincolnshire Council. This document will set out the infrastructure gaps and funding options to deliver planned housing and employment growth in North East Lincolnshire. It will be used as part of the evidence base to inform the New Local Plan, which is currently being developed by North East Lincolnshire Council.

This document is a ‘working’ baseline report, which will provide the evidence to feed into the Infrastructure Delivery Plan. This document will be included as an Appendix to the Infrastructure Delivery Plan.

The baseline will continue to be amended as new information is made available and infrastructure is delivered. There are currently some gaps in this baseline, which will be filled in August 2013. The gaps are generally in relation to work being carried out by NELC departments, for example modelling work being carried out by the Transport Team and further analysis being carried out by the Education Team.

1.2 Local Context

North East Lincolnshire is an area of much diversity and opportunity. It is situated on the east coast of England at the mouth of the Humber Estuary, covering an area of 74 square miles (192 square km). It includes the port towns of Immingham and Grimsby, the seaside town of Cleethorpes and a range of villages of varying sizes and composition. The character varies from the industrial estuary and port developments in the east to the attractive landscape of the Lincolnshire Wolds in the west.

1.3 North East Lincolnshire’s growth expectations

The Council is currently working to confirm the exact quantum and distribution of housing and employment growth in the Borough.

A range of evidence base documents are currently being prepared, and will inform the exact distribution of housing. Arup are working with NELC to provide some evidence on infrastructure constraints to feed into the distribution strategy.

The final IDP and baseline will be based on an agreed quantum and distribution of development. However in August 2013 Arup are currently considering the following maximum and minimum levels of housing growth:
Table 1.1: Housing Scenarios

<table>
<thead>
<tr>
<th></th>
<th>Number of Dwellings (max and Minimum)</th>
<th>Known distribution / worst case distribution for Western and Southern Arc</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Area</strong></td>
<td>Grimsby</td>
<td></td>
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<tr>
<td></td>
<td>4200 – 7900 units (45% - 85%)</td>
<td>The exact focus is not known, however this includes three strategic sites (Identified on Figure 1). The strategic sites are: <strong>Western Sites</strong> (included in 6 – 10 year trajectory – 2898 unit capacity – ref HOU027 / HOU48 / HOU060). <strong>Scartho Top, Grimsby (1284 units)</strong> – the site has planning permission and the developer is on site – refHOU076) <strong>Weelsby Hall Farm, Grimsby</strong> (included in the 6 – 10 year trajectory – 1495 unit capacity – refHOU074)</td>
</tr>
<tr>
<td><strong>Western and Southern Arc</strong></td>
<td>Humberston 250 – 840 units</td>
<td></td>
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<tr>
<td></td>
<td>New Waltham 200 – 840 units</td>
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<tr>
<td></td>
<td>Waltham 200 – 840 units</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Laceby 200 – 840 units</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Healing 150 – 840 units</td>
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<tr>
<td><strong>Estuary Zone</strong></td>
<td>Immingham 300 – 1150 units</td>
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<tr>
<td><strong>Rural Zone</strong></td>
<td>Villages of: Harbrough, Stallingborough, Aylesby, Irby upon Humber, Beelsby, Barnoldby le Beck, Hatcliffe, West Ravendale, East Ravendale, Hawerby Cum Beesby, Wold Newton 100 – 200 units</td>
<td>The focus in this area is not known. The proposed ranges need to be used for discussion with stakeholders.</td>
</tr>
</tbody>
</table>
Our assumptions in relation to employment land are that the previous Core Strategy identified 552ha of land between and incorporating the ports of Grimsby and Immingham (100ha needs to be safeguarded for bird migration). There are the following large scale sites:

- 6ha for the expansion of Wilton Road
- 8.6ha of employment land at Humberston Road.
- Europarc

Further information on the exact proposed employment quantum and distribution will be confirmed in August 2013. Following completion of a updated Employment Land Review.
2 Methodology

2.1 Overview

The document has been structured to form a written statement identifying existing provision, baseline capacity and the effects of future demand on infrastructure assets within the North East Lincolnshire local authority boundary. It will assess the ability of infrastructure to respond to the potential growth identified in the emerging Local Plan and specifically identifies opportunities for new infrastructure that will enable sustainable economic growth and sustainable high quality environments that present attractive locations to live, work and invest in.

2.2 Document Structure

Evidence within the document has been structured to ensure consistency in data collection and analysis. The systematic approach followed for each chapter, as set out below ensures that key aspects of each infrastructure and service area are identified. Each chapter will ensure that the following information is provided:

- **Delivery Agency**: Identification of the agency or agencies responsible for leading, delivering and managing infrastructure improvements.

- **Evidence Base**: A comprehensive identification of the primary and secondary sources and statistical data used to inform the study to ensure its robustness, including relevant strategies, plans and programmes.

- **Strategic issues**: Identification of the over-arching issues for North East Lincolnshire, local governance structures and other private, voluntary and community sector bodies. This section should outline targets and standards set to ensure the quality or quantity of infrastructure provision. This section will highlight cross-boundary issues and those issues affecting other public bodies, including neighbouring local authorities. These issues should be considered in line with the duty to co-operate.

- **Existing provision**: An analysis of the identified evidence base to inform the level of existing provision (under-supply, operating at capacity or surplus) of an asset or service; including location, distribution, coverage and capacity where appropriate.

- **Gaps in provision**: Identification of current infrastructure deficits, whether through lack of capacity, distribution or coverage. An appropriate methodological approach has been selected for each area. This section will answer questions such as 'Where are quality and quantity standards not met?', 'Where are resources under-represented spatially?' and 'Where are the mismatches between distribution and quality and how does this affect needs and growth aspirations?'. Where appropriate, the document will identify opportunities available to address deficiencies.

- **Planned provision**: Identification of proposed and committed schemes, including an awareness of the varying delivery time scales used by different infrastructure and service providers.
**Impact of Development Proposals:** An analysis of how expected future growth and site proposals would affect the existing baseline capacity of infrastructure assets and services.

**Funding Mechanisms:** Identification of the capital and revenue funding mechanisms available to support infrastructure within the defined asset and service area.

**Role of Local Plan:** Identification of the role that the emerging Local Plan will have in ensuring the successful delivery of proposed and committed schemes.

Continuous engagement with key partners and agencies responsible for infrastructure provision is essential to ensure that the IDP baseline report remains a regularly updated live document.

This consultative approach, with an emphasis on partnership building, is intended to develop an accurate understanding and assessment of current infrastructure provision within the local authority area and what is required in the future. This IDP will be focused on identifying the infrastructure required to support growth, the means by which this infrastructure could be provided and will seek to secure commitment from service providers to ensure effective delivery. This continuous and consultative approach has ensured that cross-boundary issues are reflected and considered.

This document will be used to inform a streamlined Infrastructure Delivery Plan (IDP), which will be written spatially, as set out below.
### 2.3 Topics Covered

The following Infrastructure Topics have been covered in the IDP baseline report:

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<th>Ports</th>
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<td>Highways Network and Major Schemes</td>
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<td>Passenger Rail</td>
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<td>Freight Rail</td>
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<td>Access to and by Public Transport including buses</td>
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<td>Door to door transport and demand responsive services</td>
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<th>Education</th>
<th>Primary Schools</th>
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<td>Secondary School</td>
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<td>Further and Higher Education</td>
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<th>Health</th>
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<td>Electricity and Gas</td>
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<td>Telecommes</td>
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<th>Emergency Services</th>
<th>Fire Service</th>
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<td>Police Services</td>
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<td>Ambulance Services</td>
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<th>Green Infrastructure</th>
<th>Allotments</th>
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<td>Playing Pitches</td>
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<td>Play Provision</td>
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<td>Green Space</td>
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<th>Other Community Infrastructure</th>
<th>Cemeteries and Crematorium</th>
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<td>Libraries</td>
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<td>Leisure Facilities</td>
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<td>Flood Defences</td>
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<th>Waste Management and Minerals</th>
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<td>Minerals</td>
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2.4 Local Distinctiveness

The New Local Plan identifies four distinct zones that exist within the Borough. The New Local Plan will set out separate visions for each of these zones detailing the level of expected growth.

North East Lincolnshire's four distinct spatial zones are:

- **Urban Area** - The Urban Area includes the town of Grimsby and the resort of Cleethorpes. These settlements are the focus for new developments.

- **Western and Southern Arc** - The Western and Southern Arc includes a number of settlements that have grown to become Service Settlements offering a range of key services and facilities.

- **Estuary Zone** - The Estuary Zone includes the port town of Immingham and valuable land for economic development, stretching between the ports of Grimsby and Immingham.

- **Rural Area** - The Rural Area is characterised by its high landscape quality and a collection of small hamlets and villages.

The baseline has wherever possible considered infrastructure based on the four spatial sub areas that are currently being used to develop the Local Plan. The IDP that will be informed by this baseline will be written spatially and use the agreed four sub areas. The sub areas are shown on the plan below:

**Figure 2.1: North East Lincolnshire: Sub Areas**
3 Transport

3.1 Ports

3.1.1 Delivery Agency

- Associated British Ports (ABP)

3.1.2 Evidence Base

- National Policy Statement for Ports, January 2012, Department for Transport
- Port of Immingham Master Plan 2010 - 2030, 2012, ABP
- Port of Grimsby Map, ABP
- Local Development Order - Port of Grimsby East, Adopted: 19 March 2013, North East Lincolnshire Council
- Humber Green Port Corridor, Port of Grimsby Plan EZ / 20B
- North East Lincolnshire Monitoring Report 2011/12, North East Lincolnshire Council

3.1.3 Strategic Issues

North East Lincolnshire's ports complex is vital to ensuring the competitiveness of the area by enabling access, providing links and major employment opportunities which will support economic and housing growth. The Ports at Grimsby and Immingham combine to form the UK's largest port by tonnage handled. The Port of Immingham alone represents approximately 9% of UK sea-borne trade\(^1\).

The Port of Immingham spans an area covering 1,230 acres and handles 55 million tonnes of products each year. The main products handled at the port are coal, metals and petroleum. The Port of Immingham has access to the Humber estuary's natural deep-water channels.

Demand for these products is forecasted to increase in coming years, with 77,611,000 tonnes\(^2\) expected to be handled each year by 2030. Additional demand will place extra pressure on existing infrastructure capacity; however this demand ensures the security of energy supplies to the UK. The port is also a major provider of employment opportunities locally, directly employing 4,700 people and indirectly employing thousands more\(^3\).

The Port of Immingham operates an intensive freight operation which accounts for the significant line capacity consumed by freight train movements in North East Lincolnshire and the wider area (see Passenger and Freight Rail).

The Port of Grimsby handles 1 million tonnes of products each year and spans an area of 550 acres. The importation of trade cars, with more than 500,000 vehicles imported each year, and the docks historic connection with fishing and the food industry is of particular importance to Grimsby's port.

---

1. ABP Port of Immingham Master Plan 2010-2030
2. ABP Port of Immingham Master Plan 2010-2030
3. ABP Port of Immingham Master Plan 2010-2030
The port provides a location for growth of the renewables industry. An 11 hectare Enterprise Zone has been identified at the port, called Port of Grimsby East. The boundary of the Enterprise Zone is shown on the plan below in Figure 3.1.

**Figure 3.1: Port of Grimsby East Enterprise Zone**

![Port of Grimsby East Enterprise Zone](image)


This Enterprise Zone will support the development of operations and management, and the associated supply chain activity for the renewables industry. The Port of Grimsby Enterprise Zone will form part of the wider Humber Enterprise Zone and the creation of a Humber Renewables Super Cluster (as detailed in section 1 of this baseline report).

The Port of Grimsby is therefore a key component to create an International Centre of Renewable Energy.

As part of the Enterprise Zone status North East Lincolnshire Council has adopted a Local Development Order (LDO) for the Port of Grimsby East. This purpose of the Local Development Order is to help encourage the development of the operations and maintenance (servicing) aspect of the offshore renewables industry. The LDO covers the 3.6ha area shown on Figure 3.1 as area G2. The LDO will simplify planning arrangements at the port by granting outline planning permission and encouraging investment in this area. The details of the LDO can be found at the following link:

3.1.4 Existing Provision

Overview

The quantity of freight handled through the Ports of Grimsby and Immingham reduced between 2006 and 2011, with 2007 providing the highest level of imported goods and products.

Recent years have seen an increase in the level of imports arriving into the ports, however the total quantity remains lower than the 2006 baseline level.

Table 3.1: Freight handled through the Ports of Immingham and Grimsby

<table>
<thead>
<tr>
<th>Year</th>
<th>Freight Handled (Million Tonnes)</th>
<th>Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>64.03</td>
<td>Baseline</td>
</tr>
<tr>
<td>2007</td>
<td>66.20</td>
<td>Increase of 1.9 million tonnes</td>
</tr>
<tr>
<td>2008</td>
<td>65.30</td>
<td>Decrease of 0.9 million tonnes (1 million tonnes above baseline)</td>
</tr>
<tr>
<td>2009</td>
<td>54.70</td>
<td>Decrease of 10.6 million tonnes (Top of top ten ports for tonnage handled)</td>
</tr>
<tr>
<td>2010</td>
<td>54.00</td>
<td>Decrease of 10.6 million tonnes (Top of top ten ports for tonnage handled)</td>
</tr>
<tr>
<td>2011</td>
<td>57.23</td>
<td>Increase of 3.23 million tonnes (Top of top ten ports for tonnage handled)</td>
</tr>
</tbody>
</table>

Source: Department for Transport (DfT) and reproduced from North East Lincolnshire Monitoring Report 2011/12 - North East Lincolnshire Council

The Port of Immingham

Immingham benefits from a number of key facilities which support the business operations carried out at the site. The Port provides over 1,300 acres of land and 58 acres of enclosed dock.

Table 3.2: Facilities at the Port of Immingham

<table>
<thead>
<tr>
<th>Facilities at the Port of Immingham</th>
<th>Description, Capabilities and Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Immingham Oil Terminal (IOT)</td>
<td>Opened in 1969 and extended in 1994: Three deep-water tanker berths capable of accepting vessels up to 130,000 tonnes deadweight (dwt); two coastal berths; linked to adjacent Lindsey Oil Refinery (Total) and Humber Oil Refinery (Phillips 66) by pipeline; Handles 20 million tonnes of crude oils and petroleum products annually.</td>
</tr>
<tr>
<td>Immingham Bulk Terminal</td>
<td>Opened in 1970: A single deep-water berth capable of accepting part-laden vessels up to 200,000 tonnes dwt; Operated by Tata Steel UK; Supplies up to 10 million tonnes of coal and iron ore via rail link to Scunthorpe.</td>
</tr>
<tr>
<td>ABP Humber</td>
<td>Opened in 2000 and extended in 2006: Two berth bulk handling facility;</td>
</tr>
</tbody>
</table>

4 ABP Port of Immingham Master Plan 2010-2030
5 ABP Port of Immingham Master Plan 2010-2030
International Terminal  | Berth 1 has three mobile harbour cranes; Berth 2 is an automated dry bulk discharge terminal with three rail-mounted cranes; Combined berth frontage of 520m; Annual cargo throughput in 2011 amounted to a record of almost 11 million tonnes of coal, petroleum coke, minerals, biomass and animal feedstuffs.

Immingham Gas Jetty  | Opened in 1985: Jetty capable of accepting vessels of up to 50,000 tonnes dwt and handles approximately 750,000 tonnes per annum; originally developed to handle the export and import of liquid propane and butane gases, with capability to also handle ‘white oil’ liquid products such as benzene and kerosene.

DFDS Nordic Terminals  | Comprises the Dockside Terminal and the Riverside Terminal (Immingham Outer Harbour) this facility includes a two line rail terminal; capacity to accommodate up to 7 ro-ro vessels simultaneously up to a length of 240m and width of 35m.

Immingham Container Terminal  | 45 acre site comprising two lo-lo berths with ship-to-shore gantry cranes and extensive storage facilities serviced by modern mechanical handling equipment.

East and West Jetties  | Part of the original port infrastructure, now modernised to handle liquid petroleum and chemical traffic; both jetties capable of accommodating vessels up to 30,000 tonnes dwt; total of 6 berths (2 at the East Jetty, 4 at the West Jetty).

Enclosed Dock Berths and Terminals  | Accessed via a single lock, the enclosed and impounded water area covers 58 acres, including Exxior Terminal; the dock system offers 20 berths including unit-load, roll-on/roll-off, lo-lo and multi-user berths; a range of dedicated cargo-handling terminal areas; vessels up to 30,000 tonnes dwt can access the dock with a maximum draft of up to 10.36 metres.

Source: ABP Port of Immingham Master Plan 2010-2030

The Port of Grimsby

Grimsby benefits from a number of key facilities which support the business operations carried out at the site. The Port provides over 550 acres of land\(^6\).

Table 3.3: Facilities at the Port of Grimsby

<table>
<thead>
<tr>
<th>Facilities at the Port of Grimsby(^7)</th>
<th>Description, Capabilities and Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alexandra Dock</td>
<td>Built in 1852: Provides two dedicated roll-on/roll-off berths; modern terminal; the lock entrance currently limits ship size to a maximum of 800 cars. Grimsby Docks can be accessed by ships that are 145m in length, 20m and 5.8 in depth. The mineral Ammonium Nitrate is also imported through this dock.</td>
</tr>
<tr>
<td>Fish Docks</td>
<td>10 trawlers / engineering and slipway. The fish docks are used by 10 trawlers and a number of leisure ships. There is a slipway and some engineering operations. This dock is also used for Offshore Renewable Operation and Maintenance.</td>
</tr>
<tr>
<td>Royal Dock</td>
<td>This dock has become the focus for Offshore Renewable Operation and Maintenance. This includes operations by Siemens, RES, Eon, Centrica and Dong. This is also where the border inspection post is currently located, although this may be moving elsewhere in the port.</td>
</tr>
<tr>
<td>East Dock</td>
<td>ABP own the Port of Grimsby, but lease the East Dock as the 'Port of</td>
</tr>
</tbody>
</table>

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\(^6\) ABP (www.abports.co.uk)

\(^7\) ABP (www.abports.co.uk)
Grimsby East*. This is also an Enterprise Zone. This dock provides dedicated operations and maintenance bases through quayside space and moorings; controlled access; bunkers, power, water and stores; and purpose built pontoons for service vessels.

| Dry Dock | Slipways to provide access for vessels of up to 1,200 tonnes. |

Source: ABP (www.abports.co.uk)

### 3.1.5 Gaps in Provision

The Port of Grimsby and Port of Immingham are operated by Associated British Ports (ABP). They are commercial operations and new facilities will be required when there is a proposed investment and development opportunity that requires improvements. ABP have continually invested in the both Ports and a number of improvements and new facilities are planned.

### 3.1.6 Planned Provision

The following projects are planned to improve or create new infrastructure at the Ports of Immingham and Grimsby.

**Grimsby River Terminal**

The Grimsby River Terminal (GRT) is set to be the largest ever capital investment into the Port of Grimsby. The new terminal will cost £25 million and is due to be completed in the summer of 2013. The facility will be used for the importation of cars from mainland Europe.

The development will comprise the installation of:

- A 250m long approach span jetty.
- 195m long finger pier jetty.
- An 80m x 30m floating pontoon.
- 70m linkspan bridge connecting the pontoon and approach jetty.
- A 12,000m³ car park.

The development will provide lock-free access for two vessels carrying up to 3,000 vehicles. It will link directly to the Port's car storage facilities.8

**Immingham: Real Venture 49MW biomass power station**

The proposed development is expected a three-hectare brownfield site on Port of Immingham, currently a fertiliser bagging facility that is being transformed later this year as part of a £6 million project by owner ABP.

The fuel for the biomass plant would be wood discarded by the paper and construction timber industries, the facility would require up to 250,000 tonnes of forest product in pellet form from Europe, which would be brought in by boat.

Real Venture is currently seeking financial backing for this scheme.

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8. ABP (www.abports.co.uk)
**Immingham: Humber Renewable Fuels Terminal**

A renewable fuels terminal is planned at the port of Immingham (alongside upgraded handling and storage facilities at the ports of Hull and Goole) to enable the ports to handle the wood pellet shipments for power station, including Drax to convert half of its coal-fired power station to biomass.

This scheme is being completed under ABPs Permitted Development Rights, as it involves altering existing terminals. The enabling works for this scheme are underway.

Drax has signed a 15-year contract with ABP to help create the new infrastructure. A dedicated import facility will be built at Immingham that can handle Panamax-size bulk carriers. These will service up to three million tonnes of wood pellets every year. To accommodate the facility a new quayside discharge plant will be built with associated equipment to convey biomass from the ships to new silos with 100,000-tonne capacity.

The wood pellets will be moved from the silos to a new train loading facility. This will service specialised rail wagons that will transport the biomass to the Drax power station at Selby and any other future customers.

**Immingham: Humber International Terminal Rail Extension**

The Humber International Rail Terminal automated rail loading facility has operated at near capacity since it was opened in 2006. ABP and Network Rail have developed proposals for additional track and crossings to the west of the port that will reduce turnaround times by 25 per cent, enabling trains to complete the existing ‘run-round’ of the locomotive off the terminal without causing delays to subsequent services. These works are detailed in the Freight Rail section of the baseline report.

**The Killingholme Loop**

Network Rail has developed a scheme that would increase capacity called the Killingholme Loop. This scheme is included in the Network Rail Freight Route Utilisation Strategy\(^9\).

The Killingholme Loop proposal is to provide a new railway to link the existing truncated Killingholme branch that runs from Immingham to Admiralty Sidings / Humber Sea Terminal directly to the line between Ulceby Junction and Barton-on-Humber. The proposals include the re-opening of the mothballed railway track bed between Admiralty Sidings / Humber Sea Terminal to Goxhill Junction onto the Ulceby to Barton-on-Humber Line and the construction of a new chord to provide a south facing connection towards Ulceby Junction.

The ABLE UK scheme involves the construction of a new manufacturing base for the offshore marine energy sector to the west of the Port of Immingham and the east of the Humber Sea Terminal. As part of this scheme the applicant is proposing to construct the Killingholme Loop. The applicant is proposing that the ownership of the Network Rail land and its associated infrastructure is transferred to them. Following completion of the line the existing line and new line will

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\(^9\) Freight Route Utilisation Strategy, (2007) - Network Rail
become a privately operated siding with Humber Sea Terminal retaining any existing rights.\(^\text{10}\)

The ABLE UK scheme is a Strategic Infrastructure Project and is being determined by the Secretary of State, with a decision expected in late August 2013. Network Rail undertook a Pre-Feasibility study for re-opening this section of the Killingholme Branch line in 2009 but found that there was no compelling business case to justify the necessary level of investment by them.

**Immingham Western Deepwater Jetty**

In December 2012 North Lincolnshire Council received an EIA Scoping Report for a new Immingham Western Deepwater Jetty (IWDJ). The scheme is being promoted by ABP. Whist this is just outside the North East Lincolnshire boundary it may have infrastructure impacts within the Borough.

The proposed development consists of a new Deepwater Jetty and a new in-river discharge facility (HIT3) on a 7ha site (on land) within the identified port estate. Figure 3.2 shows the location of this proposed development.

The deepwater jetty is required to increase the ports existing dry bulk handling facilities for deep sea vessels, as there is a growing demand for in-river facilities to handle deep-sea dry bulk cargoes, principally biomass, an additional in-river discharge facility is also required, which will access existing product storage areas. The selected location for new in-river discharge facility will in turn trigger the need to displace the current Immingham Gas Jetty operation westwards to the IWDJ site, the sole remaining undeveloped site within the Port of Immingham.

Additional dry bulk handling facilities, are required by virtue of the fact Immingham has the deepest berthing capability of the Humber handing more dry bulks than any other UK port, and hence playing a major part in the energy supply industry. Proximity to power stations, and heavy industry and effective road and rail links will ensure that dry bulks remain a major feature of any future cargo streams transiting the Port and underpinned the need for the development of an additional in-river discharge facility.\(^\text{11}\)

ABP have not submitted a planning application for this development. The land included in this proposal (red triangle on Figure 3.2) could potentially be included in the ABLE UK scheme. If this scheme is approved the ABP owned land would be Compulsory Purchased, using powers through the National Infrastructure Directorate (NIS). This would mean that the proposal for a Western Deepwater Jetty would need to be amended.

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\(^{11}\) [www.marinemanagement.org.uk/licensing/.../immingham_scoping](http://www.marinemanagement.org.uk/licensing/.../immingham_scoping)
Figure 3.2: New Deepwater Jetty and a new in-river discharge facility

Source: www.marinemanagement.org.uk/licensing/.../immingham_scoping

Immingham: Agribulk Storage Developments - Expansion of Immingham Bulk Park

Agribulk volumes handled at the Immingham Bulk Park are currently constrained by the capacity of the on-dock covered storage available, and therefore a continuing approach to the expansion exists. ABP own land on the edge of the port that is currently not utilised and this is being developed for storage as growth requires 12.

Immingham: Stallingborough Satellite Terminal

In 2008 ABP acquired 48 acres of farmland within 2km of the port to create off-dock storage for cars, helping release in-dock land currently used for development. This land is available for future development 13.

Immingham: East Gate Development

ABP and North East Lincolnshire Council owns 14 acres of land adjacent to the east gate of the port, where there is potential for either open or specialist storage or biofuel development. North East Lincolnshire Council is working with ABP on creating the conditions to deliver growth on this site. The site is next to the East Gate entrance to the Port of Immingham and is considered a strategic site that can be developed 14.

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12 ABP Port of Immingham Master Plan 2010-2030
13 ABP Port of Immingham Master Plan 2010-2030
14 ABP Port of Immingham Master Plan 2010-2030 and dialogue with the NELC Economic Development Officer
Immingham: Dredging/channel deepening

The Humber Estuary is a significant natural waterway fed by the rivers Trent and Ouse, which combined, drain one-fifth of England. The Estuary provides deep-water access to the Port of Immingham. The Sunk Dredged Channel guarantees 9.0 metres of water at all states of tide, allowing vessels drawing up to 12.8 metres to navigate into Immingham over all high water periods. Depths up to 14.2 metres can be accepted on spring high tides. The Port is consequently able to accept vessels of up to a capacity of 180,000 dwt tonnes, (290,000 tonnes dead weight tonnes part laden) meaning that the largest Cape-size vessels can serve the Port on a part-cargo basis.

Commercial demand, particularly within the liquid bulk sector, has resulted in a proposal to deepen the Sunk Dredged Channel and ancillary approaches to 11 metres, thereby allowing vessels drawing 15 metres to access the Humber over all high-tide periods. The impetus for this development has derived from Total’s need to feed its refinery with crude oils from more distant origins as a result of declining North Sea reserves. Applications to facilitate the deepening were submitted in early 2009 and the relevant dredging licences have been obtained\textsuperscript{15}.

There has been no requirement to carry out this work to date, as vessels have been able to operate within current drafts. However the relevant permissions are in place and ABP can dredge to a 14 – 16 draft when there is a requirement to do so\textsuperscript{16}.

3.1.7 Impact of Development Proposals

Future expansion of the Ports has the potential to impact on the strategic and local transport network. The South Humber Bank Transport Strategy\textsuperscript{17} found that the delivery of approximately £9 million of junction improvements would deliver the capacity for all proposed employment land at the port and Humber Bank to be developed.

Previous expansion at the Port of Immingham has involved the acquisition of additional land and land reclamation from the Humber Estuary. The creation of land for example through reclamation from mudflats at the foreshore may result in compensatory habitat areas having to be provided elsewhere. Recent business expansion has also been facilitated through the rationalisation and reorganisation of areas within the existing port boundaries, to ensure an efficient use of the land available.

The continued expansion of the Ports could result in further requirements for Habitat creation if the expansion land was considered to impact on the SPA.

Growth of the Ports would benefit North East Lincolnshire as a whole and support the Council’s objective to increase the resident population by providing locally accessible job opportunities\textsuperscript{18}.

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\textsuperscript{15} ABP Port of Immingham Master Plan 2010-2030
\textsuperscript{16} Confirmed through dialogue with the NELC Economic Development Officer.
\textsuperscript{17} South Humber Bank Transport Strategy, 2011, Pell Frischmann
\textsuperscript{18} Invest in North East Lincolnshire ‘Our advantages are your profits’, Development and Growth Plan, North East Lincolnshire Council
3.1.8 Funding Mechanisms

The Ports at Grimsby and Immingham are privately managed by Associated British Ports (ABP). Investment in the ports is therefore reliant on financial investment from ABP and any other companies utilising their land or property.

The National Policy Statement for Ports published by the Department for Transport sets out an expectation that the port industry and port developers will take decisions about where and when to invest, in response to market demand\(^\text{19}\).

The Government have announced that the next round of Regional Growth Fund funding will open in Autumn 2013, given the significant economic contribution Humber Ports and subject to eligibility criteria this may offer a funding mechanism.

3.1.9 Role of Local Plan

The New Local plan will safeguard land for estuary and employment related purposes to facilitate the continued success of North East Lincolnshire's ports complex situated at Immingham and Grimsby.

The allocation of land within the Humber Employment Zone including Europarc Phase 4, will equally need to preserve the integrity of the Humber Estuary Natura 2000 sites. This will include the identification of mitigation areas to be safeguarded, of a scale and location proportionate to, and sufficient to avoid the impact of the land being developed.

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\(^{19}\) National Policy Statement for Ports, Secretary of State, October 2011
3.2 Airport Access

3.2.1 Delivery Agency
- Humberside International Airport
- Robin Hood Doncaster Sheffield Airport
- Manchester Airport

3.2.2 Evidence Base
- Local Transport Plan 3, April 2011 to March 2026, North East Lincolnshire Council
- Local Transport Plan 3, April 2011 to March 2026, North Lincolnshire
- UK Aviation Forecasts, January 2013, Department for Transport
- A Plan for the Humber 2012 - 2017, October 2012, Humber Local Enterprise Partnership
- Humberside Airport Masterplan, 2007

3.2.3 Strategic Issues

Aviation infrastructure is important in ensuring the competitiveness of the UK and supports sustainable economic growth, by allowing the movement of goods and products, and by connecting people and businesses.

Humberside International Airport (HIA) has a role to play in supporting the local economy. The airport services off-shore renewables facilities, including wind farms. Growth in the renewables sector is of vital importance to North East Lincolnshire's local economy and that of the wider Humber area. Humberside Airport has recently been purchased by Eastern Group.

As part of their programme of improvements to Humberside Airport, Eastern Group have recently announced that four additional flights to Schiphol will be operated by SAS. This will complement the existing flights to Schiphol operated by KLM. This flight route offers a 45 minute journey to Schiphol, which is one of the leading centres for renewable energy innovation and growth. This link offers great growth potential as the Port of Grimsby and the ABLE UK scheme seek to capitalise on renewable energy construction and maintenance.

A key issue for North East Lincolnshire is increasing surface access to airports to ensure that aviation infrastructure and services are fully utilised to support economic growth.

3.2.4 Existing Provision

There are no airports within North East Lincolnshire Council's administrative boundary, however the area is served by a number of airports.

This section covers the airports geographically closest to North East Lincolnshire, Humberside International Airport, along with Manchester Airport which is accessible by direct train services from the Borough.
Passenger Forecasts

In January 2013 UK Aviation Forecasts were published by the Department for Transport (DfT). The passenger forecasts for the three closest airports to North East Lincolnshire are set out in Table 3.4.

Table 3.4: Passenger Forecasts

<table>
<thead>
<tr>
<th>Year</th>
<th>Humberside Airport Constrained</th>
<th>Humberside Airport Unconstrained</th>
<th>Manchester Airport Constrained</th>
<th>Manchester Airport Unconstrained</th>
<th>Robin Hood Doncaster Sheffield Constrained</th>
<th>Robin Hood Doncaster Sheffield Unconstrained</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>0.3</td>
<td>0.3</td>
<td>18.8</td>
<td>18.8</td>
<td>0.8</td>
<td>0.8</td>
</tr>
<tr>
<td>2020</td>
<td>0.6</td>
<td>0.7</td>
<td>22.1</td>
<td>24.5</td>
<td>0.9</td>
<td>1.1</td>
</tr>
<tr>
<td>2030</td>
<td>1.0</td>
<td>0.9</td>
<td>28.1</td>
<td>30.3</td>
<td>1.3</td>
<td>1.3</td>
</tr>
<tr>
<td>2040</td>
<td>1.1</td>
<td>1.0</td>
<td>39.0</td>
<td>37.0</td>
<td>2.3</td>
<td>1.7</td>
</tr>
<tr>
<td>2050</td>
<td>1.4</td>
<td>3.00</td>
<td>55.2</td>
<td>45.7</td>
<td>6.5</td>
<td>2.1</td>
</tr>
</tbody>
</table>

Source: UK Aviation Forecasts, Terminal passenger forecasts, central demand case, 2011-2050 (constrained) and (unconstrained, January 2013 – million of people per annum.

Humberside International Airport (HIA)

Humberside International Airport (HIA), located near Barnetby, North Lincolnshire. The Airport is owned by the majority shareholder, Eastern Group, and the rest owned by North Lincolnshire Council\(^\text{20}\).

The airport caters for freight and passenger flights. HIA is currently the second largest airport in the UK for North Sea oil and gas helicopter operations. The airport provides an air link to Europe and over 700 international routes are available by connection at Amsterdam (Schiphol) Airport in the Netherlands. The airport handled 300,000 passengers in 2011 along with 13,000 air transport movements.

The Airport offers rapid and regular services to Schiphol, Amsterdam and also a wide range of charter flights to other holiday destinations. The link to Schiphol is seen as an important route allow access to European markets to support renewable industries on the Humber Bank and continue to grow the renewable construction and maintenance companies that have developed in recent years\(^\text{21}\).

The airport also currently deals with some cargo and has potential to deal with more chilled cargo, as facilities to deal with this are already in place\(^\text{22}\).

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\(^{20}\) Confirmed through discussion with a North Lincolnshire Transport Officer.

\(^{21}\) Confirmed through dialogue with the NELC Economic Development Officer.

\(^{22}\) Confirmed through dialogue with the NELC Economic Development Officer.
The HIA estate extends to 344 acres, with land designated for business park use and applications supporting commercial aviation. The Humberside Airport Masterplan\(^{23}\) states that any future developments on the Business Park site should relate to the Airport activity. Such developments may include development of office and commercial facilities to serve existing airport operators or to attract uses that have a commercial need to have close access to international air services, such as a hotel.

HIA is located on the A18 providing access to North East Lincolnshire via the nearby A180 and links to the national motorway network via the M180.

Two bus services provide access to the airport. The Humber Flyer (Stagecoach) provides up to an hourly service during the morning, daytime and evening via Cleethorpes, Grimsby, Laceby and Bradley. The Number 68 Wolds Village (Hornsby Bus Services) provides a service from Barnetby during daytime hours.

### Manchester Airport

North East Lincolnshire has a direct rail connection to Manchester Airport, through services run by First TransPennine Express. Services are available from Grimsby Town and Cleethorpes stations. In 2012/13, the services will provide up to 16 direct services per day Monday to Saturday, and up to 11 direct services on Sundays\(^{24}\).

### Robin Hood Doncaster Sheffield Airport

This Airport is located south east of Doncaster. The airport can be accessed via bus services from Doncaster Railway Station. Direct rail services are available from Grimsby to Doncaster. This Airport is also benefitting from significant improvements to highways surface access through the Finningley and Rossington Regeneration Route Scheme (FARRRS).

### 3.2.5 Gaps in Provision

There is a lack of public transport access to Humberside International Airport (HIA), with the nearest train station located at Barnetby, approximately 3 miles away from the airport. Barnetby lacks a frequent bus connection to the airport throughout the day.

### 3.2.6 Planned Provision

NELC are currently investigating options to improve public transport access to Humberside Airport.

In the short term North Lincolnshire Council have an aspiration to promote a bus connection from Barnetby\(^{25}\) and in the longer term considering a direct train link to the airport (by 2050)\(^{26}\).

This is being investigated through the Humberside Airport Transport Forum and within the Surface Access Strategy (which is not a publicly available document).

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\(^{23}\) Humberside Airport, Masterplan 2007  
\(^{24}\) www.nationalrail.co.uk  
\(^{25}\) Confirmed through discussion with a North Lincolnshire Transport Officer  
\(^{26}\) Local Transport Plan 3, North Lincolnshire 2011 - 2026
The North Lincolnshire Local Transport Plan 3 also includes a scheme to improve access to the Airport from Barnetby station as well as other highway and smart choice initiatives (e.g. car sharing)\textsuperscript{27}.

### 3.2.7 Impact of Development Proposals

The delivery of housing and employment does not directly rely on access to airports. The continued growth of Humberside Airport has the potential to support the growth of the renewable energy sector in North East Lincolnshire. This sector has been identified by the Council as a key growth sector and access to European markets and destinations makes North East Lincolnshire attractive to investors\textsuperscript{28}.

Humberside Airport has capacity to grow based on current constraints and infrastructure according to the analysis included in the UK Aviation Projections. This document indicating that the Airport will be dealing with between 1.4 and 3 million passengers by 2050\textsuperscript{29}.

### 3.2.8 Funding Mechanisms

Any improvements to airport facilities will be privately funded by the Airport.

### 3.2.9 Role of Local Plan

There are no airports within North East Lincolnshire. The nearest airport is located in North Lincolnshire. Proximity to the airport, and particularly relationship to flight paths is a consideration for development in North East Lincolnshire. This is of particularly significance in relation to helicopter flight paths serving the North Sea oil and gas operations.

North East Lincolnshire Council is required to consult with the Civil Aviation Authority (CAA) on development exceeding certain heights within specified zones and distances from Humberside International Airport.

\textsuperscript{27} Local Transport Plan 3, North Lincolnshire

\textsuperscript{28} Invest North East Lincolnshire ‘Our Advantages are your profits’, Development and Growth Plan, NELC

\textsuperscript{29} UK Aviation Forecasts, January 2013
3.3 **Highway Network and Major Schemes**

### 3.3.1 Delivery Agency
- Highways Agency
- Highways and Transport Department, Balfour Beatty working in partnership with North East Lincolnshire Council (Local Highways Authority and Local Traffic Authority)
- Regional Transport Board (RTB)
- Humber Local Transport Board

### 3.3.2 Evidence Base
The following key documents provide the evidence base for this chapter:
- Cutting carbon, creating growth: making sustainable local transport happen (White Paper), January, Department for Transport.
- Port of Immingham Master Plan 2010 to 2030, (2012), Associated British Ports (ABP).
- Local Sustainable Transport Fund Bid - Travelling Towards a Vibrant Economy, 24th February 2012 - North East Lincolnshire Council.
- Grimsby Town Centre Masterplan, 200, North East Lincolnshire Council.

### 3.3.3 Strategic Issues
The Strategic and Local Highways Network is vital to ensuring the competitiveness of North East Lincolnshire, by enabling access to the towns of Grimsby and Cleethorpes, the Borough's two ports at Grimsby and Immingham and the area's many rural settlements. The road network provides connectivity vital to supporting the sustainable growth of future employment and housing sites.
The Highways Agency is responsible for the Strategic Road Network (SRN), whilst North East Lincolnshire Council as the Local Highways Authority is responsible for the local highways network. In the UK, 83% of all goods travel by road, with two thirds of that figure travelling on the strategic road network. Locally, the SRN consists of the A180 and A160 both of which connect the Port of Grimsby and Port of Immingham to the wider strategic network and motorway system.

The reduction and mitigation of congestion is therefore a key strategic issue for the strategic and local road network. Congestion has a negative impact on a number of external factors including safety, air quality, ecology, employment and the local economy.

There are significant strategic issues relating to transport and movement that cross boundaries with adjacent local authorities, North Lincolnshire, East Lindsey and West Lindsey.

The Borough has key strategic road connections to these neighbouring authorities including the A180/M180, the A46 and the A16.

3.3.4 Existing Provision

Strategic Road Network

North East Lincolnshire is served by over 1140km of urban and rural highways, including a number of important trunk roads. Whilst there is no motorway within the Borough, the A180 provides access to the national motorway network, via the M180 located approximately 5 miles to the west of Grimsby. The A180 provides an important link to Grimsby and settlements in the north of the Borough.

The Highways Agency has modelled the impact of proposed developments in North East Lincolnshire, based on information provided in 2009, in their Network Analysis Tool (NAT)\(^{30}\). Although the modelling was undertaken in 2009 it shows a 2007 base year and a 2026 forecast year.

This shows that the A180 between the junction with the A173 and Grimsby Town centre is currently speed stressed (this means that congestion has an impact on vehicle speeds). The modelling shows that this link will continue to be speed stressed in the 2026 modelled year.

The modelling also shows that the A160 is close (or over capacity in the northbound direction in the AM peak) in 2007. By 2026 interventions will mean that this section of the A160 will operate within capacity.

\(^{30}\) Network Analysis Tool (NATs), Highway Agency (2009) – 2007 base year
Local Highway Network

A summary of local highway key network routes and known issues is provided below.

Table 3.5: Local Highway Network Key Routes

<table>
<thead>
<tr>
<th>Road</th>
<th>Description</th>
<th>Responsible Authority</th>
<th>Existing Condition</th>
<th>Key Challenges</th>
</tr>
</thead>
<tbody>
<tr>
<td>A180</td>
<td>The A180 is a dual two lane primary route that links North East Lincolnshire with the national motorway network via the M180 providing access to Immingham via the A160 and to other key employment sites on the south Humber bank and a number of smaller settlements.</td>
<td>The Highway Agency (to Pyewipe Roundabout). North East Lincolnshire Council (between Pyewipe roundabout and the A46 / A1098 Isaacs Hill roundabout).</td>
<td>The A180 has adequate levels of reserve capacity outside of peak times. Congestion occurs at peak times, with dangerous manoeuvres and queuing points on roundabouts being commonplace. Congestion occurs towards Cleethorpes at weekends and during the Summer period.</td>
<td>Maintain existing capacity and performance. Address congestion associated with peak hour traffic at Westgate Roundabout. Address congestion associated with tourist traffic into the resort of Cleethorpes. Maintain or improve the condition of the</td>
</tr>
<tr>
<td>Road</td>
<td>Description</td>
<td>Responsible Authority</td>
<td>Existing Condition</td>
<td>Key Challenges</td>
</tr>
<tr>
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</tr>
<tr>
<td>A46</td>
<td>The A46 is a predominately wide single carriageway running east/south west linking the area to Lincoln with a significant length of dual carriageway between Bradley Crossroads (B1444) and the Laceby Cross Roundabout (A18).</td>
<td>North East Lincolnshire Council.</td>
<td>The A46 suffers from significant localised congestion at peak times due to commuter and residential traffic within the urban area, notably between Nuns Corner Roundabout through to the A16 Peaks Parkway junction to the A1031 Love Lane Corner roundabout.</td>
<td>Provide and improve infrastructure to reduce congestion at peak hours.</td>
</tr>
<tr>
<td>A16</td>
<td>The A16 is a single carriageway primary north/south route between the A180 Lockhill roundabout, through the centre of Grimsby to the borough boundary. It stretches beyond to Louth and Boston.</td>
<td>North East Lincolnshire Council</td>
<td>The A16 suffers from localised congestion at its junctions with Weelsby Road (A46), the A1136 Ellis Way in the centre of Grimsby and at Tollbar Roundabout, with additional safety problems occurring due to the location of school access points and associated dropping off of pupils in close proximity to the roundabout.</td>
<td>Maintain or improve the condition of the carriageway. Provide appropriate infrastructure at Tollbar Roundabout for pupils at the nearby school.</td>
</tr>
<tr>
<td>A18</td>
<td>The A18 is a single carriageway north west/south east route between the A180 (outside the borough) and the A16 to the south. The road passes through the rural parts of North East Lincolnshire and provides the main HGV route southwards towards Boston from the Port of Immingham (via the B1210/A1173).</td>
<td>North East Lincolnshire Council.</td>
<td>Problems with HGV port bound traffic passing through the town of Immingham. The A18 is, for the most part, not up to ‘A’ road standards in terms of width, and as such flags up the requirement for a suitable route for HGV traffic. The road safety Foundation highlighted the A18 as the most dangerous road in Britain using 2006-2008 data.</td>
<td>Identified need for a more appropriate HGV link between the A18 to reduce the impact of HGV traffic on the town of Immingham (via the proposed major road scheme, the A18-A180 link).</td>
</tr>
<tr>
<td>Road</td>
<td>Description</td>
<td>Responsible Authority</td>
<td>Existing Condition</td>
<td>Key Challenges</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>A160</td>
<td>The A160T is the trunk road link A160 between the A180T and the Port of Immingham, the route is predominately in North Lincolnshire but a key route for road traffic accessing the Port of Immingham.</td>
<td>Highways Agency.</td>
<td>The A160 suffers from congestion at various locations along the route and in particular on the single carriageway section (in North Lincolnshire). The road is scheduled to be dualled, to increase capacity, enabling development to the west of Immingham Docks.</td>
<td>Increase link and junction capacity along the A160 corridor – identified major scheme in trunk road programme.</td>
</tr>
<tr>
<td>A1173</td>
<td>This single carriageway rural road provides a link between the A46 (Lincolnshire), crossing the A18 near Riby, to join the B1210 at Stallingborough Roundabout. The A1173 continues from the A180 Stallingborough Interchange, connecting to the Port of Immingham (Eastgate) to join the A160 near Port of Immingham (Westgate).</td>
<td>North East Lincolnshire Council.</td>
<td>There are no identified congestion problems along the A1173. However the break in the principle road network between B1210 and the A180/A1173 Stallingborough interchange cause serious problems with HGV port bound traffic passing through Immingham. There is a AQMA located north of Pelham Road, Immingham which the proposed A18-A180 link road will help.</td>
<td>Maintain and/or improve the condition of the carriageway.</td>
</tr>
<tr>
<td>A1234 (Louth Road/Scartho Road/Bargate)</td>
<td>Prior to the creation of Peaks Parkway in the late 1990's this single carriageway route formed part of the main A16 into Grimsby Town Centre. Grimsby's main hospital is located along this route.</td>
<td>North East Lincolnshire Council.</td>
<td>Bargate/Scartho Road have significant localised congestion occurring at peak times caused by traffic entering/leaving Grimsby Town centre from the south.</td>
<td>Maintain and/or improve the condition of the carriageway. Extend the existing facilities for Non Motorised Users (NMUs) Along the route.</td>
</tr>
<tr>
<td>A1031</td>
<td>Single carriageway commuter/tourist route connecting southwards from the A46 Love Lane Corner Roundabout to coastal</td>
<td>North East Lincolnshire Council.</td>
<td>Problems with HGV port bound traffic passing through the town of Immingham. Significant localised peak hour congestion at the A1098 Hewitt’s Circus</td>
<td>Provide and improve infrastructure to reduce congestion at peak hours.</td>
</tr>
<tr>
<td>Road</td>
<td>Description</td>
<td>Responsible Authority</td>
<td>Existing Condition</td>
<td>Key Challenges</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
<td>-----------------------</td>
<td>--------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>A1098</td>
<td>This single carriageway route joins the A46/A180 at Isaacs Hill Roundabout continuing along Cleethorpes Seafront, connecting to the A1031 at Hewitt’s Circus Junction and terminating at the A16 Low Farm roundabout.</td>
<td>North East Lincolnshire Council.</td>
<td>Hewitts Circus roundabout regularly suffers from congestion at peak times as a result of commuter traffic, residential traffic and access to the supermarket to the west. The A1098 also suffers from severe congestion associated with circulating traffic looking for parking spaces in the resort of Cleethorpes at weekends and during the summer holiday season, and along the Hewitts Avenue section due to tourist commuter traffic.</td>
<td>Provide appropriate signage.</td>
</tr>
<tr>
<td>A1136</td>
<td>Single carriageway route connecting from the A180 Great Coates Interchange, to the A1243 Bargate junction through Grimsby Town Centre to A16 Victoria Street/Frederick Ward Way junction to Hainton Square.</td>
<td>North East Lincolnshire Council</td>
<td>Great Coates Road and Yarborough Road form part of the identified eastbound diversion route in the event of emergency closure of the A180. Great Coates Road has localised congestion at junctions around Grimsby town centre at peak hours and especially during peak shopping periods. Regular congestion occurs in peak periods at the signal junction with Wybers Wood and Willows settlements.</td>
<td>Provide and improve infrastructure to reduce congestion at peak hours.</td>
</tr>
<tr>
<td>B1210</td>
<td>The B1210 is a locally important commuter route between the western edge of Grimsby (A1136 Great Coates Roundabout) and North Lincolnshire, bypassing the</td>
<td>North East Lincolnshire Council.</td>
<td>The B1210 is the identified westbound diversion route in the event of emergency closure of the A180. Between the A1173 Stallingborough roundabout and Immingham the B1210 carries HGV port bound traffic</td>
<td>Maintain and/or improve the condition of the carriageway.</td>
</tr>
<tr>
<td>Road</td>
<td>Description</td>
<td>Responsible Authority</td>
<td>Existing Condition</td>
<td>Key Challenges</td>
</tr>
<tr>
<td>----------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>-------------------------</td>
<td>------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>villages of Healing</td>
<td>and Stallingborough, and passing through Immingham and Habrough.</td>
<td>North East Lincolnshire</td>
<td>which causes significant issues as it continues through the centre of Immingham.</td>
<td></td>
</tr>
<tr>
<td>B1444 Little Coates</td>
<td>Little Coates Road provides an important local commuter link between the A46</td>
<td>North East Lincolnshire</td>
<td>Regular peak hour congestion at a mini roundabout junction with Cambridge Road.</td>
<td>Provide appropriate infrastructure to reduce congestion at peak hours.</td>
</tr>
<tr>
<td>Road</td>
<td>Road provides an important local commuter link between the A46 Bradley Cross</td>
<td>Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boulevard Avenue/Pyewipe</td>
<td>Boulevard Avenue/Pyewipe Road is ranked 21.</td>
<td>North East Lincolnshire</td>
<td>Regular peak hour congestion at the Corporation Road junction and A180 Westgate Roundabout approach HGV traffic from surrounding rural areas to food processing industries during harvest time, identified issues of noise/vibration due to empty wagons particularly along Boulevard Avenue.</td>
<td>Maintain and/or improve the condition of the carriageway. Provide and improve infrastructure to reduce congestion at peak hours.</td>
</tr>
</tbody>
</table>

Source: North East Lincolnshire Council

Junction Capacity Analysis

The North East Lincolnshire Council as the Local Highways Authority has assessed the performance of key junctions situated on the local highways network across the Borough. This assessment has provided indicative evidence of the baseline capacity of these junctions, showing where spare capacity exists.

The assessment results are shown in in terms of the Practical Reserve Capacity (PRC), which is the amount by which traffic demand can expand before the practical capacity of a junction is reached. The modelling assumes that the Practical Capacity of a junction is 90% of the total capacity the junction is designed to accommodate. Therefore, where the table below expresses Hewitts Circus Roundabout (Ranked 14) as having a PRC of 2.3%, this means that the junction is operating at 87.7% of its potential full capacity. Junctions are ranked in order showing those exceeding capacity (lower numbers) to those operating with surplus capacity (higher numbers). Junctions are separated into four categories:

- **Red**: A junction assessed to operate significantly over capacity
• **Pink**: A junction assessed to overtake over capacity  
• **Amber**: A junction assessed to operate close to capacity  
• **Green**: A junction assessed to operate with spare capacity.

Where a negative figure is shown, the junction has been assessed to be exceeding its full capacity. Junctions exceeding their PRC have a number of implications of the wider local highways network including increased levels of queuing, slower speeds, longer tip times and congestion.

**Table 3.6: Key Junctions - Practical Reserve Capacity (PRC)**

<table>
<thead>
<tr>
<th>Ranking</th>
<th>Junction Location</th>
<th>Max PRC (%)</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Peaks Parkway / Weelsby Road</td>
<td>-59.3</td>
<td>Category 1 (Red)</td>
</tr>
<tr>
<td>2</td>
<td>Littlecoates Road / Cambridge Road Roundabout</td>
<td>-32.3</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Great Coates Road / Lamour Road</td>
<td>-27.7</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Westgate Roundabout</td>
<td>-16.6</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Nuns Corner</td>
<td>-16.6</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Lockhill Roundabout</td>
<td>-10.1</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Pyewipe Roundabout</td>
<td>-8.9</td>
<td>Category 2 (Pink)</td>
</tr>
<tr>
<td>8</td>
<td>Riby Square</td>
<td>-7.5</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Bradley Crossroads</td>
<td>-5.3</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Bargate / Dudley Street / Frederick Ward Way</td>
<td>-5</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Bargate / Westward Ho / Welholme Road</td>
<td>-3.7</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Love Lane Corner</td>
<td>-0.7</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Victoria Street / Frederick Ward Way</td>
<td>1.5</td>
<td>Category 3 (Amber)</td>
</tr>
<tr>
<td>14</td>
<td>Hewit's Circle Roundabout</td>
<td>2.3</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Toothill Roundabout</td>
<td>7.2</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Low Farm Roundabout</td>
<td>8.9</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Toll Bar Roundabout</td>
<td>9.3</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Market Hotel Roundabout</td>
<td>18.9</td>
<td>Category 4 (Green)</td>
</tr>
<tr>
<td>19</td>
<td>Isaacs Hill Roundabout</td>
<td>23.1</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Scartho Fork</td>
<td>27.3</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Great Coates Road / A1136 Roundabout</td>
<td>27.8</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Pelham Road at Kings Road</td>
<td>30.7</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Great Coates Interchange</td>
<td>80.7</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Pelham Road at Stallingborough Road</td>
<td>142</td>
<td></td>
</tr>
</tbody>
</table>

*Source: North East Lincolnshire Council Modelling*

---

31 Data represents a snapshot of junction conditions in July 2012. Source: Highways and Transport, Balfour Beatty WorkPlace working in partnership with North East Lincolnshire Council.
Figure 3.4: The baseline capacity of key junctions in the Urban Area and Western and Southern Arc

![Map showing key junctions in the Urban Area and Western and Southern Arc.]

Source: North East Lincolnshire Council

Figure 3.5: The baseline capacity of key junctions in the Estuary Zone (Immingham)

![Map showing key junctions in the Estuary Zone (Immingham).]

Source: North East Lincolnshire Council
Traffic Flows

Table 3.7: Average journey time per mile during the morning peak

<table>
<thead>
<tr>
<th>Year</th>
<th>2007/08</th>
<th>2008/9</th>
<th>2009/10</th>
<th>2010/11</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minutes Per mile</td>
<td>3.35</td>
<td>3.39</td>
<td>3.39</td>
<td>3.63</td>
</tr>
</tbody>
</table>

*Source: North East Lincolnshire Council*

Peak period traffic flows show an increase in journey times by 24 seconds per mile from 2009/10 to 2010/11, suggesting an increase in congestion within the Borough. This equates to a 10% decrease in speed if average speeds are 20 miles per hour.

Congestion Mapping

Figure 3.6: Diagram to show traffic speeds during peak morning rush hour

*Source: North East Lincolnshire Council*
Figure 3.7: Diagram to show traffic speeds during peak afternoon / evening

Source: North East Lincolnshire Council

The overall pattern shows delays associated with traffic increasing as you head towards Grimsby Town Centre although, it is worth noting that there is significant delay travelling northwards along Littlecoates Road during the morning peak hour.

The average vehicle speeds at morning peak on locally managed 'A' roads in North East Lincolnshire was 25.5mph in 2007/8, 25.3mph in 2008/9 and 25mph in 2009/10. The percentage change between 2008/9 and 2009/10 has been a decrease in speed of 1%. This compares with a Yorkshire and the Humber figure of 25.1mph in 2009/10 and an increase in speed between 2008/9 and 2009/10 of 0.4%. The national (England) average speed is 25mph in 2009/10 which is a decrease of 0.3%

Mapping provided by the NELC Transport Planning team showing the flow rates of traffic at peak times is shown as an appendix, enables us to see which sections of the road network suffer from the most traffic delay at peak times in the morning and evening\(^{32}\).

3.3.5 Gaps in Provision

Junction Capacity

The urban area of Grimsby and Cleethorpes suffers from congestion and a number of junctions are operating over capacity. The assessment of junctions conducted identifies that a number of junctions that are currently operating at capacity and are likely to require to improvements based on current traffic flows:

\(^{32}\) Analysis by NELC Transport Officer
The following junctions are currently operating significantly over capacity:

- Peaks Parkway / Weelsby Road
- Littlecoates Road / Cambridge Road Roundabout
- Great Coates Road / Lamour Road
- Westgate Roundabout
- Nuns Corner
- Lockhill Roundabout

The following junctions are currently operating over capacity:

- Pyewipe Roundabout
- Riby Square
- Bradley Crossroads
- Bargate / Dudley Street / Frederick Ward Way
- Bargate / Westward Ho / Welholme Road
- Love Lane Corner

**Link Assessment**

In addition to the Junction Assessment a Link Assessment has been carried out to assess the capacity of the roads themselves; the roads which have been assessed are: A160 Ulceby Road, A160 Humber Road, A1173 Manby Road, A1173 Kings Road, A1173 (south of Kiln Lane), A1136 Europarc, A180 Westgate, East Halton Road, Eastfield Road, Rosper Road, Chase Hill Road.

The capacities on all key road links are adequate to accommodate the base year traffic. The A1173 (south of Kiln Lane) and the A160 Ulceby Road experienced the highest capacity at 76% and 67% respectively.

**Merge/Diverge Assessments**

Capacity assessments of Merge/Diverge sliproads have been undertaken at the following junctions; A160 West/A160/A180 East; A180 West/A1173/A180 East, and; Great Coates Interchange. The capacity assessment is adequate for the baseline scenario.

### 3.3.6 Planned Provision

**A18/A180 Link Scheme (£6.3m)**

This scheme delivers improved road access from rural Lincolnshire to the Port of Immingham and surrounding industry. The significant potential for growth in Immingham's port related business is being constrained by the lack of a direct route between the A18 and A180 and this scheme provides the necessary infrastructure to support the continued development of this area, enabling the Port of Immingham to be more easily accessed from the south.

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33 A18-A180 Link Major Scheme Business Case, January 2009
The proposed link will reduce the volume of HGV traffic travelling along Pelham Road, Immingham resulting in significant safety and environmental benefits for local residents in the town. There is an existing Air Quality Management Area (AQMA), which covers the town. The removal of HGV traffic will bring air quality benefits to this area. The new route will also provide an alternative route between Immingham and Grimsby town centre potentially reducing journey times.

**Grimsby Area Integrated Transport System (GAITS) (£6.2m)**

The vision for Grimsby Town Centre is to deliver a high quality transport scheme that is bold and contributes to the delivery of a step change in the local transport system, to match the transformation taking place in the urban realm. The Grimsby Area Integrated Transport Scheme (GAITS) has three major elements:

- A modern and attractive bus station in Grimsby Town Centre.
- Park and ride along the three main principle routes into the area.
- Bus rapid transit, using high quality vehicles with limited stop services operating between the park and ride sites and the town centre.

At the current time only the bus station element is being delivered. The construction of the bus station will support the regeneration aspirations in the town centre as part of a wider retail development, providing opportunity for further urban realm improvements.

**A160 Improvements (including Brocklesby Interchange) (£110m)**

Although the scheme is located in North Lincolnshire there are likely to be significant benefits for the port of Immingham and surrounding area. The scheme will improve access to Immingham docks, primarily to cater for growing freight traffic. Currently, freight accounts for 44% of the vehicles. The scheme is predicated on the increased traffic flows predicted to reach 22,000 vehicles per day (up from 13,000 in 2010). The scheme has a target delivery date of 2016.

**Local Sustainable Transport Funding**

A successful bid to the Local Sustainable Transport Fund will see a number of schemes delivered. Many of these schemes relate to public transport or smarter choices and are covered in more detail in the relevant sections. Schemes included in this bid are:

- **Wheels to work**: to provide affordable access to work by lending scooters at affordable prices, to those who are either ruraly isolated or on low income.

- **Travel vouchers**: A travel voucher scheme will be introduced which will support a range of measures designed to improve the accessibility of jobs for unemployed residents of deprived and rural neighbourhoods.

**Grimsby Town Centre ‘Station Approach’**: The creation of a new pedestrian and cycle link from the train station to Victoria Street and beyond.

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34 Local Transport Plan 3 Delivery Plan 2011-2014  
35 Highways Agency Road Projects Information, 2013  
36 Local Sustainable Transport Fund Bid: Travelling Towards a Vibrant Economy, February 2012
**Grimsby Town Station Cycle Hub**: The creation of a fully supervised Cycle Hub, at Grimsby Station, offering a range of facilities for cyclists, including secure covered parking, cycle hire, information, retail and repair.

**Move More through Active Travel**: A promotional campaign to encourage more people to incorporate active travel as part of their journey to school, college or work.

**Online Car Sharing Scheme**: Promotion of the existing online car sharing scheme.

**Humber Bank**

**Table 3.8: Schemes required to unlock the full potential at the South Humber Bank**

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Proposed Works</th>
<th>Rationale and Impact</th>
<th>Delivery and Funding Organisation</th>
<th>Indicative Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>A18-A180 Link/Stallingborough bypass</td>
<td>Link between A18 and A180, allowing link from south to Immingham and the docks without passing through Immingham and the AQMA.</td>
<td>The Link Road will provide more direct access to the Port of Immingham, improve access to industrial areas and improve the environment in Immingham by removing unwanted traffic from residential areas and the town centre, as well as removing traffic from Stallingborough.</td>
<td>North East Lincolnshire Council / Department for Transport.</td>
<td>£7m</td>
</tr>
<tr>
<td>A160/A180 Improvements, Immingham</td>
<td>Upgrade to Dual Carriageway, with options presented for either at grade or grade separate junctions.</td>
<td></td>
<td>Highways Agency.</td>
<td>£110</td>
</tr>
</tbody>
</table>

**Uncommitted Schemes**

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Proposed Works</th>
<th>Rationale and Impact</th>
<th>Delivery and Funding Organisation</th>
<th>Indicative Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Humber Bank Employment Site</td>
<td>Internal highways improvements, improve existing highways infrastructure</td>
<td></td>
<td>North Lincolnshire Council; Developers</td>
<td>£9m (Outlined by North Lincolnshire Council) Developer contributions</td>
</tr>
</tbody>
</table>

37 South Humber Bank Transport Strategy, 2008
38 South Humber Bank Transport Strategy, 2008
<table>
<thead>
<tr>
<th>Scheme</th>
<th>Proposed Works</th>
<th>Rationale and Impact</th>
<th>Delivery and Funding Organisation</th>
<th>Indicative Costs&lt;sup&gt;SM&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>including Rosper Road, Haven Road, Eastfield Road, Chase Hill Road and provide new highways north of Chase Hill Road.</td>
<td></td>
<td>($106), RFA</td>
<td></td>
</tr>
<tr>
<td>Network Rail Improvements</td>
<td>Building of a loop into Immingham from Barton line and out toward the Immingham west junction. Regarded as minimum necessary to accommodate growth forecasts in short term.</td>
<td>Med/Long term – critical need to further expand rail capacity – but significant costs and constraints further afield. (Outside of North East Lincolnshire, but heavily influential on development within the borough). This is currently included as part of the proposal for the ABLE UK. The National Infrastructure Directive decision on this proposal is expected in late August 2013.</td>
<td>Network Rail ABLE UK.</td>
<td>£20m</td>
</tr>
<tr>
<td>Great Coates Interchange Improvements</td>
<td>To accommodate forecast increase in traffic generated from Europarc and surrounding land (incl Europarc Phase 4).</td>
<td></td>
<td>Highways Agency on behalf of North East Lincolnshire Council.</td>
<td>£3.5m</td>
</tr>
<tr>
<td>South Humber Bank Link Road</td>
<td>Spine road to improve connectivity between the ports.</td>
<td></td>
<td>Developer</td>
<td>£6m</td>
</tr>
<tr>
<td>Eastgate link</td>
<td>Construction of a new link road through a development site, providing a private road from Europa Way to Queens</td>
<td></td>
<td>Developer</td>
<td>Not known</td>
</tr>
<tr>
<td>Scheme</td>
<td>Proposed Works</td>
<td>Rationale and Impact</td>
<td>Delivery and Funding Organisation</td>
<td>Indicative Costs (£m)</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------</td>
<td>----------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Road, which together with other sections of the local network becoming private roads to allow easier and less regulated access to and from the port.</td>
<td></td>
<td></td>
<td>Developer Contribution undertaken by Network Rail</td>
<td>Not known</td>
</tr>
<tr>
<td>Immingham to East Coast Mainline (ECML) gauge improvements</td>
<td>Gauge enhancements to accommodate larger containers to be transported from the ports this is estimated to cost £5.5m.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Haven Road Roundabout*</td>
<td>Replace existing priority junction with roundabout.</td>
<td></td>
<td>Developer Contributions</td>
<td>£0.45m</td>
</tr>
<tr>
<td>Completion of Haven Road works</td>
<td>Widening to allow dualling of the road.</td>
<td></td>
<td>Developer Contributions</td>
<td>£4.8m</td>
</tr>
<tr>
<td>Signalisation of Stallingborough Interchange</td>
<td>Proposal to signalise this junction to improve capacity.</td>
<td></td>
<td>Developer Contributions</td>
<td>£0.2m</td>
</tr>
<tr>
<td>Improvement to A1173 roundabout</td>
<td>Introduction of a dedicated left turn to Immingham and the Port.</td>
<td></td>
<td>Developer Contributions</td>
<td>£0.258m</td>
</tr>
<tr>
<td>A160/Eastfield Signal Improvements*</td>
<td>New lane on the northern approach and minor widening to the right turn lane on the eastern arm.</td>
<td></td>
<td>Developer Contributions</td>
<td>£0.15m</td>
</tr>
<tr>
<td>Chasehill Road/Eastfield Road*</td>
<td>Introduction of new roundabout at the junction to improve traffic flows and a new arm to the north to open areas up for development.</td>
<td></td>
<td>Developer Contributions</td>
<td>£0.32m</td>
</tr>
<tr>
<td>Scheme</td>
<td>Proposed Works</td>
<td>Rationale and Impact</td>
<td>Delivery and Funding Organisation</td>
<td>Indicative Costs&lt;sup&gt;SM&lt;/sup&gt;</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>-----------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Chaschill/East Halton Roundabout*</td>
<td>Improve capacity along Chaschill Road and also open up land to the west for development such as North Killingholme Airfield.</td>
<td>Developer Contributions</td>
<td>£0.35m</td>
<td></td>
</tr>
<tr>
<td>VMS Signing</td>
<td>Introduction of Variable Message Signing on the A180 to allow better management of traffic around the port areas.</td>
<td>Developer Contributions</td>
<td>£0.6m</td>
<td></td>
</tr>
<tr>
<td>Fixed Signing Strategy</td>
<td>Review of the fixed signing in the study area.</td>
<td>Developer Contributions</td>
<td>£0.1m</td>
<td></td>
</tr>
<tr>
<td>Travel Plan Framework</td>
<td>Plan to encourage the use of non-car modes of transport.</td>
<td>Developer Contributions</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*North Lincolnshire Schemes

### 3.4 Impact of Development Proposals

[This section will be improved and evidenced following provision of modelling data from the NELC transport team].

**Junction Assessment**

A Junction Assessment has been undertaken this used an initial base year (2008) and three scenarios:

- Scenario 1: Committed Growth;
- Scenario 2: Natural Growth; and
- Scenario 3: Full Potential. The Junction capacities are shown by green, amber and red circles indicating whether they are satisfactory, approaching capacity and unsatisfactory respectively.

Modelling work is in the process of being undertaken in conjunction with the Spatial Planning team and Transport Planning team to help inform the New Local Plan, which will incorporate site allocations. This finding of this analysis will be set out in the impact of development proposal section (when analysis is available).
Strategic Housing Sites

Western Sites

North East Lincolnshire Council is currently considering the allocation of a large housing site on the north western edge of Grimsby through their Local Plan. The sites are referenced as HOU027 / HOU48 / HOU060 in the NELC SHLAA and equate to approximately 3000 new dwellings in this location.

This would clearly have transport implications. A new access road would be required from the Great Coates Road (B1210) towards Grimsby Road (A46). The developers promoting this scheme are currently developing a Masterplan, which considers access options.

The North East Lincolnshire Transport Team is considering this strategic allocation could provide the justification for establishing a Western ring road. This also forms part of a proposal to remove traffic from central Grimsby, where there are significant junction capacity issues.

Scartho Top, Grimsby

This area of Grimsby is likely to be the focus for a significant proportion of development. The Scartho Top scheme is currently being constructed and when completed would result in 1284 units. There are also a range of other proposals including a small site being promoted by the Homes and Community Agency and a proposal to redevelop part of the Grimsby Hospital site for housing.

In the short term there will be requirement to increase junction capacities through signalling improvements and amendments to the existing transport network. The schemes will have a particular impact on junctions Nuns Corner (1) and Peaks Parkway / Weelsby Road (5).

Weelsby Hall Farm, Grimsby

North East Lincolnshire Council is currently considering the allocation of a large housing site in the east of Grimsby urban area through their Local Plan. The site is referenced as HOU74 in the NELC SHLAA and equate to approximately 1500 new dwellings in this location.

[when the NECL transport modelling data is complete this section will be able to be completed]

South Humber Bank Transport Strategy (2008)

The South Humber Bank Transport Strategy (2008) provides analysis on the impact of proposed development on the Humber Bank transport network. The strategy assessed the following scenarions:

Scenario 1: Committed Growth (Committed Development and Existing Planning Permissions).

Scenario 2: Natural Growth on the South Humber Bank assuming development will progress broadly as it has been without the constraints and barriers to development.
Scenario 3: Full Potential, this is the aspirational scenario if the area is to address the constraints that have been identified in the South Humber Bank Transport Study and realise its full potential.

To deliver the full potential of the South Humber Bank the Transport Strategy sets out that improvements are required to the A160 / A180 (which have subsequently been delivered) and approximately £9 million of improvements to the local transport network.\(^3^9\)

**Link Assessment**

In addition to the Junction Assessment the North East Lincolnshire Transport Team has carried out a Link Assessment to confirm the capacity of the roads themselves.

The result shows that the capacity of the A160 Ulceby Road will not be reached in the committed development scenario. At 99%, the capacity is reaching its limit in the second scenario and is well overcapacity in the third scenario. Improvements in capacity will be required as this link is forecasted to carry flows in excess of 80% of the capacity. The A160/A180 scheme has been proposed to improve the link. Other links that are over capacity include the A1173 (South of Kiln Lane) and Eastfield Road.\(^4^0\)

[This analysis needs to be checked following further data from NELC transport team]

**Merge/Diverge Assessments**

The North East Lincolnshire Council Transport Team have also carried out capacity assessments of Merge/Diverge sliproads at a number of junctions.

This analysis found that turning in to the A160/A180 junction, the assessments show that the slip roads on the eastern side of the junction are satisfactory in all scenarios. However for the eastbound diverge and the west bound merge on the western side, the need for improvements is identified. The eastbound diverge requires an upgrade from the basic existing layout type. This also requires an additional lane upstream.

The westbound merge shows initially the need to upgrade the arrangement and extend the taper.

Turning to the Stallingborough interchange, all the merge/diverge arrangements are satisfactory and will remain so in all scenarios tested.

The Great Coates Interchange which has recently been improved is now satisfactory in terms of the merge/diverge arrangements. And will remain so in all scenarios tested.

### 3.4.1 Funding Mechanisms

Significant changes have been made to local transport funding with the abolition of numerous specific grants and an end to ring-fencing. This has been enacted with the simplification of 26 separate funds, reducing this to just 4 funds:

\(^3^9\) South Humber Bank Transport Strategy, 2008

\(^4^0\) Transport Department, North East Lincolnshire Council
- Major schemes programme (capital)
- Local highways maintenance (capital)
- Integrated transport block (capital); and
- Local Sustainable Transport Fund (capital and revenue).

These reforms are coupled with an overall reduction of over 16% in funds available to North East Lincolnshire for maintenance in the period 2011 to 2015\textsuperscript{41}. There was no change to local authority maintenance budgets in the recent spending review. The Council's indicative approach to funding highways improvements in the current period (2011/12 - 2013/14) is set out in the LTP3 programme.

The Council has been awarded funding from the Local Sustainable Transport Fund (LSTF)\textsuperscript{42}. This fund was introduced during 2011 as part of the “Cutting carbon, creating growth: making sustainable local transport happen” Government White Paper. The fund is designed to support transport authorities to develop packages of measures to support economic growth and reduce carbon in their communities.

Major transport schemes are vital to ensuring the competitiveness of North East Lincolnshire by enabling access and providing links which will support economic and housing growth. Major transport schemes expand the capacity of the highways network and provide greater access to modes of public transport.

The Government is currently proposing to devolve major transport scheme funding to Local Transport Bodies (LTBs). The Department for Transport has consulted on the establishment of Local Transport Bodies (LTBs). These bodies will be the primary decision-making bodies for major transport schemes, using funding devolved from central Government. The bodies will comprise of representatives from Local Economic Partnerships (LEPs) and local transport authorities, with the potential for additional representation from other organisations.

It is proposed that the LTBs will be based on the geographical boundaries of established LEPs, but will have non-overlapping boundaries and therefore a unique geographical area over which they have responsibility. North East Lincolnshire Council is a member of two LEPs and it remains to be seen therefore which LTB the Council would join.

The Humber LTB is currently being formed. It has indicative funding of £22.2m from 2015/16 to 2018/19.

3.4.2 Role of Local Plan

The New Local Plan will focus development on the main urban and employment areas where the extent and capacity of supporting infrastructure is greatest. It will promote development that facilitates walking, cycling and public transport use, striving to reduce car dependency and congestion on the road network. It will safeguard new highway infrastructure where appropriate and address future

\textsuperscript{41} Local Transport Plan 3 Delivery Plan 2011-2014
\textsuperscript{42} Local Sustainable Transport Fund Bid: Travelling Towards a Vibrant Economy, February 2012
requirements identified through the detailed consideration of site allocations, identifying mitigating measures to address impacts on the highway network and appropriate measures to secure funding considering on site and off site works.

3.5 Passenger Rail

North East Lincolnshire features a range of rail based services including local stopping services, access to high-speed long-distance services, commuter services and a diverse range of freight operations. North East Lincolnshire's rail lines comprise of secondary and freight routes, with a small section of a rural rail route.
3.5.1 Delivery Agency

A number of agencies are involved in the delivery of rail services in North East Lincolnshire.

The authority responsible for the United Kingdom's railway network:

- Network Rail

The following companies hold franchises and provide services within the North East Lincolnshire area:

- First Transpennine Express
- Northern Rail
- East Midlands Trains

Partnership organisations:

- The Barton Cleethorpes Community Rail Partnership (BCCR)

3.5.2 Evidence Base

- Yorkshire and Humber Route Utilisation Strategy, (2009) - Network Rail
- Network RUS Electrification, (2009) - Network Rail
- Route Plan H Cross-Pennine, Yorkshire & Humber and North West, 2010 - Network Rail
- Station Usage Data 2010-2011, 2011 - Office of Rail Regulation
- CP4 Delivery Plan 2012 Enhancements Programme: statement of scope, outputs and milestones, March 2012 - Network Rail

3.5.3 Strategic Issues

Network Rail operates and manage the rail network in the United Kingdom. Network Rail prepare Route Utilisation Strategies (RUS)\(^{43}\) to inform investment choices. Stations are leased to the main network operator in the area.

Three franchise operates provide a range of local stopping services and services connecting North East Lincolnshire to the wider rail network.

The Barton-on-Humber branch carries a Community Rail Designated Service between Cleethorpes and Barton-on-Humber. A Community Rail Designated Line runs between Barton-on-Humber and Ulceby North Junction just outside of the North East Lincolnshire administrative boundary. These designations allow a different approach to be taken to the management of the franchise, including greater freedom for train operators by working with the Community Rail Partnership.

Line capacity is also consumed from freight movements to Immingham which make up key traffic flows on the line. These are discussed in the freight rail section of this document.

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\(^{43}\) Yorkshire and Humber Route Utilisation Strategy, (2009) - Network Rail
Route to Grimsby identified as an electrification gap that would primarily enable efficient operation of passenger services.

### 3.5.4 Existing Provision

Within North East Lincolnshire there are eight rail stations providing services to stations to Manchester Airport, Lincoln and Barton upon Humber.

**Table 3.9: Passenger Rail Stations and Halts in North East Lincolnshire**

<table>
<thead>
<tr>
<th>Station</th>
<th>Station Facility Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleethorpes</td>
<td>First TransPennine Express</td>
</tr>
<tr>
<td>Great Coates</td>
<td>Northern Rail</td>
</tr>
<tr>
<td>Grimsby Docks</td>
<td>Northern Rail</td>
</tr>
<tr>
<td>Grimsby Town</td>
<td>First TransPennine Express</td>
</tr>
<tr>
<td>Habrough</td>
<td>Northern Rail</td>
</tr>
<tr>
<td>Healing</td>
<td>Northern Rail</td>
</tr>
<tr>
<td>New Clee</td>
<td>Northern Rail</td>
</tr>
<tr>
<td>Stallingborough</td>
<td>Northern Rail</td>
</tr>
</tbody>
</table>

*Source: Office of Rail Regulation*

A summary of rail services are shown below:

**Table 3.10: Rail Services From/To North East Lincolnshire**

<table>
<thead>
<tr>
<th>Destination</th>
<th>Operators</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleethorpes – Grimsby Town – Habrough – Scunthorpe - Doncaster (East Coast Mainline Connection) – Meadowhall -Sheffield – Stockport Manchester Piccadilly – Manchester Airport</td>
<td>First Transpennine Express</td>
<td>Daily hourly service</td>
</tr>
<tr>
<td>Grimsby Town – Habrough – Barnetby – Market Rasen - Lincoln - Hykeham - Winderby - Collingham - Newark</td>
<td>East Midlands Trains</td>
<td>Every two hours</td>
</tr>
<tr>
<td>Cleethorpes – New Clee - Grimsby Docks - Grimsby Town – Great Coates – Healing – Stallingborough Habrough – Ulceby - Thornton Abbey - Goxhill - New Holland – Barrow - Barton upon Humber</td>
<td>Northern Rail</td>
<td>Every two hours</td>
</tr>
</tbody>
</table>

*Source:http://www.nationalrail.co.uk/tocs_maps/maps/nationalrailoperatorsmap.pdf*

**Station Usage**
Summary of rail services to destinations outside North East Lincolnshire

Table 3.11: Total Entries and Exits at North East Lincolnshire Rail Stations

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Grimsby Town</td>
<td>380,732</td>
<td>403,284</td>
<td>404,284</td>
<td>404,048</td>
<td>411,860</td>
<td>416,870</td>
<td>446,902</td>
</tr>
<tr>
<td>Cleethorpes</td>
<td>210,294</td>
<td>227,959</td>
<td>240,910</td>
<td>235,626</td>
<td>204,850</td>
<td>245,100</td>
<td>264,520</td>
</tr>
<tr>
<td>New Clee</td>
<td>246</td>
<td>336</td>
<td>455</td>
<td>526</td>
<td>322</td>
<td>298</td>
<td>334</td>
</tr>
<tr>
<td>Grimsby Docks</td>
<td>4,777</td>
<td>5,458</td>
<td>5,873</td>
<td>5,568</td>
<td>3,729</td>
<td>3,998</td>
<td>4,062</td>
</tr>
<tr>
<td>Great Coates</td>
<td>9,141</td>
<td>8,747</td>
<td>9,002</td>
<td>9,534</td>
<td>8,110</td>
<td>8,468</td>
<td>9,040</td>
</tr>
<tr>
<td>Healing</td>
<td>10,655</td>
<td>8,473</td>
<td>8,579</td>
<td>8,096</td>
<td>8,562</td>
<td>10,204</td>
<td>11,454</td>
</tr>
<tr>
<td>Stallingborough</td>
<td>8,614</td>
<td>8,709</td>
<td>9,397</td>
<td>9,054</td>
<td>9,626</td>
<td>9,784</td>
<td>11,104</td>
</tr>
<tr>
<td>Habrough</td>
<td>27,749</td>
<td>29,791</td>
<td>28,054</td>
<td>27,640</td>
<td>25,632</td>
<td>22,922</td>
<td>33,242</td>
</tr>
</tbody>
</table>

Source: ORR Annual Station Footfall, 2012

Between 2007 and 2010, work was undertaken by First Transpennine at both Grimsby Town and Cleethorpes rail stations to improve the quality of the waiting and ticketing facilities on offer, a new passenger lift has been installed at Grimsby Town and both stations now benefit from the installation of new CCTV throughout.

Figure 3.8: Percentage of the working age population using the train to access employment

Source: Census 2011

Commuting by train within North East Lincolnshire is not currently seen as a viable option due to the infrequent nature of the services stopping at the intermediate stations between Habrough, Grimsby Town and Cleethorpes (Local service every 2 hours).

Census 2011 data shown in Figure 3.8 shows that for the majority of wards in North East Lincolnshire less than 1% of the employed working age population use the train to access employment. The exception is Habrough where 4.1 – 4.5%
of the employed working age population use the train to access employment. There is clearly potential to increase the use of the train if the service frequency was improved.

3.5.5 Gaps in Provision

There is currently no surface access via train to Humberside International Airport (HIA). The nearest station is located at Barnetby. Services from North East Lincolnshire to Barnetby are outlined above.

The North Lincolnshire LTP contains a scheme to improve access to the Airport from Barnetby station as well as other highway and smart choice initiatives (e.g. car sharing)\textsuperscript{44}.

There is no direct service to London from North East Lincolnshire. Political support for these services has been identified. There is no currently available evidence to indicate the level of demand and viability of a direct service.

There are no passenger services to Immingham, a town of significant size located within the Borough. The town is presently served by connections to rail stations provided by bus.

Network Rail has identified the physical infrastructure between Grimsby Town and Cleethorpes as being constrained, owing to the curvature of the track, it is a single and line there are a number of level crossings along this section\textsuperscript{45}.

3.5.6 Planned Provision

North East Lincolnshire is working with a number of other Local Authorities in the North of England to consider how passenger rail services could be provided to support the economies of the North, including the economic potential and tourism potential of North East Lincolnshire. This is at an early stage of discussion and involves working closely to consider franchise options going forward.

North East Lincolnshire are continuing to lobby in relation to electrification of the Cleethorpes to Manchester railway line and to ensure a linkage with proposed electrification around Manchester and Liverpool. North East Lincolnshire will maintain support for a direct service to Manchester.

3.5.7 Impact of Development Proposals

The development proposed in North East Lincolnshire is focused on the urban area of Grimsby and Cleethorpes, which are served by passenger rail services. The current passenger rail line is not heavily used for commuting\textsuperscript{46} and the proposed employment development is not focused on the rail network.

The existing rail services currently have capacity and therefore it is not envisaged there will be any major capacity issues in relation to passenger rail services.

\textsuperscript{44} North Lincolnshire, Local Transport Plan 3
\textsuperscript{45} Yorkshire and Humber Route Utilisation Strategy, (2009) - Network Rail
\textsuperscript{46} Census 2011
3.5.8 Funding Mechanisms

The main mechanism for the funding of passenger rail improvements is Network Rail (infrastructure improvements) or the DfT for non-infrastructure improvements (rolling-stock etc). Network Rail funding streams include: level crossing fund, the Network Rail Discretionary Fund, the journey time improvement fund, the performance fund, the station improvement fund, the accessibility fund and the customer information fund. Franchised operators will make investments if they are confident of a return on investment over the period of their franchise.

3.5.9 Role of Local Plan

The New Local Plan will focus development on the main urban and employment areas where the extent and capacity of supporting infrastructure is greatest. It will promote development that facilitates walking, cycling and public transport use (including rail), striving to reduce car dependency and congestion on the road network. It will safeguard new rail infrastructure where appropriate and address future requirements identified through the detailed consideration of site allocations, identifying measures to address impacts on and improvements to the rail network, including appropriate measures to secure funding.

3.6 Freight Rail

3.6.1 Delivery Agency

- Network Rail
- Associated British Ports (ABP)
- English Welsh and Scottish Railway (EWS)
- Freightliner
3.6.2 Evidence Base

- Yorkshire and Humber Route Utilisation Strategy, (2009) - Network Rail
- Freight Route Utilisation Strategy, (2007) - Network Rail
- Port of Immingham Master Plan 2010 - 2030, (2012) - Associated British Ports (ABP)
- Network RUS Electrification, (2009) - Network Rail
- The Use of Standard Gauges for New Non-Passenger Rail Vehicles (Briefing Note), January 2012 - Network Rail
- Route Plan H Cross-Pennine, Yorkshire & Humber and North West, 2010 - Network Rail
- CP4 Delivery Plan 2012 Enhancements Programme: statement of scope, outputs and milestones, March 2012 - Network Rail
- Strategic Freight Network - Governance and Deliverability Review, October 2012 - Office of Rail Regulation
- A Plan for the Humber 2012 - 2017, October 2012 - Humber Local Enterprise Partnership

3.6.3 Strategic Issues

The Port of Immingham operates an intensive freight operation which accounts for the significant line capacity consumed by freight train movements in North East Lincolnshire.

The ABP Port of Immingham Master Plan\(^{47}\) states that rail freight fulfils a continuing and critical role in the distribution of products to and from the Port. All rail traffic is routed via Rrawby Junction (some 10 miles from the Port) and then via one of these lines:

- South via Lincoln
- South west via Brigg
- The South Humber route, which connects directly to the East Coast main line.

Network Rail recognises\(^{48}\) that the South Humber area represents a key element in the UK rail network for the movement of bulk freight highlighting the energy supply industry train movements as a main market within the Yorkshire and Humber Route Utilisation Strategy (RUS) and Northern RUS\(^{49}\). According to the RUS\(^{50}\) the Immingham area has the highest volume of freight train movements in the Yorkshire and Humber region.

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\(^{47}\) ABP Port of Immingham Master Plan 2010-2030
\(^{48}\) Yorkshire and Humber Route Utilisation Strategy, Network Rail (July 2009).
\(^{49}\) Northern Route Utilisation Strategy, Network Rail (May 2011)
\(^{50}\) Yorkshire and Humber Route Utilisation Strategy, Network Rail (July 2009).
Along the line between the South Humber ports complex a number of limitations exist which will affect the development of intermodal freight traffic. These include the loading gauge of the trains including weight and length, the number of tracks and signalling where passenger services share lines with freight traffic\(^\text{51}\).

The route from Immingham Docks to Doncaster is currently W8. This is a classification system used by Network Rail, and is shown in Figure 3.9 with gauge W6A the smallest and gauge W12 the largest, which classifies the size of train and container that can be transported on a section of railway line.

**Figure 3.9: Loading Gauge Envelopes**

The Freight Utilisation Strategy\(^\text{52}\) is clear that one of the key demands of the rail freight industry has been for gauge enhancement to allow greater access to the network for the increasingly common ‘high cube’ 9’6’’ W10 containers. The current W8 gauge line standard is not sufficient to transport these larger containers, as factors including bridges, tunnels, platforms and a range of other structures affect the size of container that can be transported along the line. By 2014, the South Humber ports are expected to be the last major ports in the country not to have a gauge clearance suitable for meeting future demand\(^\text{53}\).

Further strategic issues of concern to Network Rail include signalling, junction speeds and a lack of available time for maintenance access to the lines leading to

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\(^{51}\) Freight Route Utilisation Strategy, (2007) - Network Rail

\(^{52}\) Freight Route Utilisation Strategy, (2007) - Network Rail

Immingham. All rail freight traffic is routed through Wrawby junction, on the South Humber route via Brigg or via Lincoln to reach the East Coast Mainline (ECML). In excess of 60 freight trains operate each way per day on the core section of the line, between Brocklesby and Wrawby Junction. The line between Immingham and Doncaster is one of the most heavily utilised lines for freight movements in Yorkshire and the Humber\textsuperscript{54}.

3.6.4 Existing Provision

The Humber ports of Grimsby and Immingham have rail connections that handle over 25% of the UK’s freight tonnage. Up to 300 trains leave the Port on a weekly basis loaded with dry bulks and minerals, liquid bulks, steel and unitised cargoes\textsuperscript{55}.

The growth of the ports is expected to increase and the enhancement of rail routes around Immingham supports the national objectives for a shift in the movement of freight traffic from road to rail. The principle demand for additional rail freight capacity in North East Lincolnshire is the growth in the use of imported low-sulphur coal in UK power stations. This is primarily due to an overall switch from gas to coal (due to rising gas prices) and a reduction in burning domestically mined high-sulphur coal in order to meet emissions targets and reduce costs\textsuperscript{56}.

The route between the Immingham and the Aire & Trent Valley Power Stations has been identified by Network Rail in their Freight Route Utilisation Strategy\textsuperscript{57} as a nationally strategic rail link and the scheme detailed in Table 3.13 have been developed to improve capacity and economic competitiveness.

3.6.5 Gaps in Provision

In order for the Ports of Immingham and Grimsby to benefit from larger container vessels gauge improvements to allow larger containers will be required on the rail network serving the south Humber Ports. This will require gauge enhancements to W10 and W12 standard between Immingham and Doncaster.

3.6.6 Planned Provision

The schemes in table 3.13 have been included in the Network Rail Freight Route Utilisation Strategy and Yorkshire and Humber Route Utilisation Strategy.

Table 3.13: Freight Rail Infrastructure Schemes

<table>
<thead>
<tr>
<th>Infrastructure Scheme</th>
<th>Risk / Funding</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killingholme Loop</td>
<td>The project is currently not funded.</td>
<td>This scheme is included in the Freight Route Utilisation Strategy, (2007) - Network</td>
</tr>
<tr>
<td>Killingholme Loop to provide improved rail access</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

\textsuperscript{54} Yorkshire and Humber Route Utilisation Strategy, (2009) - Network Rail

\textsuperscript{55} ABP Port of Immingham Master Plan 2010-2030

\textsuperscript{56} ABP Port of Immingham Master Plan 2010-2030

\textsuperscript{57} Freight Route Utilisation Strategy, (2007) - Network Rail
<table>
<thead>
<tr>
<th>Proposal</th>
<th>Project Status</th>
<th>Timescale</th>
<th>Funding Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Immingham/Cleethorpes line improved loading gauge for freight trains (Doncaster - Immingham via Scunthorpe and Brigg) (Option IC1)</td>
<td>The project is currently uncommitted and does not have identified funding. There is no indicative timescale for delivery set out.</td>
<td>The scheme is included in the Yorkshire and Humber Route Utilisation Strategy, (2009) - Network Rail.</td>
<td></td>
</tr>
<tr>
<td>Immingham/Cleethorpes line improved loading gauge for freight trains (Gainsborough – Lincoln - Wrawby) (Option IC2).</td>
<td>The project is currently uncommitted and does not have identified funding. There is no indicative timescale for delivery set out.</td>
<td>The scheme is included in the Yorkshire and Humber Route Utilisation Strategy, (2009) - Network Rail.</td>
<td></td>
</tr>
<tr>
<td>Wrawby Jn – Barnetby–Brocklesby signalling renewals.</td>
<td>The project is currently uncommitted and does not have identified funding. There is no indicative timescale for delivery set out.</td>
<td>The scheme is included in the Freight Route Utilisation Strategy, (2007) - Network Rail.</td>
<td></td>
</tr>
<tr>
<td>Ulceby and Immingham signalling renewals.</td>
<td>The project is currently uncommitted and does not have identified funding. There is no indicative timescale for delivery set out.</td>
<td>The scheme is included in the Freight Route Utilisation Strategy, (2007) - Network Rail.</td>
<td></td>
</tr>
</tbody>
</table>

The Humber International Rail Terminal automated rail loading facility has operated at near capacity since it was opened in 2006. ABP and Network Rail have developed proposals for additional track and crossings to the west of the port that will reduce turnaround times by 25 per cent, enabling trains to complete the existing ‘run-round’ of the locomotive off the terminal without causing delays to subsequent services.

Network Rail has developed a scheme that would increase capacity called the Killingholme Loop. This scheme is included in the Network Rail Freight Route Utilisation Strategy.

The Killingholme Loop proposal is to provide a new railway to link the existing truncated Killingholme branch that runs from Immingham to Admiralty Sidings / Humber Sea Terminal directly to the line between Ulceby Junction and Barton-on-Humber. The proposals include the re-opening of the mothballed railway track bed between Admiralty Sidings / Humber Sea Terminal to Goxhill Junction onto the Ulceby to Barton-on-Humber Line and the construction of a new chord to provide a south facing connection towards Ulceby Junction.

The ABLE UK scheme involves the construction of a new manufacturing base for the offshore marine energy sector to the west of the Port of Immingham and the east of the Humber Sea Terminal. As part of this scheme the applicant is proposing to construct the Killingholme Loop. The applicant is proposing that the ownership of the Network Rail land and its associated infrastructure is transferred to them. Following completion of the line the existing line and new line will become a privately operated siding with Humber Sea Terminal retaining any existing rights.
The ABLE UK scheme is a Strategic Infrastructure Project and is being determined by the Secretary of State, with a decision expected in late August 2013. Network Rail undertook a Pre-Feasibility study for re-opening this section of the Killingholme Branch line in 2009 but found that there was no compelling business case to justify the necessary level of investment by them.

There are a number of planned improvements at Grimsby and Immingham Docks. These schemes will benefit from the existing freight service, but there are no known plans to extend the freight lines, except those set out above.

3.6.7 Impact of Development Proposals

There are a number of proposed schemes that could improve the freight operations around the Port of Immingham and Grimsby. The delivery of these schemes is dependent on Network Rail prioritises, ABP, existing operators and future development proposals.

Improvements to the capacity and upgrade of gauge levels to the freight lines serving North East Lincolnshire Council will improve the economic competitiveness of the Ports. However improvements to freight infrastructure is directly linked to housing and employment growth in North East Lincolnshire, as development can progress without these improvements. However the schemes will support the sectors that have been identified in the North East Lincolnshire Growth Strategy58.

3.6.8 Funding Mechanisms

As with passenger rail the main mechanism for the funding of freight rail improvements is Network Rail. Network Rail funding streams include: the strategic freight network fund, the level crossing fund, the Network Rail discretionary fund, the journey time improvement fund and the performance fund.

3.6.9 Role of Local Plan

The New Local Plan will focus development on the main urban and employment areas where the extent and capacity of supporting infrastructure is greatest. It will promote development that strives to reduce congestion on the road network. It will safeguard new rail infrastructure where appropriate and address future requirements identified through the detailed consideration of site allocations.

3.7 Transport and Cycling: Walking, Cycling and Public Rights of Way

3.7.1 Delivery Agency

- North East Lincolnshire Council

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58 Invest in North East Lincolnshire ‘Our advantages are your profits’, Development and Growth Plan, North East Lincolnshire Council
• Highways and Transport Department, Balfour Beatty WorkPlace working in partnership with North East Lincolnshire Council (Local Highways Authority, Surveying Authority)

3.7.2 Evidence Base

• North East Lincolnshire Council, Definitive Map of Public Rights of Way
• North East Lincolnshire Council, Definitive Statement of Public Rights of Way
• North East Lincolnshire Council (2008) Rights of Way Improvement Plan
• North East Lincolnshire Council (2011) Local Transport Plan 3
• North East Lincolnshire Council (2012) North East Lincolnshire Monitoring Report 2011-12
• North East Lincolnshire Council (2009) Cycle Parking in Grimsby Town Centre Map
• North East Lincolnshire Council (2012) Pedal and Stride Guide

3.7.3 Strategic Issues

Provision of better access to the countryside and a well-connected cycle network is a key factor in supporting health and well-being objectives across North East Lincolnshire. Walking and cycling are low cost, sustainable transport methods for local residents, however there are low levels of uptake for walking and cycling in North East Lincolnshire amongst the general population. Despite this, a significantly higher number of trips to school are taken by cycling in North East Lincolnshire than the national average.\(^{59}\)

**Walking:** The Countryside and Rights of Way Act 2000 (CRoW) requires local authorities to produce a 10-year forward looking Rights of Way Improvement Plan. North East Lincolnshire has a current improvement plan which was published in 2008 and seeks to overcome legal deficiencies, improve the condition of the network, make the routes safer and extend the network to join with neighbouring local authorities. The local authority also has a duty to maintain a Definitive Map, which demonstrates the status and provision of Public Rights of Ways, and ensures that routes are well sign-posted and free from obstruction. Rights of Way confer a right on the public to use defined routes across land owned privately.

Local authorities measure the quality of PRoWs. Whilst no longer used nationally, North East Lincolnshire Council continues to assess the existing Public Rights of Way network using the criteria set out in the Best Value Performance Indicator 178 (BVPI 178).\(^{60}\) BVPI 178 requires an annual indication of the percentage of paths which are signposted, free of obstructions and in good repair; however the indicator only assesses a randomly selected percentage of the overall network. Whilst the results of this data inform guidelines for managing, maintaining and

\(^{59}\) Need to confirm with Anthony Snell
\(^{60}\) Dialogue with Public Rights of Way Mapping Officer
improving PRoWs, results were often subject to volatility depending on which paths were selected for inspection.

In this respect, BVPI 178 indicator has since been superseded by a new, more accurate method of assessment, based on the network as a whole using the results of programmed inspections reported as pass or fail. The figure quoted by the Public Rights of Way Mapping Officer for last year was that 76.38% of the network passed officer inspection using the BVPI 178 criteria. Alongside these indicators, the Local Transport Plan 3 (LTP3) sets the Council's targets for achieving ease of use of PRoWs.

Cycling: Cycling is an important mode of travel in North East Lincolnshire, providing access links not easily met by public transport.

Sport England assesses the findings of the Active People Survey against the ONS Annual Population Survey 2012, to understand the proportion of adults wishing to participate in more exercise. The results indicated that 50.7% of North East Lincolnshire Adults wanted to do more sport, against the 52.0% of adults in Yorkshire and Humber. Specifically, one of the sports which adults want to do most is cycling (7.1%).

In addition to dedicated cycle infrastructure each road within the main urban area has been assessed using nationally recognised 'Bikeability standards'. An annual "Cyclists Guide to North East Lincolnshire" using these 'Bikeability' ratings is produced and distributed to encourage greater levels of cycling. The partnership maintains cycling infrastructure and enhances the cycle network with Advanced Stop Lines (ASL) which enable cyclists to start ahead of vehicular traffic, and by providing cycle friendly Toucan crossings.

[Check with Anthony Snell returning 12 August 2013]

3.7.4 Current Provision

Walking and Public Rights of Way

North East Lincolnshire currently has approximately 200 kilometres of Public Rights of Way across the borough comprising 140 footpaths and 61 bridleways. These routes run through the urban area, villages and extend out into the Wolds designated Area of Outstanding Natural Beauty (AONB) providing a diverse range of routes. There are currently no ‘Restricted Byways’ or ‘Byways Open to all Traffic’ recorded on the Definitive Map and Statement.

Locally, a number of guided routes are promoted, including Wanderlust Way (a 20 mile circuit, with shorter 8, 9 and 10 mile link circuits), Silver Lines Way (a 25 mile circuit) and the Interconnect Bus Walks (a 7 and a half mile linear walk and a 7 mile circular walk).

The quality of this existing PRoW network is assessed as ‘pass’ or ‘fail’ against the BVPI 178 criteria. The figure quoted for last year was that 76.38% of the network passed officer inspection using the BVPI 178 criteria. The Public Rights of Way Mapping Officer identified that the remaining 24% of pathways

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61 Dialogue with Public Rights of Way Mapping Officer
62 Dialogue with Public Rights of Way Mapping Officer
are not designated as poor; those pathways that ‘fail’ are affected by legal
deficiencies and alignment issues and are instead designated as mapping
‘anomalies’.

The Council’s Local Transport Plan 3 (LTP3) assesses the ease of use of Public
Rights of Way in North East Lincolnshire from 2010/11 to 2013/14. The latest
figures (2011/12) show that the Council fell short in meeting the first of these new
targets; however, it shows an improvement on the previous year.

Table 3.14: Total lengths of rural footpaths and other rights of way which are
easy to use by members of the public (%)

<table>
<thead>
<tr>
<th>Year</th>
<th>Target²</th>
<th>Result¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004/05 Baseline</td>
<td>76.65</td>
<td>-</td>
</tr>
<tr>
<td>2006/07</td>
<td>-</td>
<td>88</td>
</tr>
<tr>
<td>2007/08</td>
<td>90</td>
<td>82</td>
</tr>
<tr>
<td>2008/09</td>
<td>83</td>
<td>90.4</td>
</tr>
<tr>
<td>2009/10</td>
<td>85</td>
<td>89.74</td>
</tr>
<tr>
<td>2010/11</td>
<td>87</td>
<td>89.1</td>
</tr>
<tr>
<td>2011/12</td>
<td>94</td>
<td>91.07</td>
</tr>
<tr>
<td>2012/13</td>
<td>95</td>
<td>-</td>
</tr>
<tr>
<td>2013/14</td>
<td>95</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: North East Lincolnshire Monitoring Report 2011/12, 2012 – North East Lincolnshire
Council. Target Levels from the LTP3 Performance indicators (2011/12 – 2013/14)

Cycling: A 50 kilometre network of on and off road cycle paths and bridleways
exists within the urban areas of Grimsby, Cleethorpes and Immingham. A long
distance Sustrans Cycle Route (National Route 1) which connects Dover and the
Shetland Island via the east coast of England, dissects the rural area of North East
Lincolnshire.

Cycle paths are in the process of improvement through the PedalWays network of
cycle friendly routes. Although an on-going initiative, Humberston Pedalway,
Europarc Pedalway and Healing Pedalway have all already been implemented,
with further schemes planned at Aylesbury, Beelsby, Laceby, Edge of the Humber
Estuary, New Waltham and Waltham.

The Cycle Guide (2011) details cycle routes across the urban area of North East
Lincolnshire, Green indicates a quiet road where low levels of experience is
necessary. [Confirm with Anthony Snell 12 August 2013]

Figure 3.10: Cycle Routes in the Urban Area of North East Lincolnshire
**Figure 3.11: Sustrans Cycle Network across North East Lincolnshire**

**Source:** Sustrans Cycle Network (2013) from [www.sustrans.org.uk](http://www.sustrans.org.uk)

**Cycle parking:** Cycle parking provision is provided by North East Lincolnshire Council. Grimsby Town Centre has a strong level of provision for cyclists, with 152 cycle parking spaces. Of these, 116 are provided on street, whilst 36 spaces (24%) are provided in the Abbey Walk Pedal Park which is co-located in Abbey.
Walk Car Park\textsuperscript{63}. This offers a secure cycle storage facility, with key access for users and CCTV facilities. Free access to 12 cycle parking spaces is provided at Grimsby Town Station.

### 3.7.5 Gaps in Provision

**Walking:** North East Lincolnshire identified that a number of shortfalls exist in the provision of Public Rights of Way across the local authority area. The overall connectivity of pathways was identified as the primary deficiency in provision, with a high availability of short walks and a lack of longer countryside walks\textsuperscript{64}. This issue was particularly acute within the rural area where pathways terminate unexpectedly and fail to provide through-route linkages to settlements.

Additional quality issues were identified through the Rights of Way Improvement Plan; better signage and greater access to information, reducing vandalism and dog fouling were identified as the primary reasons for not visiting the North East Lincolnshire countryside.

The Public Rights of Way Mapping Officer identified that there are no ‘poor’ paths in the borough; those pathways that ‘fail’ are affected by legal deficiencies and alignment issues and are instead designated as mapping ‘anomalies’\textsuperscript{65}. Legal issues affecting these anomalies often take some time to resolve and in some cases, can and do take many years to reach conclusion. In this respect, the current pass rate is set to remain at its current level for the foreseeable future\textsuperscript{66}.

More widely, North East Lincolnshire wished to consider greater cross-boundary coordination with North Lincolnshire and neighbouring authorities for signing, maintenance and identification of routes for different types of users\textsuperscript{67}.

**Cycling:** [Requires discussion with Anthony Snell]

### 3.7.6 Planned Provision

**Walking:** The Rights of Way Improvement Plan (2008) sets out actions for guiding the improvement of legally defined public pathways over the next ten years in line with the priorities of the Local Transport Plan. These include ensuring that Public Rights of Way are properly maintained and well signed, whilst promoting maximum opportunities for involvement for all sections of the community.

There are no locally-planned Public Rights of Way or walking initiatives which would improve the overall quantity or quality of provision across the local authority area\textsuperscript{68}. Future provision is stifled through a lack of consent from landowners to donate land\textsuperscript{69}.

Nationally, the Draft Marine Bill was published on 3\textsuperscript{rd} April 2008 and proposes to extend the right of access currently covered by the Countryside and Rights of

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\textsuperscript{63} Confirm with Anthony Snell  
\textsuperscript{64} Dialogue with Public Rights of Way Mapping Officer  
\textsuperscript{65} Dialogue with Public Rights of Way Mapping Officer  
\textsuperscript{66} Dialogue with Public Rights of Way Mapping Officer  
\textsuperscript{67} North East Lincolnshire Council (2008) Rights of Way Improvement Plan (page 24)  
\textsuperscript{68} Dialogue with Public Rights of Way Mapping Officer  
\textsuperscript{69} Dialogue with Public Rights of Way Mapping Officer
Way Act 2000 to include land which is coastal margin to create a route around the coast of England\(^70\). Rights of access will be extended to the foreshore, land which comprises any cliff, bank, barrier, dune, beach or flat adjacent to the foreshore or land falling into designated categories is coastal land.

**Cycling:** The Local Transport Plan 3 seeks to develop cycling provision by building on the well-established strategic route network in the area, promoting cycling as part of the tourism offer and understanding the value of cycling as a solution to tackling congestion.

Proposed new routes within North East Lincolnshire are detailed on Figures 3.12 and 3.13. Proposed cycle route developments include Becklands, Able MEP, Scartho Top and Clee Road/Weelsby Road (A46). Extension of current provision is proposed at Stallingborough to Healing village connection (B1210), which will lengthen the off road cycle paths between Healing and Grimsby town centre.

**Figure 3.12 Proposed Cycle Routes**

![Proposed Cycle Routes](image)

*Source: NELC Senior Transportation Officer, January 2013*

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Figure 3.13: Proposed Cycle Routes

Source: NELC Senior Transportation Officer, January 2013

Further Pedal Ways Schemes are planned at Aylesbury, Beelsby, Laceby, edge of the Humber Estuary, New Waltham and Waltham.

3.7.7 Impact of Development Proposals

The Strategic Housing Land Availability Assessment (SHLAA) identifies sites with potential for housing growth in North East Lincolnshire. The strategy is based on principles of sustainability, with an expectation that growth will be targeted towards the most sustainable settlements. Therefore the broad focus for growth is on the urban area (Grimsby and Cleethorpes), with minimal new residential development in the rural area.

Generally, provision of pathways across North East Lincolnshire is good, with 91% of routes achieving ease of use and 76.38% achieving a ‘pass’ level during officer inspection using the BVPI 178 criteria. Deficiencies exist in the overall connectivity of these routes; greater connectivity of Public Rights of Way will be promoted in strategic housing developments.

3.7.8 Funding Mechanisms

Walking

The Council has a statutory duty to ensure that North East Lincolnshire’s PRoW network is maintained. The Council fund this committed and on-going maintenance work through the PRoW revenue budget, which for the 2013/2014 financial year is expected to total £30,000.
Other possible funding sources for provision Public Rights of Way could derive from: grant funding from Heritage Lottery, Natural England, Environment Agency; participation in various linked and allied strategies within and outside the Local Authority; and through future grant funding schemes. Section 106 agreements are also likely to form of a source of potential funding.

Cycling

[Requires discussion with Anthony Snell]

3.7.9 Role of Local Plan

The New Local Plan will focus development on the main urban and employment areas where the extent and capacity of supporting infrastructure is greatest. It will promote development that facilitates walking, cycling and public transport use, striving to reduce car dependency and congestion on the road network. It will in all development promote design that delivers a network of safe, and attractive footways and cycleways; promoting sustainable access, healthy lifestyles and integrated communities, taking opportunities to deliver such a network in coordination with green infrastructure.

The National Planning Policy Framework (NPPF) seeks to encourage the development of accessible developments featuring legible and clear pedestrian routes. The NPPF therefore places a requirement on the Council's local plan to protect and deliver enhancements to public rights of way and access, including the creation of new routes. Where possible, the local plan should make provision for adding links from new developments to existing rights of way networks.

The Council has a statutory duty to take account of potential impacts of PRoWs when considering planning applications.
3.8 Access to and by Public Transport including buses

3.8.1 Delivery Agency

- North East Lincolnshire Council
- Stagecoach Lincolnshire
- Amvale
- National Express Coach Services
- Travellincs

3.8.2 Evidence Base

- Cutting carbon, creating growth: making sustainable local transport happen (White Paper), January 2011 - Department for Transport
- North East Lincolnshire Council Land Use and Transport Integration Assessment and Analysis, March 2011 - South Yorkshire Passenger Transport Executive for North East Lincolnshire Council
- North East Lincolnshire Monitoring Report, 2011/12 - North East Lincolnshire Council
- Parking Strategy, 2011 - North East Lincolnshire Council
- Public Transport Assessments, NELC
- Bus Service Timetables and Routes information

3.8.3 Strategic Issues

Accessibility is a key factor in ensuring the competitiveness of North East Lincolnshire. Public transport links provide access to services and employment for local residents.

Through discussion with Transport Officers it has been confirmed that the bus network in the urban area is deemed to be operating successfully. The provision of bus services in rural areas is more limited, due to viability issues. Car sharing is considered an excellent option to reduce the number of vehicle on the roads in North East Lincolnshire, as a number of employment locations are most easily accessed by the private car. Travellincs have been promoting a range of car sharing schemes to try and promote this as an option.

3.8.4 Existing Provision

In North East Lincolnshire bus services are run commercially (with the exception of one route which is run commercially, but subsidised to an extent) with Stagecoach Grimsby/Cleethorpes and Stagecoach Lincolnshire operating the majority of local services. In addition, Amvale operate a service between Grimsby and Saltfleet. In addition to local services, cross boundary journeys can be made to Hull (Humber Flyer), Lincoln (IC3) and Louth (IC51).
The local bus network covers most of the urban areas of Grimsby & Cleethorpes and surrounding villages. There are however limited bus services operating within the rural south of the borough. There have also recently been concerns expressed over a lack of service in the evenings and on Sundays.\textsuperscript{71}

As part of the Urban Renaissance vision for Grimsby town centre there are aspirations to relocate the bus station in a new location, it is expected that there would be an increase in the usage of public transport as a consequence.\textsuperscript{72}

A bus route to Europarc via Grimsby urban area is currently operated on bus routes 1, 2 and 20. This route is currently subsidised by developer contributions from the Europarc scheme.

There is spare capacity on most bus services within North East Lincolnshire, the exceptions being certain services travelling towards Grimsby town centre and Grimsby Institute between 8:00 and 9:00 am and services around Waltham Tollbar at school times. A number of services do not operate at school times including the 12 between New Waltham and Bradley Park and the 2 between Grimsby town centre and Europarc.\textsuperscript{73}

Table 3.15: Bus Services

<table>
<thead>
<tr>
<th>Service</th>
<th>Route (summary)</th>
<th>Daily Frequency</th>
<th>Evening Frequency</th>
<th>Sunday Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/2/20</td>
<td>Grimsby - Europarc</td>
<td>30mins</td>
<td>1 service</td>
<td>None</td>
</tr>
<tr>
<td>3</td>
<td>Grimsby – Laceby – Caistor - Lincoln</td>
<td>Hourly</td>
<td>None</td>
<td>Every 3 hours</td>
</tr>
<tr>
<td>6</td>
<td>Grimsby Bus Station – Grimsby Hainton Avenue – Grimsby Hospital</td>
<td>3 Services per day</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>7</td>
<td>Grange Estate – Grimsby - Cleethorpes</td>
<td>30mins</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>8</td>
<td>Grimsby – Scarthe – New Waltham - Cleethorpes</td>
<td>30mins</td>
<td>Hourly</td>
<td>Hourly</td>
</tr>
<tr>
<td>9/9a</td>
<td>Waltham – Grimsby - Cleethorpes</td>
<td>15mins</td>
<td>Hourly</td>
<td>Hourly</td>
</tr>
<tr>
<td>12</td>
<td>Bradley Park – Grimsby – Cleethorpes – New Waltham</td>
<td>Hourly</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>13</td>
<td>Bradley – Grimsby - Cleethorpes</td>
<td>10mins</td>
<td>30mins</td>
<td>30mins</td>
</tr>
<tr>
<td>14</td>
<td>Cleethorpes – Grimsby - Bradley</td>
<td>10mins</td>
<td>30mins</td>
<td>30mins</td>
</tr>
<tr>
<td>16</td>
<td>Wybers Wood – Grimsby - Asda</td>
<td>15mins</td>
<td>None</td>
<td>Hourly</td>
</tr>
<tr>
<td>25</td>
<td>Grimsby - Binbrook - Ludford</td>
<td>2 services each way</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>45/46</td>
<td>Cleethorpes – Grimsby –</td>
<td>30mins</td>
<td>Hourly</td>
<td>Hourly</td>
</tr>
</tbody>
</table>

\textsuperscript{71} Confirmed through discussions with a NELC Transport Officer

\textsuperscript{72} Confirmed through discussions with a NELC Transport Officer

\textsuperscript{73} Confirmed through discussions with a NELC Transport Officer
Table 3.16: Bus Patronage - Number of bus passenger journeys originating within the North East Lincolnshire boundary

<table>
<thead>
<tr>
<th>Year</th>
<th>Target</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006/07</td>
<td>-</td>
<td>6,489,074</td>
</tr>
<tr>
<td>2007/08</td>
<td>6,553,965</td>
<td>6,600,266</td>
</tr>
<tr>
<td>2008/09</td>
<td>6,619,504</td>
<td>6,784,000</td>
</tr>
<tr>
<td>2009/10</td>
<td>6,685,699</td>
<td>6,580,724</td>
</tr>
<tr>
<td>2010/11</td>
<td>6,752,556</td>
<td>8,016,778</td>
</tr>
<tr>
<td>2011/12</td>
<td>6.95m</td>
<td>8,307,828</td>
</tr>
<tr>
<td>2012/13</td>
<td>7.00m</td>
<td>-</td>
</tr>
<tr>
<td>2013/14</td>
<td>7.01m</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: North East Lincolnshire Monitoring Report, 2011/12, North East Lincolnshire Council

Since 2007 there has been a year on year increase in bus patronage (except a slight dip in 2009). Between 2009/10 and 2010/11 there was a sharp rise with nearly an extra 1.5 million people using the bus network. The number of bus passengers in North East Lincolnshire was over 1 million higher than the target for passengers in 2010 / 11 and 2011/12.

Public Transport Assessments

As part of North East Lincolnshire Council’s Third Local Transport Plan (LTP3) and Local Plan South Yorkshire Passenger Transport Executive (SYPTE) have been completed a series of public transport assessments using the principles of the South Yorkshire Land Use and Transport Integration (LUTI) project.

The main purpose of this work was to undertake LUTI assessments to;

- Score each potential development site (housing and employment) with a red, amber, green categorisation depending on its proximity to a variety of public transport accessibility levels.
- Provide North East Lincolnshire with a strong evidence base to make decisions on site prioritisation.

The results of the analysis are displayed in the report in various different formats, which can be found. Geographical representation is displayed through maps showing the varying levels of the agreed public transport thresholds and the impact on the red, amber, green scoring.

**Red:** Red sites are the land allocations that fall outside of the buffer of the Central Public Transport Network (CPTN). High density development should not be prioritised on such sites due to lack of public transport accessibility. However, development could be unlocked with an appropriate level of public transport infrastructure and service interventions.

**Amber:** Amber sites are the land allocations that are bridged over the CPTN buffer and have their centroid just outside of the walking threshold. These sites reflect the need that transport interventions need to be considered as the site has a degree of restriction to public transport use. Travel planning and direct walking distances with sympathetic site design to ensure that public transport is available.

**Green:** Green sites are the land allocations that fall completely within the CPTN buffer. In general, these allocations require minimal (if any) public transport intervention. However, if there are deemed to be capacity restrictions, an intervention will need to be considered.

The main findings from the assessment were:

The area of the Borough benefitting from two or more buses per hour the network focuses along key corridors with the more remote areas of the county being removed. A bus service every half an hour or more is an attractive service and at this level, the key commuting and employment areas of Immingham, Laceby and Waltham are all connected. However, SYPTE consider a threshold of 6 buses to be the attractive of public transport as this level of service makes public transport a competitive travel option. The area of the Borough covered by two or more buses per hour is shown on Figure 3.14.
Figure 3.14: Bus coverage of two or more buses per hour

Source: LUTI model, SYPT and NELC

The area of the Borough benefitting from four or two as per figure 3.14 more buses per hour is focused around Cleethorpes and Grimsby urban core, where a number of bus service are converging together.

The area of the Borough benefitting from six or more buses per hour is focused in the Northern part of Grimsby as shown on Figure 3.15 below.

Figure 3.15: Bus coverage of six or more buses per hour

Source: LUTI model, SYPT and NELC
On the back of this evidence the Local Transport Plan Team are undertaking further work to identify costings for improving the accessibility to the sites which are flagged as red.

3.8.5 Gaps in Provision

There are not any show stopping gaps in provision. Clearly as shown above the urban area of Grimsby is served by more frequent bus services, but there is above target bus usage in North East Lincolnshire that the bus network is fit for purpose. A small number of minor issues have been raised by the NELC transport team:

- **Accessing Grimsby Institute & Franklin College for evening classes by bus**: From parts of the Borough it is difficult to get to the college in the evening. The Council have diverted a number of bus routes to go via the College and the college have developed their own public access strategy, including provision of buses. NELC and the College are working together on improving access. The Wheels to Work scheme (provision of scooter) also allows residents to access training74.

- **Aylesby, Lack of bus services**: There is not the critical mass of population make a bus route to Aylesby viable. NELC have created footpath / cycleway to Laceyby where a half hourly service can be accessed75.

- **Accessing Immingham Docks by public transport for work**: There has been a general decline in employees using buses to access the Docks, making it difficult to make a service work financially. There is currently a core hourly service from the urban area. In addition the development of the dock has resulted in jobs being dispersed across the dock, making it difficult to serve employees by bus76.

3.8.6 Planned Provision

The main focus for NELC is to keep maintain the existing bus service provision. NELC are also looking at doing some minor enhancements to some of the bus corridors, such as improvement to bus shelters.

There is also a proposal to continue to work with bus providers through Voluntary Bus Quality Partnerships, which involved NELC and bus providers agreeing to both fund improvements to routes.

There is also a proposal to brand the bus service that provides access to Humberside Airport to market the fact that the Borough can access the airport by public transport77.

NELC have secured approximately £2.5 million of Local Sustainable Transport Fund (LSTF) improve the pedestrian linkages between Grimsby Town Railway Station and Grimsby Bus Station, delivery of new bus shelters and real time information, the details of this scheme have been included in the Highways and Major schemes section of this report, and can be found in section 3.3.6.

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74 Confirmed through discussions with a NELC Transport Officer
75 Confirmed through discussions with a NELC Transport Officer
76 Confirmed through discussions with a NELC Transport Officer
77 Confirmed through discussions with a NELC Transport Officer
3.8.7 Impact of Development Proposals

As part of the consented Scartho Top scheme the developer has funded a bus to provide access to Grimsby Town Centre for three years, following commencement of the development. The three years is now up and the bus route was not well used because the build out rate of the scheme was impacted by the downturn.

There are good bus routes running along Scartho Road, which could be accessed by the residents on this new development. However, there are currently no bus routes that run through this estate. The Council are working closely with Stagecoach to discuss if the bus route could be diverted once the through road for the estate is completed.

S106 contributions can be used to fund new bus routes or provide improvements to bus infrastructure (bus shelters). They can also be used to improve access from new housing site to the nearest bus stop.

3.8.8 Funding Mechanisms

Public transport is funded on a commercial basis by the operators providing services in the area, with the exception of one bus route which receives support from North East Lincolnshire Council through a subsidy.

The Council has been awarded funding from the Local Sustainable Transport Fund (LSTF). This fund was introduced during 2011 as part of the Cutting carbon, creating growth: making sustainable local transport happen Government White Paper. The fund is designed to support transport authorities to develop packages of measures to support economic growth and reduce carbon in their communities.

North East Lincolnshire Council provide some capital funding for 2013 / 14 for public transport works: e.g improvement to bus stop infrastructure and improved access to bus information. Revenue funding is also available through the Balfour Partnership for bus information and bus stop infrastructure.

Both the above funding streams will be used through the Voluntary Bus Quality Partnership with Stagecoach to enhance the overall provision of bus services.

3.8.9 Role of Local Plan

The New Local Plan will focus development on the main urban and employment areas where the extent and capacity of supporting infrastructure is greatest. It will promote development that facilitates walking, cycling and public transport use, striving to reduce car dependency and congestion on the road network. It will safeguard new highway infrastructure where appropriate and address future requirements identified through the detailed consideration of site allocations, identifying mitigating measures to address impacts on the highway network and appropriate measures to secure funding considering on site and off site works.
3.9 Door to Door Transport and Demand Responsive Services

3.9.1 Delivery Agency
- North East Lincolnshire Council

3.9.2 Evidence Base
- Census 2001 and 2011, Office for National Statistics
- Car or van availability for local authorities in England and Wales, Table KS404EW, Census 2011, Office for National Statistics
- Hackney Carriage Demand Survey, 2010 - Halerow Group Limited for North East Lincolnshire Council

3.9.3 Strategic Issues
The number of households without access to a car (or other motor vehicle) is higher in North East Lincolnshire than both the regional and national average; there are also quite large variations between wards, as shown in Figure 3.16 below.

Figure 3.16: Car ownership by ward

Source: Census 2011
3.9.4 Existing Provision

Private Cars

The number of households without access to a car or van is higher in North East Lincolnshire than both the Yorkshire and Humber regional and national average. However, the number of households in North East Lincolnshire without access to a car or van reduced by 2.2% between 2001 and 2011. This is illustrated in the table 3.17 below.

Table 3.17: Households with access to a car or van

<table>
<thead>
<tr>
<th>Area</th>
<th>% of households with access to</th>
<th>No Vehicle</th>
<th>One Vehicle</th>
<th>Two Vehicles</th>
<th>Three Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>North East Lincolnshire</td>
<td>33</td>
<td>30.8</td>
<td>46</td>
<td>43.5</td>
<td>18</td>
</tr>
<tr>
<td>Yorkshire and Humber</td>
<td>30</td>
<td>27.6</td>
<td>44</td>
<td>42.9</td>
<td>21</td>
</tr>
<tr>
<td>England</td>
<td>27</td>
<td>25.8</td>
<td>44</td>
<td>42.2</td>
<td>24</td>
</tr>
</tbody>
</table>

Source: Census 2001 and 2011, Office for National Statistics

Households in North East Lincolnshire are less likely to have access to multiple vehicles than the regional and national averages.

Table 3.18: Households by Electoral Ward with access to a car or van

<table>
<thead>
<tr>
<th>Area</th>
<th>% of households with access to</th>
<th>No Vehicle</th>
<th>One Vehicle</th>
<th>Two Vehicles</th>
<th>Three Vehicles</th>
<th>Four Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Croft Baker</td>
<td>37.3</td>
<td>45.6</td>
<td>14.3</td>
<td>2.4</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>East Marsh</td>
<td>63.9</td>
<td>30.4</td>
<td>4.9</td>
<td>0.7</td>
<td>0.1</td>
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<tr>
<td>Freshney</td>
<td>25.3</td>
<td>43.5</td>
<td>25.1</td>
<td>4.8</td>
<td>1.3</td>
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<tr>
<td>Haverstoe</td>
<td>15.3</td>
<td>46.4</td>
<td>31.6</td>
<td>5.4</td>
<td>1.3</td>
<td></td>
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<tr>
<td>Heneage</td>
<td>34.6</td>
<td>45.3</td>
<td>16.4</td>
<td>3.0</td>
<td>0.7</td>
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<tr>
<td>Humberston and New Waltham</td>
<td>12.7</td>
<td>45.3</td>
<td>32.8</td>
<td>6.8</td>
<td>2.3</td>
<td></td>
</tr>
<tr>
<td>Immingham</td>
<td>25.3</td>
<td>46.2</td>
<td>22.4</td>
<td>4.6</td>
<td>1.5</td>
<td></td>
</tr>
<tr>
<td>Park</td>
<td>26.3</td>
<td>47.0</td>
<td>23.5</td>
<td>3.7</td>
<td>1.0</td>
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</tr>
<tr>
<td>Scartho</td>
<td>17.8</td>
<td>46.8</td>
<td>28.5</td>
<td>5.1</td>
<td>1.7</td>
<td></td>
</tr>
<tr>
<td>Sidney Sussex</td>
<td>37.6</td>
<td>44.4</td>
<td>15.4</td>
<td>2.1</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>South</td>
<td>45.5</td>
<td>40.7</td>
<td>11.4</td>
<td>1.9</td>
<td>0.4</td>
<td></td>
</tr>
<tr>
<td>Waltham</td>
<td>13.6</td>
<td>41.6</td>
<td>34.1</td>
<td>7.3</td>
<td>3.1</td>
<td></td>
</tr>
<tr>
<td>West Marsh</td>
<td>49.7</td>
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<td>9.0</td>
<td>1.0</td>
<td>0.2</td>
<td></td>
</tr>
<tr>
<td>Wolds</td>
<td>8.8</td>
<td>39.3</td>
<td>39.7</td>
<td>8.5</td>
<td>3.7</td>
<td></td>
</tr>
<tr>
<td>Yarborough</td>
<td>25.3</td>
<td>51.2</td>
<td>19.4</td>
<td>3.4</td>
<td>0.7</td>
<td></td>
</tr>
</tbody>
</table>

**Source: Census 2011, Office for National Statistics**

The percentage of people who travel to work by car or van either as the driver or passenger is 64.6% in North East Lincolnshire, slightly higher than both the regional (63.5%) and national (61.0%) averages.\(^8\)

This is significant in that despite a lower than average level of car ownership most of those people who do own a car tend to use it to travel to work. The potential growth in car ownership is therefore likely to result in a corresponding increase in journeys during peak hours.

**Flexible Transport**

North East Lincolnshire has two demand responsive services. Phone 'n' Ride provides flexible bus services for anyone who’s journey cannot be accommodated by the conventional bus network and Dial-a-ride provides specialist mini-bus transport for the elderly and disabled. Both services operate throughout the borough. Phone 'n' Ride is currently operating at or near capacity for most of the time with some requests for service currently being turned down.

**Table 3.19: Flexible transport**

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone’n’ Ride</td>
<td></td>
<td>32,231</td>
<td>31,379</td>
<td>34,862</td>
</tr>
<tr>
<td>Dial-a-ride</td>
<td></td>
<td>32,864</td>
<td>23,000</td>
<td>18,800</td>
</tr>
</tbody>
</table>

There are 235 registered hackney carriages and 429 private hire vehicles\(^9\) operating within the borough (January 2013).

**Travel to School**

It was a national requirement that all schools had an approved travel plan by the end of 2010/11. Each plan reviewed how staff, pupils and parents access the site and how they can be encouraged to make the school run more sustainable. At the end of 2009/10 all eligible schools had an approved travel plan, and the recorded local levels of walking, cycling and car travel on the school run placed North East Lincolnshire in the top 10% nationally.

There is an on-going requirement as part of the Education Act 2006 to carry out annual mapping audits of demand, supply, barriers, and risks, and to use this information to prepare and publish a strategy setting out how sustainable travel to education will be promoted in North East Lincolnshire. Amongst the initiatives to encourage sustainable school travel are a programme to refresh all school travel plans at regular intervals, bi-annual Walk to School weeks, Steps for Life and WOW initiatives, Bike Week, 50/50 cycle storage and pedestrian shelter funding, pedestrian and cycle training, and an on-going input to reviews of public transport services and walking / cycling infrastructures.

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\(^8\) Census 2011

\(^9\) Discussion with NELC Taxi Licensing Officer
3.9.5 Gaps in Provision

There are no explicit standards that need to be met in relation to door to door services. There are therefore no known gaps in provision.

The gaps in provision in relation to hackney carriages are assessed through the completion of an Unmet Demand Survey, which are carried out every three years. The latest published survey was carried out in 2009. This found that there was no unmet demand for hackney carriages. A new survey has recently been completed and the findings and recommendations from this study are scheduled to be reported on at a NELC committee in September / October 2013. The results from this survey are not publicly available.

There is no limit on the number of private hire vehicles in North East Lincolnshire.

The Dial a Ride service is delivered by a charity relies on volunteer drivers. This causes some capacity issues; as if a volunteer is not available then the service is not able to run.

There are currently no gaps in provision for the phone a ride service.

3.9.6 Planned Provision

There are no planned improvements to these services. The findings of the Unmet Demand Survey may result in an increase in the number of Hackney Carriages.

3.9.7 Impact of Development Proposals

The broad focus for new housing is on the urban area of Grimsby and Cleethorpes which is well served by rail and bus services. The requirement for additional hackney carriages will be monitored through the Unmet Demand Survey. The private market will dictate if further private hire vehicles are provided.

The Phone ‘n’ ride and is delivered by North East Lincolnshire Council. The Council operates this service through travel plan contributions and Council funding. If large scale schemes are delivered the travel plan could include a contribution to this service. It is operated on a first come first serve basis.

3.9.8 Funding Mechanisms

The funding in relation to door to door services (Phone n Ride and Dial a ride) is funded through North East Lincolnshire Council. The private hire cars and hackney carriages are provided by individual operators and regulated by North East Lincolnshire.

3.9.9 Role of Local Plan

The New Local Plan will focus development on the main urban and employment areas where the extent and capacity of supporting infrastructure is greatest. It will promote development that facilitates walking, cycling and public transport use, striving to reduce car dependency and congestion on the road network. It will safeguard new highway infrastructure where appropriate and address future
requirements identified through the detailed consideration of site allocations, identifying mitigating measures to address impacts on the highway network and appropriate measures to secure funding considering on site and off site works.

There are however situations were more flexible arrangements for transport are required where traditional provision does not match or meet localised requirements. The New Local Plan will acknowledge the role that demand responsive services play in meeting such requirements and facilitate their further development where public transport gaps are identified.
4 Education

4.1 Overview

The Local Education Authority (LEA) has a statutory duty to provide educational services for pupils of school age living within the Borough. In addition to the LEA provision, a number of academies, independent schools and colleges also operate within the area.

The Grimsby Institute of Further and Higher Education (GIFHE) provides further and higher education courses within the area. The University Centre Grimsby, which is GIFHE's higher education brand name, provides higher education courses up to Masters degree level.

The following educational establishments exists within the North East Lincolnshire area:

- 2 Nursery Schools.
- 47 Primary, junior and infant Schools
- 10 Secondary Schools (1 operated by NELC and 9 Secondary Academies).
- 2 Special Schools.
- 2 Pupil Referral Units.
- 3 Independent Schools.
- 2 Colleges.

The Coalition Government introduced a new type of schools through the Academies Act 2010. Whilst legislation enacted by the previous Government made the creation of free schools possible and created academies, the Academies Act has simplified the process for creating Free Schools and in addition to this provides the primary legislation required for an expansion in the number of Academies.

The Coalition Government has invited all schools in England to become academies. A number of Academies have been created in North East Lincolnshire.

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80 information from the Local Education Authority
81 Three of these Secondary Academies offer sixth form provision
4.2 Primary Provision

4.2.1 Delivery Agency

- Department for Education (DfE)
- North East Lincolnshire Council (Local Education Authority)
- Diocesan Authorities
- Individual Academies and their Governing Bodies

4.2.2 Evidence Base

- Primary Predictions 2012 - North East Lincolnshire Council
- Schools/Academies Asset Management Plans
- Education Capital Programme
- Children and Young People’s Plan
- The School Census
- Council Priorities Plan
- Strategic Pupil Place Planning Group Report - North East Lincolnshire Council
- Pupil Places Planning Protocol - North East Lincolnshire Council
- Children and Young People's Plan 2011-2014 - North East Lincolnshire Council
- North East Lincolnshire Supplementary Planning Guidance Note No. 4 -
- North East Lincolnshire Supplementary Planning Guidance Note No. 4 -
- Developer Contributions to Education Facilities, Adopted April 2005 - North East Lincolnshire Council
- Census 2011 - Office for National Statistics.

4.2.3 Strategic issues

Primary Schools are managed by North East Lincolnshire Council as the Local Education Authority (LEA), Diocesan Authorities and the Governing Bodies of Individual Academies.

The Local Education Authority (LEA) has responsibility for planning the required pupil places across all schools in North East Lincolnshire, ensuring that there are sufficient pupil places to meet demand. The LEA operate the Strategic Pupil Place Planning Group to carry out this function. The group meets regularly and includes representatives from the Council and schools. The group operate in line with the pupil place planning protocol, which details the process for determining recommendations on the provision of places. Schools set a Published Admission Number (PAN) in consultation with the Strategic Pupil Place Planning Group which is the maximum number of pupils that will be admitted to a school in any particular year.
The number of primary schools in local authority control is declining as more are converted to academies. There are however currently no free schools operating in North East Lincolnshire.

Demand for primary school places is expected to increase across North East Lincolnshire. A number of factors are contributing to this increase including a rise in birth rates, the impact of the downturn in the economy and new housing developments. This will lead to an increase in the Published Admission Numbers (PANs), which is the number of pupils that will be admitted to the school for any particular year, for a number of schools in the area.

4.2.4 Existing Provision

North East Lincolnshire is well served by primary schools, with 47 schools, spread across the geographic area. The Pupil Place Planning Group identify the capacity of schools and group schools by broad geographical area.

For the purpose of primary school place planning the Borough is split up into 11 areas. This groups schools into defined geographical areas, as follows:

- Immingham
- Humberston
- Cleethorpes
- Grimsby Area 1 is located in the north east of Grimsby.
- Grimsby Area 2 is located immediately to the west of the Port of Grimsby.
- Grimsby Area 3 is located to the north west of Grimsby.
- Grimsby Area 4 is located in the north and south west of Grimsby.
- Grimsby Area 5 is located in the far south west of Grimsby.
- Scartho and Waltham
- New Waltham
- Villages

These areas and the schools within them are shown below in Table 4.1, along with the overall surplus of pupil places available within the area.

The capacity levels set out in Table 4.1 are based on Published Admission Numbers (PANs) for each primary school in North East Lincolnshire. It should be noted that the primary schools may have a higher capacity than their PAN, or be able to expand to increase capacity.

To increase school capacity a range of funding sources are used, as set out later in this chapter. However the main funding is called Basic Needs Allocation and is provided to the Local Education Authority by Central Government.

Table 4.1: Primary School Capacity 2013

[Christine Steer confirmed that it not possible to update this table – hopefully data should be available by late August]

<table>
<thead>
<tr>
<th>Area</th>
<th>Sub Area</th>
<th>Schools</th>
<th>Overall Surplus (area)</th>
</tr>
</thead>
</table>

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<table>
<thead>
<tr>
<th>Area</th>
<th>Sub Area</th>
<th>Schools</th>
<th>Overall Surplus (area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Immingham</td>
<td>Estuary Zone</td>
<td>Allerton Primary&lt;br&gt;Coombriggs Primary&lt;br&gt;Eastfield Primary&lt;br&gt;Canon Peter Hall Church of England Primary</td>
<td></td>
</tr>
<tr>
<td>Humberston</td>
<td>Western and Southern Arc</td>
<td>Humberston Church of England Primary Humberston Cloverfields Primary</td>
<td></td>
</tr>
<tr>
<td>Cleethorpes</td>
<td>Urban Area</td>
<td>Bursar Primary&lt;br&gt;Elliston Primary&lt;br&gt;Middlethorpe Primary&lt;br&gt;Queen Mary Avenue Infants and Nursery&lt;br&gt;Reynolds Primary&lt;br&gt;Signhills Academy (formerly Signhills Infant Academy)&lt;br&gt;St. Peters Church of England Primary&lt;br&gt;Thrunscote Primary&lt;br&gt;William Barcroft Junior&lt;br&gt;St. Josephs Roman Catholic</td>
<td></td>
</tr>
<tr>
<td>Grimsby Area 1</td>
<td>Urban Area</td>
<td>Old Clee Primary&lt;br&gt;Strand Community&lt;br&gt;St Mary’s Catholic Primary&lt;br&gt;Weelsby Primary</td>
<td></td>
</tr>
<tr>
<td>Grimsby Area 2</td>
<td>Urban Area</td>
<td>Edward Heneage Primary&lt;br&gt;Lisle Marsden&lt;br&gt;Welholme Community Primary</td>
<td></td>
</tr>
<tr>
<td>Grimsby Area 3</td>
<td>Urban Area</td>
<td>Littlecoates Primary&lt;br&gt;Macauly Primary&lt;br&gt;South Parade Primary</td>
<td></td>
</tr>
<tr>
<td>Grimsby Area 4</td>
<td>Urban Area</td>
<td>Great Coates Primary&lt;br&gt;Healing Primary&lt;br&gt;Willows Primary&lt;br&gt;Wybers Wood Primary</td>
<td></td>
</tr>
<tr>
<td>Grimsby Area 5</td>
<td>Urban Area</td>
<td>Grange Primary&lt;br&gt;Lacey Acres Primary&lt;br&gt;Nunsthorpe Community&lt;br&gt;Western Primary&lt;br&gt;Woodlands Primary&lt;br&gt;Yarborough Primary</td>
<td></td>
</tr>
<tr>
<td>Scartho and Waltham</td>
<td>Urban Area / Western and Southern Arc</td>
<td>Fairfield Primary&lt;br&gt;Scartho Infants’&lt;br&gt;Scartho Junior Academy&lt;br&gt;Springfield Primary&lt;br&gt;Waltham Leas Primary Academy</td>
<td></td>
</tr>
<tr>
<td>Area</td>
<td>Sub Area</td>
<td>Schools</td>
<td>Overall Surplus (area)</td>
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<td>-------------------</td>
<td>----------------------------------------------</td>
<td>------------------------</td>
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<tr>
<td>New Waltham</td>
<td>Western and</td>
<td>Enfield (New Waltham) Primary</td>
<td></td>
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<tr>
<td></td>
<td>Southern Arc</td>
<td>New Waltham Primary</td>
<td></td>
</tr>
<tr>
<td>Villages</td>
<td>Rural Zone</td>
<td>East Ravendale CE Primary</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Stallingborough CE Primary</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Stanford Junior and Infants</td>
<td></td>
</tr>
</tbody>
</table>

Of these schools, **XXX** are operating at or above their intended capacity.

To meet Central Government guidance the and maintain a surplus of 10% this is in order to cope with any unexpected change in population.

**Urban Area (Grimsby and Cleethorpes):**

There is currently limited pupil capacity across the primary phase in Cleethorpes and Grimsby with restricted opportunities for further extensive growth on existing sites.

**Cleethorpes**

It should also be noted that three school sites (Elliston Primary School 210 capacity, Bursar Primary Academy 210 capacity and St Peter’s Primary School 210 capacity) in the Cleethorpes area are land locked without playing fields or additional land to allow further expansion.

Signhills Infant and Signhills Junior Academies combined capacities equate to a 630 site. William Barcroft Junior and Queen Mary Infants schools combined places equate to a 630 capacity. Both of these schools have had new/enhanced accommodation through a Basic Need allocation to allow the schools to safely house additional pupils.

Thrunscoe Primary Academy through a Basic Need allocation supported with a section 106 contribution has increased its capacity to 315. This expansion is required due to the increase in the birth rate and the impact of a new housing development.

Middlethorpe Primary Academy is currently a 210 place site. Whilst St Joseph’s RC Primary Academy is a 210 place facility and Reynolds Primary is currently a 420 place school.

**Grimsby**

The schools in Grimsby currently have the following Published Admission Numbers. However schools may have a higher capacity than their PAN, or be able to expand to increase capacity. In August 2013 primary schools in Grimsby had the following PANs:

- Old Clee Primary has recently increased its capacity to 630.
- St Mary’s Catholic Primary has 210 spaces.

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82 Capacity information from the Local Education Authority
83 Capacity information from the Local Education Authority
• Strand community has 210 school places.
• Weelsby Primary currently has 315 places per year.
• Edward Henegate is a newly built 315 provider, with no space for expansion.
• Lisle Marsden Academy currently has 525 places per year.
• Welholme Community has a capacity of 630 spaces.
• Macaculay currently has (need to confirm).
• South Parade Academy currently has 420 spaces.
• Littlecoates Primary has 210 places.
• Wyber Wood (525), Great Coates (315) and Willows (157) all currently have capacity.
• Oasis Nunsthorpe Community Primary has recently increased its capacity to 525 from 420.
• Grange Primary has 515 places.
• Western Primary currently has 210 places.
• Woodland primary recently increased its capacity to 420.
• Yarborough Primary currently has 315 places.

**Western and Southern Arc (Humberston, Scartho and Waltham and New Waltham):**

• Humberston Cloverfields and Humberston CE both have capacity, and have xxx places.
• Healing Primary is consistently oversubscribed. The site currently has 315 places.
• Laceby Acres Primary has 210 places.
• New Waltham Primary is currently a 315 space provider.
• Enfield Primary is currently a 157 space provider.
• Stanford Primary currently has 2010 spaces.

**Estuary Zone (Immingham)**

There is currently limited existing capacity across the primary phase in Immingham with opportunities for growth on existing sites

**Allerton Primary School** has just increased its capacity to 315 to meet the current rise in demand due to the increase in the birth rate and current indications are that the new places in key stage 1 have already been absorbed due to the rising birth rate.

**Eastfield Primary School** currently has capacity for 210 pupils and is full. Predictions are showing that this trend will continue.

**Canon Peter Hall CE Primary School** currently has capacity for 210 pupils and is full. Predictions are showing that this trend will continue.

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[^84]: Capacity information from the Local Education Authority
**Coomb Briggs Primary school** currently has capacity for 210 pupils and is not full. However, predictions are showing that the surplus places will diminish over the next four two.

**Rural Zone (Villages):**

Stallingborough Primary currently has 157 spaces and East Ravendale Academy has plenty of capacity. East Ravendale has seen a significant reduction in pupil numbers in recent years. The school was popular with parents living in Lincolnshire (outside North East Lincolnshire local authority area), but given the associated transports of accessing this school parents appear to now be sending their children to more local schools.\(^{85}\)

### 4.2.5 Gaps in provision

**Urban Area (Grimsby and Cleethorpes):**

Currently there are no gaps in provision within the Cleethorpes and Grimsby cohort of schools/academies, however pupil numbers remain high with very little and in some cases no spare capacity. It is also noted that within the Sidney/Sussex area of the town, schools have limited or nil ability to grow any further on their existing sites.

There has been recent expansion to primary schools to provide capacity for new family housing developments at Scartho Top. There is currently adequate provision in this area.\(^{86}\)

**Southern and Western Arc (Humberston, Scartho and Waltham and New Waltham):**

There is currently limited capacity across the primary phase in New Waltham with restricted opportunities for further extensive growth on existing sites. Any expansion of provision to mitigate the impact from housing development would require significant capital investment and extensive remodelling/re-build/new build.\(^{87}\)

There is currently capacity in Humberston, and the Humberston Cloverfields Primary school has room to expand if required.

Currently there are no gaps in the education provision in the Waltham area or Laceby village. But both these locations are becoming increasingly popular with families.

Currently there are no gaps in the primary provision in Humberston and projections indicate that there are sufficient pupil places for the current population in this area, with some spare capacity in both Humberston CE and Humberston Cloverfields Primaries, which the LEA is indicating will diminish significantly as the increase in the birth rate impacts upon the higher year groups.

**Estuary Zone (Immingham):**

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\(^{85}\) Capacity information from the Local Education Authority

\(^{86}\) Capacity information from the Local Education Authority

\(^{87}\) Capacity information from the Local Education Authority
At present there are no gaps in provision in the Immingham area but it should be noted that there is very little spare capacity particularly in key stage 1.

**Rural Area (Villages):**

Currently there are no gaps in the primary provision in the rural area. East Ravendale Academy currently has a high level of capacity to accept new pupils.

### 4.2.6 Planned provision

The planned provision set out in section has been confirmed through dialogue with the Local Education Authority. It will be funded through a combination of Basic Needs Allocation (from Central Government), S106 contributions and Targeted Basic Needs Allocation. It is the LEAs position that any new development for residential development is required to contribute towards additional primary school places.

A number of bids for targeted Basic Needs Allocation have been submitted, the Education Funding Agency will decide the monitory value allocated against any successful. However it was confirmed on the 18th July that only one has been successful, which is extending South Parade Academy by 105 places.

**Urban Area:**

It has been confirmed through dialogue with the Local Education Authority that the 2012/13 to 2015/16 NELC Capital Programme includes proposals to remodel and expand:

**Cleethorpes**

- Thrunscoe Primary Academy 210 to 315
- Old Clee Primary School 525 to 630
- Queen Mary Infant School 255 to 270
- William Barcroft Junior School 300 to 350
- Allerton Primary School 280 to 315
- Littlecoates Primary School 147 to 210
- Yarborough Primary Academy 315 to 420
- Western Primary School 210 to 315
- Fairfield Primary School 210 to 315
- Lisle Marsden Primary Academy 525 to 630
- Weelsby Primary Academy 315 to 420

**Grimsby**

[to be checked by Christine Steer]

- Old Clee Primary 525 – 630
- Lisle Marsden Academy 525 – 630

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88 Capacity information from the Local Education Authority  
89 Capacity information from the Local Education Authority
• Macauley Academy – increase by half form entry [confirm] (Secured S106 contribution)
• South Parade Academy 420 – 525
• Oasis Nunsthorpe Primary 525 – 630
• Woodland Primary – a new build primary school is planned. This will not result in an increase in capacity, but will increase the quality of provision at this site.
• Grange Primary 315 – 525
• Western Primary 210 – 315
• Yarborough Primary – 315 – 420

All of these schemes are required to meet current needs due to the rise in the birth rate and the migration of foreign nationals to the area.

Southern and Western Arc (Humberston, Scartho and Waltham and New Waltham):
[to be checked by Christine Steer]

All of these schemes are required to meet current needs due to the rise in the birth rate and the migration of foreign nationals to the area.
• Healing Primary 315 – 420
• Laceby Acres Primary 210 – 420
• New Waltham Primary 315 – 420
• Enfield Primary 157 – 210
• Springfield Primary 210 – 315
• Fairfield Primary 210 – 315
• Stanford Primary 210 – 315

Estuary Zone (Immingham):

It has been confirmed through dialogue with the Local Education Authority that the 2012/13 to 2015/16 NELC Capital Programme includes proposals to remodel and expand:
• Thrunscoe Primary Academy from 210 to 315
• Old Clee Primary School from 525 to 630
• Queen Mary Infant School from 255 to 270
• William Barcroft Junior School from 300 to 340
• Allerton Primary School from 280 to 315
• Littlecoates Primary School from 147 to 210
• Yarborough Primary Academy from 315 to 420
• Western Primary School from 210 to 315
• Fairfield Primary School from 210 to 315
• Lisle Marsden Primary Academy from 525 to 630
• Weelsby Primary Academy from 315 to 420.

**Rural Area (villages):**

[to be checked by Christine Steer]

• Stallingborough Primary 147 - 210

All of these schemes are required to meet current needs due to the rise in the birth rate and the migration of new residents to the area.

**4.2.7 Impact on Development Proposals**

[to be expanded on when exact sites / distribution is confirmed]

[to be checked by Christine Steer]

The impact of the proposed housing sites have been confirmed through dialogue with the Local Education Authority.  

**Urban Area (Grimsby and Cleethorpes):**

**Strategic Sites**

The proposed site allocation at Weelsby Hall Farm, Grimsby (SHLAA reference HOU74) has a capacity of 1495 units is likely to result in the requirement for a new primary school in the Cleethorpes area.

The proposed site allocations from Great Coats Road to Laceby Acres, commonly called the Western Sites (SHLAA references ref HOU027 / HOU48 / HOU060) have an overall capacity of between 3000 – 3500 units. Currently the three primary schools near this site (Wybers Wood, Great Coates and Willows) have available primary school places. However if this development was realised these three schools would need to be expanded. All three schools have the capacity to grow and accommodate more pupils.

The Scartho Top Residential development is currently being constructed. When it is built out in full there will be approximately 1300 units on the site. There are also a range of smaller proposed housing allocations or schemes in this area including residential proposals on part of the Grimsby Hospital site, a site being promoted by the Homes and Community Agency and number of potential public sector land releases. If these sites are all developed Springfield and Fairfield Primary Schools have recently increased their capacity to partly deal with new families at the Scartho Top site and natural rise related to the population in existing housing stock. Both these schools have capacity to grow further if there is a requirement to do so.

**General Housing Growth**

In relation to the other planned housing growth in the Cleethorpes area there is limited capacity for growing existing primary schools in Cleethorpes. There is potentially the ability to redevelop former school site or consider a land swap of sites that are land locked from expansion. There is also some capacity for schools.

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90 Capacity information from the Local Education Authority
expansion in Cleethorpes and Grimsby, which would need to be funded partly through S106 contributions.

**Cleethorpes**

Signhills Infant and Signhills Junior Academies combined capacities equate to a 630 site, which is the maximum capacity of any primary provision within NELC.

William Barcroft Junior and Queen Mary Infants schools combined places equate to a 630 which is the maximum capacity of any primary provision within NELC.

Thrunscoe Primary Academy has (2012) increased its capacity to 315. This site could grow by a further 105 places raising the capacity to 420. Any expansion of provision to mitigate the impact from housing developments would require significant capital investment and extensive remodelling/re-build/new build.

Middlethorpe Primary Academy is currently a 210 place site which with careful planning and major investment could potentially grow to a 315 capacity site. Any expansion of provision to mitigate the impact from housing developments would require significant capital investment and extensive remodelling/re-build/new build.

St Joseph’s RC Primary Academy is a 210 place facility which due to the restricted site is unsuitable for further growth.

Reynolds Primary is currently a 420 place school which with careful planning could increase to a 525 capacity site. Any expansion of provision to mitigate the impact from housing developments would require significant capital investment and extensive remodelling/re-build/new build.

Elliston Primary School 210 capacity, Bursar Primary Academy 210 capacity and St Peter’s Primary School 210 capacity are land locked without playing fields or additional land to allow further expansion.

**Grimsby**

Old Glee Primary, St Marys Primary and Strand Community, Edward Henegate Primary, Lisle Marsden Academy and Yarborough Primary have no capacity to grow further than set out in the planned provision section.

Littlecoatse Primary would require careful consideration and planning with regard to any further expansion beyond current levels (210).

The following schools have the capacity to grow:

- Weelsby Primary from 315 to 420
- Macaulay Academy
- Welholme Community from 525 to 630
- South Parade Academy 420 to 525
- Woodland Primary 325 to 420
- Grange Primary 315 to 525.
Southern and Western Arc (Humberston, Scartho and Waltham and New Waltham):

Potential housing growth in Humberston may result in a requirement to expand Humberston Cloverfields site. If this does not create enough capacity then a new school will need to be located.

The Laceby Acres Primary has the capacity to grow from 210 to 420, to meet the primary school needs from new houses in Laceby.

The two primary schools in New Waltham have capacity to grow (New Waltham Primary – 315 to 410 and Enfield Primary 157 to 210) to meet the needs of new residential developments in this area.

Estuary Zone (Immingham):

The Immingham area would need to be looked at carefully as due to the number of potential housing developments and their indicated yield significant expansion and remodelling on the existing primary sites will be required. Schools/Academies will need to expand in line with the realisation of the phased developments.

Allerton Primary School in 2012 increased its capacity to 315 to meet the current rise in demand. This site could potentially grow by up to a further 210 places raising the final capacity to 525. However any further expansion of provision to mitigate the impact from housing developments would require significant capital investment and extensive remodelling/re-build/new build.

Eastfield Primary School currently has capacity for 210 pupils. This site could potentially grow by up to a further 210 places raising the final capacity to 420. However any further expansion of provision to mitigate the impact from housing developments would require significant capital investment and extensive remodelling/re-build/new build.

Canon Peter Hall CE Primary School currently has capacity for 210 pupils. This site could potentially grow by up to a further 105 places raising the final capacity to 315. However any further expansion of provision to mitigate the impact from housing developments would require significant capital investment and extensive remodelling/re-build/new build.

Coomb Briggs Primary school currently has capacity for 210 pupils and is not full. However the surplus provision is expected to significantly diminish over the next four years due to the current demand pertaining to the increase in the birth rate. This site could potentially grow by up to a further 315 places raising the final capacity to 525. However any further expansion of provision to mitigate the impact from housing developments would require significant capital investment and extensive remodelling/re-build/new build.

4.2.8 Funding Mechanisms

Currently North East Lincolnshire Council request developers to contribute towards Primary School places in the Borough as part of a S106 agreement\(^\text{92}\). The

\(^{92}\) SPG Developer Contributions to Education Facilities April 2005, NELC
Developer Contribution SPG sets out the protocol / guidance to request S106 contributions.

The standard used by the Council is that four dwellings generate one primary school place, so one new dwelling generates 0.25 of a school place\(^93\). This is a family unit, so one bed units are exempt. The identified cost of a primary school place (£11,276.44) could then be used to create a family for 0.25 of a primary school place. Therefore if developer contributions were to be sought in the future, they would be calculated on this basis.

The basic need allocation for the NELC Local Education Authority has been confirmed as £2,867,300 for 2013 – 14. The Local Education Authority also has the ability for bid for targeted basic need allocation for particular required capacity or quality improvements.

NELC has a responsibility to provide school places. The revenue costs should be covered by the funding provided directly to each school, which is linked to number of pupils. The basic needs allocation covers capital funding for additional school places. There are now a number of free schools and academy’s that receive funding directly from National Government and will operate using this funding.

4.2.9 Role of Local Plan

The New Local Plan recognises the need to ensure that the implications of new growth and demographic changes are supported by adequate and appropriate social infrastructure, which includes primary education provision. The council has and will continue to work with infrastructure providers to ensure identified needs are met in a timely and sustainable manner.

The New Local Plan will set out the requirements and mechanisms for safeguarding and facilitating new education infrastructure including the basis for developer contributions as mitigation for new demand generated by new development. Provision will also be made to safeguard land for provision of new facilities on site where necessary.

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\(^93\) Confirmed through dialogue with the Local Education Authority
4.3 Secondary Education

4.3.1 Delivery Agency

- North East Lincolnshire Council as the Local Education Authority (LEA)
- Diocesan Authorities
- Individual Academies and their Governing Bodies

4.3.2 Evidence Base

- Schools/Academies Asset Management Plans
- Education Capital Programme
- Children and Young People’s Plan
- The School Census
- Council Priorities Plan
- Children and Young People's Plan 2011-2014 - North East Lincolnshire Council
- Census 2011 - Office for National Statistics

4.3.3 Strategic issues

The secondary education sector in North East Lincolnshire has seen an increase in the number of conversions to academies. This has left just one state school provided by the LEA in North East Lincolnshire.

The drivers of future demand in secondary education are affected by the child yield from population growth, legislative changes such as the raising of the age to which children must remain in compulsory education from 16 to 18 in the Education and Skills Act 2008, cross Local Authority boundary travelling to schools and the level of Independent School take-up.

The Local Education Authority through the Strategic Pupil Place Planning Group that secondary school places will begin to be affected by the rapid increase in the birth rate by 2018. New secondary school places will be required to serve new housing development in the Urban Area, Southern and Western Arc and the Rural Area. The Estuary Zone appears to have adequate capacity.

4.3.4 Existing provision

Secondary education is provided by nine Secondary Academies (of which two provide sixth form provision):

- Cleethorpes Academy, Cleethorpes.
- Havelock Academy, Grimsby.
- Healing School a Science Academy, Healing.

94 Capacity information from the Local Education Authority
95 Capacity information from the Local Education Authority
- Ormiston Maritime Academy, Grimsby.
- Humberston Academy, Humberston.
- Oasis Academy Immingham, Immingham.
- Oasis Academy Wintringham, Grimsby.
- Tollbar Academy, New Waltham; and
- John Whitgift Academy, Grimsby.

The LEA operates one secondary school:
- St. Andrew's College, Cleethorpes

North East Lincolnshire is served by a number of secondary schools that are
distributed across the Borough with a significant level of capacity in recent years,
this has been reduced through school closure and the removal of places at other
schools within North East Lincolnshire.

4.3.5 Gaps in Provision

There is not currently any gaps in secondary school provision in North East
Lincolnshire.

4.3.6 Planned provision

In the Urban Area (Grimsby and Cleethorpes), the Rural Zone and the Southern
and Western Arc the increase in birth rate is predicted to affect secondary school
pupil numbers by 2018\(^{96}\). There is deemed to be adequate secondary school
capacity in Immingham, and so no new provision is planned.

The Local Education Authority bid for Targeted Basic Needs Funding to increase
the pupil places at Healing and Humberston Academies. However it was
confirmed on the 18\(^{th}\) July that these bids have not been successful\(^{97}\). The Local
Education Authority now plan to secure future capital funding to undertake
enhancement works to increase the capacities and address specialist shortfalls in
these two academies.

4.3.7 Impact of Development Proposals

In the Urban Area (Grimsby and Cleethorpes), the Rural Zone and the Southern
and Western Arc the increase in birth rate is predicted to affect secondary school
pupil numbers by 2018.

The Local Education authority is aware that Oasis Academy Wintringham and
John Whitgift Academy have the ability to increase their Published Admission
Numbers (PAN) to deal with an increased demand for secondary school places.
However the popularity of Humberston and Healing Academies should not be
underestimated. There is currently limited capacity to expand Havelock and
Ormiston Academies, if new housing sites begin to impact on these two schools
careful planning will be required to grow these sites.

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\(^{96}\text{Secondary School Capacity information provided by the Local Education Authority.}\)
\(^{97}\text{Confirmed through dialogue with the Local Education Authority}\)
To deliver new secondary school places in Cleethorpes will require significant capital investment and extensive remodelling either St Andrews College or Cleethorpes Academy.

In summary there is capacity to increase secondary school places to meet planned housing growth, but this will need to be funded through S106 and Basic Needs Allocation.

### 4.3.8 Funding Mechanisms

Currently North East Lincolnshire Council do not require developers to contribution contribute towards Secondary School places in the Borough. However the Local Education Authority currently plan on the basis that three dwellings generate one secondary school place, so one new dwelling generates 0.33 of a school place. The identified cost of a secondary school place (£16,991.48) could then be used to create a family for 0.33 of a secondary school place. The ability to request S106 contributions form Secondary School places is currently being reviewed by NELC.

The basic need allocation for the NELC Local Education Authority has been confirmed as £2,867,300 for 2013 – 14. The Local Education Authority also has the ability for bid for targeted basic need allocation for particular required capacity or quality improvements.

NELC has a responsibility to provide school places. The revenue costs should be covered by the funding provided directly to each school, which is linked to number of pupils. The basic needs allocation covers capital funding for additional school places.

### 4.3.9 Role of Local Plan

The New Local Plan recognises the need to ensure that the implications of new growth and demographic changes are supported by adequate and appropriate social infrastructure, which includes secondary education provision. The council has and will continue to work with infrastructure providers to ensure identified needs are met in a timely and sustainable manner.

The New Local Plan will set out the requirements and mechanisms for safeguarding and facilitating new education infrastructure including the basis for developer contributions as mitigation for new demand generated by new development. Provision will also be made to safeguard land for provision of new facilities on site where necessary.

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98 Confirmed through dialogue with the Local Education Authority
99 Confirmed through dialogue with the Local Education Authority
4.4 Further and Higher Education

4.4.1 Delivery Agency
- Department for Business, Innovation and Skills
- Department for Education
- Grimsby Institute of Further and Higher Education (GIFHE)
- Franklin College
- Havelock Academy
- Immingham Academy
- Tollbar Academy
- Centre for the Assessment of Technical Competence - Humber (CATCH)

4.4.2 Evidence Base
- Further Education College Capital Investment Strategy, December 2012, Department for Business, Innovation and Skills
- Children and Young People's Plan 2011-2014 - North East Lincolnshire Council
- Census 2011 - Office for National Statistics
- Skills Research in Humber LEP, August 2012 - The Skills Enhancement Fund
- Strategic Plan 2011/15 - Grimsby Institute for Further and Higher Education
- Higher Education Strategy 2011-2013, Grimsby Institute for Further and Higher Education
- Understanding Higher Education in Further Education Colleges, BIS Research
- Paper Number 69, June 2012 - Department for Business Innovation and Skills
- Annual Report 2009/10 - Grimsby Institute Group
- Higher Education White Paper - Students at the Heart of the System, June 2011 - Department for Business, Innovation and Skills
- Common Inspection Framework for further education and skills, September 2012 - Ofsted
- Annual report to the Higher Education Funding Council for England, January 2013 - QAA

4.4.3 Strategic issues
There is provision for both further and higher education in North East Lincolnshire. Further education is provided by colleges, schools and other organisations, whilst higher education provision is available at one college.
Further and higher education is regulated to ensure high standards of teaching and learning. For further education provided by schools and colleges, Ofsted act as the regulatory body and carry out relevant inspections, subsequently grading education providers of a grading scale from 1 (outstanding) to 4 (inadequate). In the case of higher education, the Quality Assurance Agency for Higher Education (QAA) monitor standards of provision.

4.4.4 Existing provision

Further Education

In North East Lincolnshire, further education is provided by colleges, schools and other organisations.

Table 5.2 Further Education Provision in North East Lincolnshire

<table>
<thead>
<tr>
<th>College Provision</th>
<th>Capabilities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grimsby Institute of Further and Higher Education (GIFHE), Grimsby</td>
<td>Delivers further education to school leavers and adults. Outreach sites.</td>
</tr>
<tr>
<td>Franklin College, Grimsby</td>
<td>Delivers further education to school leavers and adults. This includes the delivery of foundation qualifications, OCR, BTEC, GCSEs and A Levels.</td>
</tr>
<tr>
<td>Linkage College, Grimsby</td>
<td>Run by the Linkage Community Trust and located on the Weelsby estate in Grimsby. Rated outstanding by Ofsted.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sixth-Form Provision</th>
<th>Capabilities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Havelock Academy</td>
<td>AS Levels, A-levels BTEC’s National Diplomas or Subsidiary Diplomas</td>
</tr>
<tr>
<td>Oasis Academy, Immingham</td>
<td>Level 1 - Foundation level courses</td>
</tr>
<tr>
<td></td>
<td>Level 2 - Intermediate level and covers OCR Nationals, GCSEs and CACHE.</td>
</tr>
<tr>
<td></td>
<td>Level 3 - Advanced level and includes AS and A2 levels</td>
</tr>
<tr>
<td></td>
<td>NVQ - National Vocational Qualifications.</td>
</tr>
</tbody>
</table>

| Tollbar Academy        | A-levels and AS levels                                                                       |

<table>
<thead>
<tr>
<th>Other Provision</th>
<th>Capabilities and Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centre for the Assessment of Technical Competence - Humber (CATCH), Stallingborough</td>
<td>An independent training facility operated by an industry led board called Humber Chemical Focus (HCF). (CATCH), Stallingborough CATCH delivers qualifications and competency based training with a wide range of industry, chemicals and engineering training bodies. This includes the provision of specialist courses in a safe, realistic and industrial environment. The facility features process plant facilities, workshops, meeting</td>
</tr>
</tbody>
</table>
Higher Education

Higher education qualifications are provided solely by the Grimsby Institute of Further and Higher Education (GIFHE) under the University Centre Grimsby brand name. GIFHE is not a 'recognised body' and does therefore not have powers to award degrees. The college is a 'listed body' and delivers courses that lead to degrees awarded by 'recognised bodies' through collaborative arrangements.

GIFHE provide four halls of residence, which are all located within a fifteen minute walk of the main campus.

Welhome House (occupancy 20) and Scartho Hall (occupancy 34) both offer en-suite accommodation. While the Humber Lodge (occupancy 60 and The Towers (occupancy 45) offer mainly standard accommodation, although The Towers has a limited number of twin share en suite rooms.

A coherent area wide framework for 13-19 partnership covers all aspects of 13-19 curriculum planning. Over £180m of funding from the LSC, HEFC, GIFHE and Franklin College has been secured to deliver collaborative vocational provision as part of the Learning Village and the 13-19 strategy across North East Lincolnshire.

The engagement of business partners is crucial and the Local Authority has been successful in ensuring the inclusion of some key training sector organisations as well as some private industry, to offer work based input and work contexts for learning.

4.4.5 Gaps in provision

The provision of further education is adequate to provide sixth form and college provision in North East Lincolnshire.

North East Lincolnshire does not have a higher education establishment body recognised by BIS capable of awarding its own degrees within the Borough. The University Centre Grimsby is seeking to gain university status in the next few years. In the past university course have been validated by the University of Huddersfield, Leeds Metropolitan University, York St John University and the University of Hull. Through dialogue University Centre Grimsby it has been confirmed that they are working with the University of Hull and University of Teesside who will validate taught degree programmes.

[confirm with Ellen]

4.4.6 Planned provision

There is no planned extension of Higher Education Provision. A Higher Education Strategy: A Vision for Higher Education 2012 – 2015 was published in May 2013. This includes a range of initiatives to improve the delivery of higher education including consultation with students and employees to confirm that the content and course list for higher education in North East Lincolnshire is meeting their
needs. The Strategy does not include any planned new infrastructure related to higher education provision.

There are no planned improvements to sixth form provision.

4.4.7 Impact of Development Proposals

North East Lincolnshire has low numbers of households occupied entirely by full-time students, with just 31 households (0.0%) identified as being inhabited in this way by the 2011 Census.

The aspiration for the development of a University would have future spatial implications if this proposal to be realised. These implications include the quantity of land required for formation and expansion, as well as the effect on existing housing stock.

Comparatively, the nearest cities with a University are Lincoln and Hull. In Lincoln, 1.8% of households are occupied entirely by full-time students, and 1.2% in Hull\(^\text{100}\).

4.4.8 Funding Mechanism

The Education Funding Agency (EFA) is an executive agency of the Department for Education responsible for funding further education provision for 16-19 year olds.

This includes academies, general further education colleges, sixth-form colleges and independent provision. The EFA distributes resources to local authorities for them to pass on to schools which are not academies.

The Department of Business, Innovation and Skills (BIS) has outlined a long-term strategic capital investment strategy in their Further Education College Capital Investment Strategy published in December, 2012. Overall, £550 million is allocated for capital investment in the FE college estate in 2013-14 and 2014-15. This is available to support projects that will be operation by September 2015.

Funding Agency will progress the Government's strategy. Applicants will normally be required to double-match grant funding received, resulting in a majority capital contribution from the college.

4.4.9 Role of Local Plan

The New Local Plan recognises the need to ensure that the implications of new growth and demographic changes are supported by adequate and appropriate social infrastructure, which includes further and higher education provision. The Council has and will continue to work with infrastructure providers to ensure identified needs are met in a timely and sustainable manner.

The New Local Plan will set out the requirements and mechanisms for safeguarding and facilitating new education infrastructure. The New Local Plan will safeguard land for provision of new facilities where necessary.

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\(^\text{100}\) Census 2011
5 Health Care

5.1 Overview

The Health and Social Care Act 2012 reformed health care delivery. The Act introduced Clinical Commissioning Groups (CCGs) which replaced all existing primary care trusts (PCTs) in 2013. The North East Lincolnshire Clinical Commissioning Group was established in 2011.

The CCG provides an independent NHS board and increases the power of GPs to commission services. The group is responsible for delivering health care in North East Lincolnshire through the National Health Service (NHS) and determining the governing arrangements for their organisations. North East Lincolnshire Council will take on responsibility for public health issues and the health improvement agenda. A NHS Commissioning Board (NHSCB) took responsibility for other functions, from the 1 April 2013.

Advances in healthcare setting ever-higher standards, alongside national reforms to care administration and ever-tightening NHS budgets, have resulted in acute challenges at the local level in North East Lincolnshire. The North East Lincolnshire CCG (in partnership with the Northern Lincolnshire CCG) has employed a vision for sustainable healthcare to overcome these pressures. Sustainable Healthcare is an initiative based on the following principles: a comprehensive service which supports prevention and self-care, an integrated approach, higher quality care and an affordable service. One essential element of these reforms will be an accessible primary-care service.

The North East Lincolnshire Clinical Commissioning Group Case for Change document identified three aspects which will be the focus for change:

- **Prevention**: There is a need for improved emphasis on preventative care for patients
- **Quality of GP Care**: Although generally good, patient satisfaction with their GP varies across the Northern Lincolnshire region
- **Access to primary-care**: The number of primary-care professionals is lower in the region than the national average, and weekend access to primary-care professionals is below average.

5.2 Primary Care

5.2.1 Delivery Agency

- North East Lincolnshire Clinical Commissioning Group (CCG)
- North East Lincolnshire Council

5.2.2 Evidence Base

- NHS Atlas of Variation in Healthcare 2011 - South East Public Health Observatory (SEPHO)
- Joint Strategic Needs Assessment (JSNA), 2012 - North East Lincolnshire Council and North East Lincolnshire Care Trust Plus
• Northern Lincolnshire Sustainable Services – Quality for all (March 2013)
• North East Lincolnshire CCG Constitution (2012)
• North East Lincolnshire Care Trust Plus (2012) Annual Report and Summary Accounts

5.2.3 Strategic Issues

The CCG provides an independent NHS board and increases the power of GPs to commission services. The group is responsible for delivering primary care in North East Lincolnshire through the National Health Service (NHS) and determining the governing arrangements for their organisations.

There are no formal standards for access to, or quality of, primary care. Although not currently implemented, North East Lincolnshire expects to set minimum standards of care that all patients should receive based on guidelines from the National Institute of Health and Clinical Excellence, the latest advice from Royal Colleges and the National Confidential Enquiry into Patient Outcomes and Death.\(^\text{101}\)

5.2.4 Existing Provision

Across North East Lincolnshire there are 36 Pharmacies, 17 Dentists Practices (though there are 8 Locum who are not attached to a practice) and 32 GP practices with many co-located within the same building.

Table 5.1: Primary Care Health Facilities in North East Lincolnshire

<table>
<thead>
<tr>
<th>Ward</th>
<th>Primary Care Health Facilities in North East Lincolnshire</th>
<th>Ward</th>
<th>Primary Care Health Facilities in North East Lincolnshire</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Sub Area</td>
<td>GP Practice</td>
<td>Dental Practice</td>
</tr>
<tr>
<td>Croft Baker</td>
<td>Urban Area</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>East Marsh</td>
<td>Urban Area</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Haverstoe</td>
<td>Urban Area</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Humberston and New Waltham</td>
<td>Western and Southern Arc</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Park</td>
<td>Urban Area</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Sidney Sussex</td>
<td>Urban Area</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Waltham</td>
<td>Western and Southern Arc</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

\(^{101}\) Dialogue with North East Lincolnshire Clinical Commissioning Group Assistant Director for Strategic Planning
<table>
<thead>
<tr>
<th>Wolds</th>
<th>Rural Area</th>
<th>✓</th>
<th>✓</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yarborough</td>
<td>Urban Area</td>
<td>✓✓</td>
<td>✓✓</td>
</tr>
</tbody>
</table>

This table shows facilities available by Ward as at February 2013. All GP practices have been included in the table even if in the same building as additional GP practices should provide more capacity to serve patients

Prior to NHS reforms, North East Lincolnshire undertook a significant renewal of Primary Care Facilities across the local authority. This involved relocation of the majority of the existing General Practitioner Practices into new Primary Care Centres, which offer integrated and more adaptable services. Several Primary Care Centres exist across the local authority including Cromwell Road Primary Care Centre, Cleethorpes Primary Care Centre and Freshney Green Primary Care Centre. These Primary Care Centres are currently operating under their maximum patient capacity, whilst the remaining traditional GP surgeries are often operating at capacity.

Due to the NHS restructure and subsequent establishment of NHS England, the North Yorkshire and Humber Area Team of NHS England are currently reviewing NHS dental provision. There are 19 dental practices providing NHS dental services across North East Lincolnshire, one of which is a Minor Oral Surgery provider. There are no waiting lists, so it is difficult to assess capacity and demand. However, on-going assessment of dental year end performance indicates that most practices are fulfilling their contract. A community dental service and an out of hours dental service are available in Grimsby.

5.2.5 Gaps in Provision

The Strategic Planning Department for the North East Lincolnshire Clinical Commissioning Group confirmed that as a result extensive recent estates investment there were no known shortages of GP provision and very few GPs or primary care facilities were of a notably poor quality.

5.2.6 Planned Provision

Changes to the way care services are delivered through the introduction of Primary Care Centres and their contribution of integrated services has reduced the need for further planned provision of primary care. Currently, there are no future primary care facilities planned across North East Lincolnshire.

Based on the planned residential development across North East Lincolnshire, and the predicted population increases, the Strategic Planning department of the North East Lincolnshire Clinical Commissioning Group are monitoring large scale housing allocations / planning applications and will reflect the provision of primary care accordingly.

102 Dialogue with North East Lincolnshire Clinical Commissioning Group Assistant Director for Strategic Planning
103 Email dialogue with Primary Care Commissioning Support Manager, North Yorkshire and Humber Area Team
5.2.7 Impact of Development Proposals

The North East Lincolnshire Clinical Commissioning Group are a member of the North East Lincolnshire Strategic Housing Commission, and are therefore consulted at the planning stage of the development of strategic residential sites. Provision of primary care for future residential development within any of the Borough will therefore be monitored on a regular basis. There is adequate infrastructure to meet proposed growth levels.

5.2.8 Funding Mechanisms

As part of the Government’s austerity measures, spending on the NHS is being held at current levels. To maintain current standards of service across Northern Lincolnshire, with increasing demands on healthcare and rising inflation, there is a need to make cash and efficiency savings amounting to approximately 20% of the overall health budget between 2012 and 2015\(^\text{104}\). This is a programme of savings and reorganisation known as the ‘Nicholson Challenge’ which ultimately reduces the absolute level of funding available for primary care. In the North East Lincolnshire Annual Report 2011 – 2012, North East Lincolnshire NHS spent £72.9 million providing primary care services.

5.2.9 Role of Local Plan

The provision of adequate levels of health care is an essential part of any sustainable community. Provision of new facilities is focused on locations where providers can build upon existing provision and there is greater accessibility to the population. The New Local Plan will make provision for new facilities where evidence identifies a need, and facilitate change to existing provision to accommodate changing health care requirements.

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\(^{104}\) Dialogue with North East Lincolnshire Clinical Commissioning Group Assistant Director for Strategic Planning
5.3 Secondary Care

5.3.1 Delivery Agency
- Northern Lincolnshire and Goole Hospital Trust

5.3.2 Evidence Base
- Trust Estates Strategy 2012 - North Lincolnshire and Goole Hospitals NHS Foundation Trust
- NHS Atlas of Variation in Healthcare 2011 - South East Public Health Observatory (SEPHO)
- Northern Lincolnshire Sustainable Services (March 2013) – Discussion Draft – North East Lincolnshire and North Lincolnshire

5.3.3 Strategic Issues
Secondary or 'acute' care is received in hospital. This includes surgery, planned specialist medical care and unplanned surgery and emergency care.

Advances in healthcare setting ever-higher standards, alongside pressures of national reforms to care administration and ever-tightening NHS budgets, have resulted in acute challenges at the local level in North East Lincolnshire. Across Northern Lincolnshire (which comprises both North Lincolnshire and North East Lincolnshire), more people die during and immediately after treatment in hospital than the national average. The mortality rate for patients receiving care from North Lincolnshire and Goole hospital is the third highest in England and when hospital sites are regarded individually, both the Goole and Diana Princess of Wales sites have high mortality nationally.

The Keogh Mortality Review developed as a result of the Robert Francis QC Report into the failings at mid-Staffordshire Hospital. The Review assesses the quality of care and treatment provided by NHS Trusts where mortality figures are persistent outliers. A total of 14 hospital trusts are being investigated nationally; one of which is North Lincolnshire and Goole NHS Foundation Trust.

Developing from the Review, a Key Findings and Action Plan was produced for the Northern Lincolnshire and Goole Hospital Trust which included a number of recommendations to allow the quality of provision to improve. These priority

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105 Northern Lincolnshire Sustainable Services (March 2013) – Discussion Draft – North East Lincolnshire and North Lincolnshire (page 10)
106 Northern Lincolnshire Sustainable Services (March 2013) – Discussion Draft – North East Lincolnshire and North Lincolnshire (page 22)
actions do not relate to infrastructure, but how the trust operates and provides services.  

5.3.4 Existing Provision

Secondary care is provided at Diana, Princess of Wales Hospital located in Scartho Road, Grimsby. The site provides 458 beds; and provides an Intensive Treatment Unit (ITU) and Accident and Emergency (A&E) facility.  

Staff accommodation is also provided on-site by 60 flats and 14 houses supplemented by an additional 16 properties off-site. The Trust has recently taken the decision to rationalise its assets and dispose of these off-site properties.  

5.3.5 Gaps in Provision

Gaps in provision are more acute in the quality of operations, as opposed to the quality of the asset or gaps in accessibility.

The Diana, Princess of Wales Hospital is operated by one of the fourteen hospital trusts being investigated through the Keogh Mortality Review, which was instructed following failings at mid-Staffordshire Hospital.

In July 2013 a Key Findings and Action Plan was produced for the Trust that is in charge of the Diana, Princes of Wales Hospital. This includes a number of priority actions and recommendations to allow the quality of provision to improve. The recommendations do not relate to infrastructure, but how the trust operates and provides services.

There are no direct gaps in provision in relation to infrastructure (i.e. buildings).  

5.3.6 Planned Provision

As a result of a positive estate strategy and budget reforms, the Assistant Director for Spatial Planning identified that there are no planned provisions for additional NHS buildings or acquisitions. Changes to provision will be most apparent in the way care is delivered and through reconfiguration strategies. Gaps in the quality of service will therefore be satisfied through a transformation to the methods of administering care. This will result in hospital care becoming the last resort, with other modes of care taking greater precedent.

The Trust will need to implement the key Findings and Action Plan which produced as part of the Keogh Mortality Review. The recommendations do relate to new infrastructure provision.

5.3.7 Impact of Development Proposals

At present, quality of service is not reflected in the hospital assets themselves and there is no known expected shortages or planned expansions of hospital facilities.

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109 Dialogue with North East Lincolnshire Clinical Commissioning Group Assistant Director for Strategic Planning
across North East Lincolnshire. North East Lincolnshire and Goole Hospitals are currently looking at opportunities for rationalisation, re-configuration and modernisation of secondary care sites.

Whilst there is technically a gap in the quality of provision of secondary care in North East Lincolnshire, there is no identified funding gap, as the required improvements will need to be funded through Central Government funding. Nevertheless the delivery of secondary care at Diana, Princess of Wales Hospital should be monitored, as the provision of high quality secondary care will support the growth aspirations in North East Lincolnshire and make the Borough more attractive for inward investment.

5.3.8 Funding Mechanisms

Funding available for secondary care in North East Lincolnshire derives from national health care funding which is based on a per capita basis. This funding allocation is adjusted for levels of deprivation within the local authority area.

5.3.9 Role of Local Plan

The provision of adequate levels of health care is an essential part of any sustainable community.

The New Local Plan recognises the need to ensure that the implications of new growth and demographic changes are supported by adequate and appropriate social infrastructure, which includes the provision of secondary healthcare. The council has and will continue to work with infrastructure providers to ensure identified needs are met in a timely and sustainable manner.

The New Local Plan will identify housing allocations and direct new housing development to the areas considered to be most sustainable, where infrastructure and services are easily accessible. Provision will also be made to safeguard land for provision of new facilities on site where necessary.
5.4 Social Care

5.4.1 Delivery Agency
- North Lincolnshire and Goole Hospitals NHS Foundation Trust
- Dementia Strategy Group and Dementia Forum
- NAViGO Mental Health Services

5.4.2 Evidence Base
- Northern Lincolnshire Sustainable Services (March 2013) – North East Lincolnshire and North Lincolnshire
- Community Mental Health Profiles (2013) North East Lincolnshire
- The North East Lincolnshire National Dementia Strategy Implementation (3rd Draft)

5.4.3 Strategic Issues
Community-based services and social care involve a range of service types and providers, including district nursing, health visiting, social care and community mental health.

The North East Lincolnshire CCG provides an independent NHS board and increases the power of GPs to commission services. The group is responsible for delivering social care in North East Lincolnshire through the National Health Service (NHS) and determining the governance arrangements for their organisations. North East Lincolnshire Council will take on responsibility for public health issues and the health improvement agenda.

The Community Mental Health Profile 2013 presents a range of mental health information for local authorities in England, regarding risks, prevalence and services. North East Lincolnshire was identified as having a significantly lower than national average number of total contacts with mental health service; an indicator which measures all contacts within mental health staff, including Consulting Psychiatrists, Community Psychiatric, Nurses, Clinical Psychologists, Occupational Therapists, Consultant Psychotherapists and Social Workers\(^{10}\). Whilst the profile also indicated that allocated spend for mental health per person within the local authority was higher than the national average, the numbers of people using adult and elderly NHS secondary mental health services was the lowest in the country\(^{11}\).

The projected increase in the proportion of older people in North East Lincolnshire indicates an increase of 52% in the incidence of dementia\(^{12}\).

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\(^{10}\) Community Mental Health Profiles (2013) North East Lincolnshire (Indicator 24)
\(^{11}\) Community Mental Health Profiles (2013) North East Lincolnshire (Indicator 20)
\(^{12}\) Living with Dementia in North East Lincolnshire (2012 – 2015) Draft Updated Dementia Strategy (page 6)
National estimates of dementia indicate there are 2,294 people living with dementia in North East Lincolnshire, whereas there are only 1,073 people that are currently registered with a GP as having dementia in North East Lincolnshire. This means that only 46% of the expected people with dementia are receiving a diagnosis.\textsuperscript{113} The Dementia Strategy Group and Dementia Forum were established locally to take forward the development and implementation of a local dementia strategy. The group established four key areas for improving quality of life with dementia, based on allowing people to stay independent for longer. These include\textsuperscript{114}:

- Ensuring better knowledge about dementia and removing the stigma.
- Ensuring early diagnosis, support and treatment for people with dementia and their family and carers.
- Developing services of good quality to meet local and changing needs to provide better quality care.
- Committing to reduce the use of antipsychotic medication for people with dementia.

### 5.4.4 Current Provision

There are a number of private adult social care homes and older persons care homes across North East Lincolnshire. The majority of provision is within the urban area, however a low level of provision does exist within the Estuary Zone, Western and Southern Arc Settlements and the Rural Area.

**Table 5.2: Provision of Adult Social Care and Older Person Care Homes in North East Lincolnshire**

<table>
<thead>
<tr>
<th>Type of Care</th>
<th>Name</th>
<th>Spatial Zone</th>
<th>Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adult Social Care</td>
<td>Wellhome Road, Grimsby,</td>
<td>Urban Area</td>
<td>Care Home that provides personal care and accommodation for up to 16 people who require mental care.</td>
</tr>
<tr>
<td></td>
<td>Allied Healthcare, Grimsby</td>
<td>Urban Area</td>
<td>Home Care Service.</td>
</tr>
<tr>
<td></td>
<td>Aaron Park, Cleethorpes</td>
<td>Urban Area</td>
<td>Provides accommodation and care for up to 21 people who have care needs relating to their mental health or misuse of drugs and alcohol.</td>
</tr>
<tr>
<td></td>
<td>NE Lincs Crisis, Grimsby</td>
<td>Urban Area</td>
<td>Short Term Residential and personal care for up to five adults who may be experiencing mental health difficulties.</td>
</tr>
<tr>
<td></td>
<td>Stanage Lodge Care Home, Grimsby</td>
<td>Urban Area</td>
<td>Owned by Humberside Independent Care Association, a not for profit organisation that provides care and accommodation for up to 20 people with learning disabilities.</td>
</tr>
<tr>
<td></td>
<td>Salisbury Court,</td>
<td>Western and Southern</td>
<td>Providing personal care and accommodation for up to six adults with learning and associated</td>
</tr>
</tbody>
</table>

\textsuperscript{113} Living with dementia in North East Lincolnshire (2012 – 2015) Draft Updated Dementia Strategy (page 6)  
\textsuperscript{114} The North East Lincolnshire National Dementia Strategy Implementation (3rd Draft)
<table>
<thead>
<tr>
<th>Type of Care</th>
<th>Name</th>
<th>Spatial Zone</th>
<th>Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waltham</td>
<td>Arc Settlements</td>
<td>physical disabilities.</td>
<td></td>
</tr>
<tr>
<td>Kirklees, Waltham</td>
<td>Western and Southern Arc Settlements</td>
<td>The home provides accommodation and personal care for younger adults with learning disabilities or autistic spectrum disorder.</td>
<td></td>
</tr>
<tr>
<td>22 Abbey Drive (West), Grimsby</td>
<td>Urban Area</td>
<td>Provides accommodation and personal care for up to six young adults who may have learning disabilities or autistic spectrum disorder-related conditions, and who are studying at Linkage College.</td>
<td></td>
</tr>
<tr>
<td>The Limes, Grimsby</td>
<td>Urban Area</td>
<td>Accommodates nine service users.</td>
<td></td>
</tr>
<tr>
<td>Bellamy’s Cottage, Grimsby</td>
<td>Urban Area</td>
<td>Detached bungalow accommodating eight service users who were rehabilitated in the community</td>
<td></td>
</tr>
<tr>
<td>The Old Vicarage, Stallingborough</td>
<td>Estuary Zone</td>
<td>Provide accommodation and personal care for up to 13 people with learning disabilities or autistic spectrum disorder.</td>
<td></td>
</tr>
<tr>
<td>Farringford Care Home Limited, Cleethorpes</td>
<td>Urban Area</td>
<td>provide accommodation and personal care for up to 28 older people who may have dementia, physical disability or sensory impairment.</td>
<td></td>
</tr>
<tr>
<td>Sussex House Care Home</td>
<td>Urban Area</td>
<td>provides care and accommodation for 24 people who have mental health needs.</td>
<td></td>
</tr>
<tr>
<td>Aberglyn Care Home, Cleethorpes</td>
<td>Urban Area</td>
<td>Provide accommodation and nursing care for up to nine people with learning disabilities.</td>
<td></td>
</tr>
<tr>
<td>Aaron Park, Cleethorpes</td>
<td>Urban Area</td>
<td>Provide accommodation and care for up to 21 people who have care needs relating to mental health.</td>
<td></td>
</tr>
<tr>
<td>Older people’s care</td>
<td>Bradley House Care Home, Grimsby</td>
<td>Urban Area</td>
<td>Provides residential care for up to 56 older people who may have a physical disability and dementia related conditions.</td>
</tr>
<tr>
<td>St Margerets Grimsby</td>
<td>Urban Area</td>
<td>Purpose Built residential and nursing home.</td>
<td></td>
</tr>
<tr>
<td>Brooklands Care Home, Grimsby</td>
<td>Urban Area</td>
<td>Provides 63 bedded care home offering Nursing, Dementia, Residential and End of Life Care.</td>
<td></td>
</tr>
<tr>
<td>Fairways Care Home, Grimsby</td>
<td>Urban Area</td>
<td>Provides residential and personal care for up to 43 older people who may have dementia related conditions.</td>
<td></td>
</tr>
<tr>
<td>Cloverdale Care Home, Lacey</td>
<td>Western and Southern Arc Settlements</td>
<td>Registered for forty older people with residential care needs, some of whom may have dementia.</td>
<td></td>
</tr>
<tr>
<td>Cranwell Court, Grimsby</td>
<td>Urban Area</td>
<td>Providing care and support for up to 55 older people who may also have dementia.</td>
<td></td>
</tr>
<tr>
<td>Type of Care</td>
<td>Name</td>
<td>Spatial Zone</td>
<td>Services</td>
</tr>
<tr>
<td>-------------</td>
<td>------</td>
<td>--------------</td>
<td>----------</td>
</tr>
<tr>
<td>Grimsby</td>
<td>Grimsby Grange, Grimsby</td>
<td>Urban Area</td>
<td>Providing care and accommodation for 47 older people some of whom may have dementia.</td>
</tr>
<tr>
<td>Grimsby Manor, Grimsby</td>
<td>Urban Area</td>
<td>Providing care and accommodation for 47 older people some of whom may have dementia.</td>
<td></td>
</tr>
<tr>
<td>Temple Croft Care Home, Grimsby</td>
<td>Urban Area</td>
<td>Provides personal care and support for up to 40 people, some of whom may have needs associated with dementia.</td>
<td></td>
</tr>
<tr>
<td>The Meadows Care Home, Grimsby</td>
<td>Urban Area</td>
<td>34 bedded care home close to local amenities and public transport routes.</td>
<td></td>
</tr>
<tr>
<td>Eastwood House, Grimsby</td>
<td>Urban Area</td>
<td>A care home for 19 elderly people, some of whom may have dementia.</td>
<td></td>
</tr>
<tr>
<td>Church View Care Home, Grimsby</td>
<td>Urban Area</td>
<td>Provide accommodation and care for 30 older people, including those with sensory impairment and those with dementia.</td>
<td></td>
</tr>
<tr>
<td>College View, Grimsby</td>
<td>Urban Area</td>
<td>Providing accommodation for 12 older persons who require nursing or personal care and who may have dementia related conditions.</td>
<td></td>
</tr>
<tr>
<td>Yarborough House Care</td>
<td>Urban Area</td>
<td>Registered to provide personal care and support for up to 27 older people, some of whom may have dementia care needs.</td>
<td></td>
</tr>
<tr>
<td>Chestnuts Residential Home, Grimsby</td>
<td>Urban Area</td>
<td>Provides accommodation for up to 20 people, with a focus on dementia and Alzheimer's.</td>
<td></td>
</tr>
<tr>
<td>The Lodge, Grimsby</td>
<td>Urban Area</td>
<td>Provides accommodation and personal care for up to 29 older people who may have dementia related conditions.</td>
<td></td>
</tr>
<tr>
<td>Homefield House, Grimsby</td>
<td>Urban Area</td>
<td>Provides accommodation and personal care for up to 24 older people who may have dementia related conditions.</td>
<td></td>
</tr>
<tr>
<td>Acorns Care Home, Grimsby</td>
<td>Urban Area</td>
<td>Provides residential and personal care for up to 27 older people who may have dementia related conditions.</td>
<td></td>
</tr>
<tr>
<td>Carisbrooke, Grimsby</td>
<td>Urban Area</td>
<td>Provides residential care for people with a learning disability. It is registered to provide accommodation for 12 people.</td>
<td></td>
</tr>
<tr>
<td>Dovecott Care Home., Grimsby</td>
<td>Urban Area</td>
<td>Provides care and accommodation for up to 20 people.</td>
<td></td>
</tr>
<tr>
<td>Newgrove House Care Home, New Waltham</td>
<td>Western and Southern Arc Settlements</td>
<td>Newgrove House provides accommodation and care for up to 41 people over the age of 65.</td>
<td></td>
</tr>
<tr>
<td>Carlton House, Grimsby</td>
<td>Urban Area</td>
<td>Carlton House is a care home that is registered to provide personal care and accommodation for ten older people.</td>
<td></td>
</tr>
<tr>
<td>The Grove Care Home, Waltham</td>
<td>Western and Southern Arc Settlements</td>
<td>Provides care and accommodation for up to 49 people with a focus on mental health.</td>
<td></td>
</tr>
<tr>
<td>Type of Care</td>
<td>Name</td>
<td>Spatial Zone</td>
<td>Services</td>
</tr>
<tr>
<td>-------------</td>
<td>------</td>
<td>--------------</td>
<td>----------</td>
</tr>
<tr>
<td></td>
<td>Ladysmith Care Home, Grimsby</td>
<td>Urban Area</td>
<td>Provide accommodation and personal care for up to 90 older people who may have dementia related conditions.</td>
</tr>
<tr>
<td></td>
<td>The Orchards, New Waltham</td>
<td>Western and Southern Arc Settlements</td>
<td>Provide care for up to 21 older people who may have dementia related conditions.</td>
</tr>
<tr>
<td></td>
<td>Garden House, Humberston</td>
<td>Western and Southern Arc Settlements</td>
<td>Provide personal care for up to 44 older people who do not require nursing care, but who may have physical disabilities and dementia or related conditions.</td>
</tr>
<tr>
<td></td>
<td>The Anchorage Care Home, Grimsby</td>
<td>Urban Area</td>
<td>Provides personal care for up to 40 older people who may have physical disabilities and dementia related conditions.</td>
</tr>
<tr>
<td></td>
<td>The Old Vicarage, Stallingborough</td>
<td>Estuary Zone</td>
<td>Provide accommodation and personal care for up to 13 people with learning disabilities or autistic spectrum disorder.</td>
</tr>
<tr>
<td></td>
<td>The Old Library Residential Home, Cleethorpes</td>
<td>Urban Area</td>
<td>Provide accommodation and personal care for up to 30 older people who may have dementia related conditions.</td>
</tr>
<tr>
<td></td>
<td>Royal Court Care Home, Cleethorpes</td>
<td>Urban Area</td>
<td>24 older people who do not require nursing care, but who may have dementia related conditions.</td>
</tr>
<tr>
<td></td>
<td>Ravendale Hall Residential Care Home</td>
<td>Rural Area</td>
<td>Provides accommodation and personal care for up to 34 older people, some of whom may have needs associated with dementia.</td>
</tr>
<tr>
<td></td>
<td>Rivelin Care Home, Cleethorpes</td>
<td>Urban Area</td>
<td>Rivelin is a care home that provides accommodation and personal care for older people, including those with dementia related conditions.</td>
</tr>
<tr>
<td></td>
<td>Huntleigh Care Home, Cleethorpes</td>
<td>Urban Area</td>
<td>Provides care and accommodation for up to 56 adults including an 11 bedded unit specialising in the care of people with dementia.</td>
</tr>
<tr>
<td></td>
<td>Asgrove Care Home, Humberstone</td>
<td>Western and Southern Arc Settlements</td>
<td>Provide personal care for 45 older people.</td>
</tr>
<tr>
<td></td>
<td>Hadleigh House Residential Home, Immingham</td>
<td>Estuary Zone</td>
<td>Provide accommodation for up to 35 people who require nursing or personal care and the care of people with dementia.</td>
</tr>
<tr>
<td></td>
<td>Kensington Care Home</td>
<td>Estuary Zone</td>
<td>Registered to accommodate 37 people who require accommodation to meet their personal care needs and those with dementia.</td>
</tr>
</tbody>
</table>

### 5.4.5 Gaps in Provision

Gaps in provision are focused around gaps in the overall service provision of social care, as opposed to the quantity of available care. The Northern
Lincolnshire Sustainable Services Case for Change Discussion Draft Document identified that there are several areas where there is room for improvement115:

- There is a shortage of palliative care for dementia and end-of-life patients, with overall spend on end-of-life care well below the national average and higher than average mortality rates in the 30 days following discharge from hospital.
- There is a wide variation in the proportion of older people who remain living at home following discharge from hospital.
- Generally district-nursing is considered to be good, however in recent years the service has been identified as over-capacity which is reducing the overall effectiveness of the service.

The North East Lincolnshire National Dementia Strategy Implementation (3rd Draft)116 identified the following gaps relating to service provision of social care:

- Lack of awareness of the illness and lack of knowledge of the services and support available.
- Lack of specialist domiciliary support for people with dementia living at home to help maintain their independence and give carers a break.
- Lack of community and primary care support services resulting in too many people with dementia being admitted to general hospital.
- Lack of flexible community based provision (home and bed based) to support people with confusion and physical health problems in order to prevent admission to general hospital and facilitate early discharge.

5.4.6 Planned Provision

North East Lincolnshire Clinical Commissioning Group (CCG), commissioned health and social care developers Ashley House Plc to deliver Extra Care homes, to provide people with an alternative to traditional residential care and allow them to retain their own property where they can receive the help and support they need.

The first of these schemes, included 60 Extra Care homes on the Old Strand School site in East Marsh Grimsby, and marks the beginning of a series of Extra House Care developments across North East Lincolnshire which is expected to total 600 units117.

5.4.7 Impact of Development Proposals

The delivery of new homes and employment does not have a direct link with the need for increased social care. The pressure on social care is most acute for the aging population. Whilst the social care and health issues associated with the aging population are a national issue, North East Lincolnshire does have a

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115 Northern Lincolnshire Sustainable Services Case for Change Document (March 2013) Discussion Draft
116 North East Lincolnshire National Dementia Strategy Implementation (3rd Draft) (page 3)
117 Confirmed through dialogue with the NELC CCG
particularly acute issue, as a popular retirement location on the coast. This is a wider issue and not directly linked to planned housing and employment.

5.4.8 Funding Mechanisms

North East Lincolnshire Council provides funding to enable the continued maintenance and development of the social care estate. A number of schemes have been undertaken, including upgrading of the Queen Street Resource Centre.

\[\textsuperscript{118}\] North East Lincolnshire (2011-2012) Annual Report and Summary Accounts (page 8)
6 Utilities

6.1 Water and Sewerage

6.1.1 Delivery Agency

- Anglian Water
- Department for the Environment, Food and Rural Affairs (DEFRA)

6.1.2 Evidence Base

- PR09 Final Business Plan, Part C4: Supply demand appraisal - Anglian Water
- Water for Life - Water White Paper, December 2011, DEFRA.

6.1.3 Strategic Issues

Anglian Water Services Limited (Anglian Water) is the water and sewerage undertaker for the Anglian region through an appointment made under the Water Industry Act 1991. This area includes North East Lincolnshire. The principal duties of a water and sewerage undertaker are set out in that legislation.

Water and sewerage undertakers are legally required to develop and maintain an efficient and economical system of water supply within their area of coverage. Equally, they are required to provide, improve and extend a system of public sewers to ensure that its area is drained and the contents of those sewers are dealt with. In doing so, it must make provision for the transmission and treatment of trade effluent.

Anglian Water has a statutory obligation to meet additional demand from growth in North East Lincolnshire and has produced a Water Resource Management Plan (WRMP) to demonstrate how the network will be maintained, and how a water supply capable of meeting demand will be provided. The WRMP does not exclusively cover North East Lincolnshire. Anglian Water plans across its entire coverage area, which stretches across the East Midlands and into East Anglia covering in excess of 27,500 square kilometres with 112,833 km of water and wastewater pipes.

The latest WRMP (2010) and the draft WRMP (2014) sets out the approach that will be taken by Anglian Water in managing water resource in North East Lincolnshire, and across their wider area of coverage.

For the purposes of Anglian Water's planning, their coverage area is divided into Water Resource Zones (WRZs). North East Lincolnshire resides in WRZ1 (South Humberside). The borough is covered by two Anglian Water Planning Zones, PZ01 (Barnoldby) and PZ04 (Grimsby).
Anglian Water proactively plan for household growth, and are currently planning on the basis that there will be approximately an additional 550 households created each year up to 2040.

A number of key issues exist for water resource management, not least factors influencing water usage such as housing and employment growth. Environmental pressures and the need to conserve water resources will remain key issues affecting the industry and locally, there is a history of pollution from industrial and commercial premises on the industrialised area neighbouring the Humber, as well as nitrate and agricultural pollutants in neighbouring areas.

### 6.1.4 Existing Provision

#### Water Supply

For the Borough, the main water resource is provided by the Northern Lincolnshire Chalk aquifer. Discussions with Anglian Water officers has confirmed that there is currently an adequate water supply to serve the Borough.

There is a surplus of potable water supplies for the Borough. Anglian Water has recently upgraded the Elsham Water Treatment Works (WTW) to increase the non-potable water supply available at the South Humber Bank. Elsham WTW is located in North Lincolnshire, but serves the South Humber Bank in North East Lincolnshire. The upgrade to Elsham WTW was carried out linked to a committed bio fuel scheme that required large quantities of non-potable water (phase 1: 27,000 tonnes a day and phase 2: 16,000 a day).

To meet this requirement Anglian Water recently upgraded the non-potable water supply 25,000 tonnes a day at Elsham WTW. However the bio fuel scheme has now been cancelled. This means there is excess capacity for non-potable water in the Borough, and particularly at the South Humber Bank, an existing industrial area. Five sewage treatment works are located within and serve North East Lincolnshire. Of these, four have capacity to accept growth.

#### Table 6.1: Sewage Treatment Works in North East Lincolnshire

<table>
<thead>
<tr>
<th>Sewage Treatment Works (STW)</th>
<th>Settlements within Catchment</th>
<th>Estimated Headroom available for growth at 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tetney-Newton Marsh WwTW</td>
<td>Ashby Cum Fenby, Barnoldby Le Beck, Beelsby, Bradley, Brigsley, Cleethorpes, Hatcliffe, Humberston, New Waltham, Tetney and Waltham</td>
<td>Significant capacity for growth</td>
</tr>
<tr>
<td>East Ravendale WwTW</td>
<td>East Ravendale</td>
<td>Modest capacity for growth (this is a small WwTW)</td>
</tr>
<tr>
<td>Grimsby-Pyewipe WwTW</td>
<td>Great Coates, Grimsby, Healing and Stallingborough</td>
<td>No capacity for growth.</td>
</tr>
<tr>
<td>Immingham New WwTW</td>
<td>Immingham</td>
<td>Capacity for growth</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Laceby WwTW</td>
<td>Aylesby, Irby Upon Humber and Laceby</td>
<td>No capacity for growth.</td>
</tr>
</tbody>
</table>

### Wastewater Treatment Works

While infrastructure associated with water supply and sewers can be provided and funded by developers, upgrades to and / or new Wastewater Treatment Works (WwTWs) can only be provided by Anglian Water, and this work is dependent on their Business Plan, approved by OFWAT, which runs over five year cycles called AMP periods. Anglian Water’s Business Plan for the period 2010-2015 has been completed and 2015 – 2020 needs to be completed by 2014.

Anglian Water has indicated that Immingham New WwTW, Tetney-Newton Marsh WwTW and East Ravendale WwTW have capacity for growth. However Laceby WwTW and Grimsby-Pyewipe WwTW currently have no capacity for growth.

#### 6.1.5 Gaps in Provision

Discussions with officers at Anglian Water has confirmed that there is currently an adequate water supply, including non-potable water supply.

In 2011 Anglian Water stated that they were undertaking an initial investigation regarding the viability for of a revised consent for Laceby WwTW capacity, this is based on the potential 860 homes identified in the SHLAA (August 2011). However thorough dialogue with Anglian Water it has been confirmed that to date no capacity improvements have been made at Laceby WwTW. In addition improvements have not been factored in the 2015 – 2020 AMP spending period.

There is currently no capacity for additional sewage treatment at Laceby WwTW and Grimsby-Pyewipe WwTW. Through discussion with Anglian Water they have confirmed that this would not constrain development in the short term, but upgrades would be required if large scale development occurred in these areas. Anglian Water’s approach to upgrading WwTW capacity is set out in section 6.1.7.

#### 6.1.6 Planned Provision

Anglian Water's primary method of addressing demand issues is through enhanced management of the existing network to introduce active leakage controls, to reduce wasted water; and increased metering of households which will provide a clearer picture of residential property water demand. This approach is outlined in the WRMP 2010. In addition Anglian Water has made it clear that they need a level of certainty before they invest in infrastructure.

The Elsham non-potable WTW phase 1 has now been completed and has resulted in a potable water capacity of 25,000 tonnes per day\(^\text{119}\). Anglian Water is not planning on implementing phase 2 of the WTW extension based on current usage.

\(^{119}\) Confirmed through dialogue with Anglian Water.
This is because the bio fuel scheme that has a high non-potable water requirement was cancelled.

There is therefore an adequate supply of non-potable water capacity on the South Humber Bank. If there is a rapid increase in the requirement for non-potable water Anglian Water can consider including phase 2 of the Elsham scheme in their AMP 6 period.

Improvements to the capacity levels in Laceby WwtW and Grimsby-Pyewipe WwTW have not been factored into the AMP 6 spending period. However if large scale development is committed, through a local plan allocation and planning application Anglian Water have the ability to improve the capacity of these WwTws in AMP6. Anglian Water will work closely with NELC to understand their growth aspirations.

6.1.7 Impact of Development Proposals

Water Supply

A key element of the NELC Development Growth Plan is to promote the South Humber Bank as an emerging strategic bio-fuel and energy producing centre for the United Kingdom as well as supporting existing chemical and port / logistic sectors. As a result, future industrial developments are expected to have high non-potable water demand requirements.

Anglian Water has invested to support growth in this sector by increasing the capacity of the Elsham WTW to meet non-potable water requirements. Phase 1 of the Elsham WTW capacity improvements has been completed. This investment means that there is currently adequate to meet the needs of investment in the short and medium term of 25,000 tonnes of non-potable of water. It is difficult to say when further non-potable water capacity improvements will be required, as it depends on the take up of employment land and the non-potable water requirements of the uses that take up land.

However if a number of water hungry schemes secure planning consent and start to be built out in the North East Lincolnshire Anglian Water will review the situation and can deliver further capacity in AMP6, which runs from 2015 - 2020. However there is no business case for Anglian Water providing any more capacity based on current take up.

Water Treatment

In 2011 Anglian Water stated that they were undertaking an initial investigation regarding the viability for of a revised consent for Laceby WwTW capacity, this is based on the potential 860 homes identified in the SHLAA (August 2011).

However thorough dialogue with Anglian Water it has been confirmed that to date no capacity improvements have been made at Laceby WwTW. It has also been confirmed that there is no capacity for growth linked to the Grimsby-Pyewire WwTW, which treats the waste for the urban area.

In addition improvements to these two WwTWs have not currently been factored in the 2015 – 2020 AMP spending period as new development in this area is not committed and therefore does not provide Anglian Water with enough certainty to
invest to improve capacity at the WwTW. Anglian Water’s advice to developers is to complete a pre-application enquiry and they will then work in partnership to confirm a way forward.

Through dialogue with Anglian Water it has been confirmed that until firm allocations (in terms of development volumes, locations and timings) are presented it is not possible for Anglian Water to provide full details of the strategic water and wastewater infrastructure that is required or impacted.

Anglian Water will work closely with NELC to understand their housing trajectory and growth plans.

**Liaison**

In relation to residential development, Anglian Water has been working closely with North East Lincolnshire Council to understand proposed growth in housing and employment. Anglian Water is currently planning on the basis of 550 additional units per year up to 2040, using national population and household projections. This is reviewed in consultation with North East Lincolnshire Council on an annual basis.

Through dialogue with an officer at Anglian Water it was confirmed that there is an adequate water supply to meet predicted needs up to 2030 based on maximum and minimum scenarios provided by NELC.  

Therefore in relation to strategic sites North East Lincolnshire Council will need to liaise with Anglian Water about the potential impact of these schemes. This will then allow Anglian Water to factor any necessary improvements into the AMP spending periods.

**6.1.8 Funding Mechanisms**

Anglian Water is responsible for investment planning for the maintenance of the network and responding to forecasted growth with the required infrastructure improvements. Strategic development of Anglian Water’s water resources, distribution networks and sewerage provision is determined in five yearly investment programmes, subject to the approval from Ofwat.

Anglian Water has already identified investment necessary to support new, known developments in the 2010-2015 asset management plan period (AMP5). The investments to serve large-scale, long-term growth in North East Lincolnshire will need to be incorporated into future Periodic Review cycles. The next effective opportunity is the Asset Management Plan to be submitted to Ofwat in 2014.

Developers are required to fund on-site water supply infrastructure at new developments, including water service connections and water mains. Anglian Water seek strategic contributions to part fund improvements made to large strategic water mains to accommodate additional growth. Strategic contributions recover part of the cost incurred from developments within the area which will benefit from the additional water supply capacity made available. A summary of the contributions required from developers is provided below.

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121 Provided by NELC planning team – this section will be updated when housing target and distribution is confirmed.
Table 6.2 Funding Mechanisms

<table>
<thead>
<tr>
<th>Funding Mechanisms</th>
<th>Domestic Usage</th>
<th>Non-Domestic Usage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Treatment Works</td>
<td>Funded by all existing customer through water supply charges within the Anglian water region.</td>
<td>Funded by new customer at 100% cost.</td>
</tr>
<tr>
<td>Water Supply Networks</td>
<td>Funded by new customer at 100% cost less the income generated from the new development site over a 12 year period. Requisition under Section 41 of the Water Industry Act 1991.</td>
<td>Funded by new customer at 100% cost – Requisition under Section 55 of the Water Industry Act 1991.</td>
</tr>
<tr>
<td>Off-site Foul Sewerage Networks</td>
<td>Funded by new customer at 100% cost less the income generated from the new development site over a 12 year period. Requisition under Section 98 of the Water Industry Act 1991.</td>
<td>Funded by new customer at 100% cost – Requisition under Section 98 of the Water Industry Act 1991.</td>
</tr>
<tr>
<td>On-site Found Sewerage Networks</td>
<td>Funded by new customer at 100% cost and can be offered to Anglian Water for adoption under section 104 of the Water Industry Act 1991.</td>
<td>Funded by new customer at 100% cost and remains in ownership of customer.</td>
</tr>
<tr>
<td>On-site Surface Water Sewers</td>
<td>Funded by new customer at 100% cost and can be offered to Anglian Water for adoption under section 104 of the Water Industry Act 1991.</td>
<td>Funded by new customer at 100%. cost and remains in ownership of customer.</td>
</tr>
<tr>
<td>Wastewater Treatment Works (STW)</td>
<td>Funded by all existing customers sewerage charges within the Anglian Water region.</td>
<td>Funded by new customer at 100% cost.</td>
</tr>
<tr>
<td>Water Infrastructure Charge</td>
<td>This charge is applied to each new dwelling/premises connected to the water supply system at 100% cost to the customer.</td>
<td>Not applicable</td>
</tr>
<tr>
<td>Sewerage Infrastructure Charge</td>
<td>This charge is applied to each new dwelling/premises connected to the foul sewerage system at 100% cost to the customer.</td>
<td>Not applicable.</td>
</tr>
</tbody>
</table>

Source: Anglian Water
6.1.9 Role of Local Plan

The Local Plan will allocate land for new housing and employment growth, providing a firm indication of expected growth areas. Anglian Water use development plans to inform supply demand appraisals which inform the expected level of future supply, demand and any arising deficits. Anglian Water do not permit buildings to be built over water mains. This may affect the layout of allocated sites.

The New Local Plan will need to ensure development is phased to ensure that growth does not occur ahead of improvements to STWs to ensure there is sufficient capacity to cater for growth.
6.2 Electricity

6.2.1 Delivery Agency
- Electricity: Northern Powergrid (Yorkshire)

6.2.2 Evidence Base
- Long Term Development Statement, November 2012 - Northern Powergrid (Yorkshire)
- Long Term Development Statement Update, May 2013 – Northern Powergrid (Yorkshire)
- Long Term Development Statement Associated Maps, November 2012 – Northern Powergrid (Yorkshire)
- Correspondence with Northern Powergrid

6.2.3 Strategic Issues

Northern Powergrid is the Licensed Distribution Network Operator (LDNO) for the distribution of electricity in North East Lincolnshire. Distribution companies own and operate lower voltage electricity network, connecting the national grid to every electricity customer in Britain. Distribution companies comprise licensed Licenced Distribution Network Operators (LDNOs) and smaller Independent Distribution Network Operators (IDNOs).

The activities of LDNOs are covered by strict licence and regulation requirements which are dictated and monitored by the Office of Gas and Electricity Markets (OFGEM). IDNOs must operate at the same standard but have more flexibility to enable them to compete with the LDNOs in the new connections market.

National Grid Electricity Transmission is the company who owns and operates the UK 400kV and 275kV transmission network that links major power stations and transports electricity across the country to the Distribution Network Operators.

Electricity Generators own and operate the major power stations throughout the UK. They connect into the National Grid and via distribution networks the electricity they generate is sent to electricity customers.

Electricity customers contract with electricity suppliers who in turn contract with the DNOs, National Grid and Electricity Generators for the supply, transmission and distribution of the electricity. Customers pay the electricity suppliers for electricity out of which the supplier pays for the generation, transmission and distribution of the electricity. Northern Powergrid receives electricity via the National Grid which holds a license to transmit electricity under the Electricity Act 1989. National Grid has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system for the transportation, supply and generation of electricity.

To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply.
To facilitate competition in the new connections market, Northern Powergrid must indicate what aspect of its new connection work for new development is open to competition from IDNOs. This is termed “contestable” work and is open to be undertaken by qualified and registered contractors called Independent Connection Providers (ICP) working on behalf of either the developers or IDNOs. The “contestable” works are either adopted by the LDNO or an IDNO depending upon the developers commercial arrangements with either party.

6.2.4 Existing Provision

Examination of the Appendix 5 Load Data\textsuperscript{122} show that the main Grid Supply Point for the area is at Grimsby West which in turn supplies the following 33kv Supply Points: Immingham, Moss Road, Yarborough Road 132kv and Humberston.

Appendix 5 Load Tables\textsuperscript{123} confirm that the 33kv Supply Points are presently operating at a demand that is roughly 50% less than the available capacity except Moss Road which is approximately at 30% spare capacity. This situation is forecast by Northern Powergrid up to 2016.

The same Load Data Tables for North East Lincolnshire areas within the Northern Powergrid, Long Term Development Statement (LTDS) November 2012, updated May 2013, indicate that the primary 33kv and 11kv substations have at present significant spare capacity within the existing network. There are at present no substations within the general distribution system where demand exceeds capacity. The exception to this is the Lyndsey Oil Refinery which has a demand of 23.9MVA against a capacity of 20MVA. Northern Powergrid manages situation like this with load transfers to adjacent substations which have the spare capacity.

6.2.5 Gaps in Provision

A comparison of the Appendix 5 Load Tables\textsuperscript{124} showing substation capacities and their present demand and the estimated additional demand until 2016 shows that the primary substations have more capacity than their demand requires. The exception to this is the Lyndsey Oil Refinery which has a demand of 23.9MVA against a capacity of 20MVA. Northern Powergrid manages situations like this with load transfers to adjacent substations which have the spare capacity.

There are presently no gaps in the provision of electricity to meet the present demands nor the estimated increase demand up to 2016 due to normal economic growth according to Northern Powergrid’s estimate of economic growth and the increased demand it will bring.

\textsuperscript{122} Appendix 5 Load Data Table and plans of the transmission and distribution systems in and around North East Lincolnshire in Northern Powergrid’s LTDS dated November 2012, updated May 2013

\textsuperscript{123} Appendix 5 Load Data Table and plans of the transmission and distribution systems in and around North East Lincolnshire in Northern Powergrid’s LTDS dated November 2012, updated May 2013

\textsuperscript{124} Appendix 5 Load Data Table and plans of the transmission and distribution systems in and around North East Lincolnshire in Northern Powergrid’s LTDS dated November 2012, updated May 2013
Northern Powergrid’s estimated increase in demand within the area does not include for the housing developments. However the Arup utility team have liaised with Northern Powergrid to understand the implications of proposed housing and employment growth.

6.2.6 Planned Provision

Northern Powergrid has an extensive programme of works to ensure best management and efficiencies of the network system. These works are generally aligned with asset replacement or better use of assets. There are works which are mandatory to improve service levels.

When Northern Powergrid carry out asset replacement, the modern equipment generally has a higher capacity than the existing gear, so there will be more capacity in the network as time passes. While Northern Powergrid has a view on the level of asset replacement that will be necessary on the network by 2026, this is at a high level based on statistical data rather than a site-by-site prediction of condition.

Northern Powergrid’s spend around £220 million a year in capital investment on their network. Part of this is to replace worn out equipment, part to deal with increases in electricity demand and part to help improve the quality of supply to their customers.

Northern Powergrid has confirmed that they have no plans for works that will increase the capacity of the distribution system.

Northern Powergrid has also confirmed that when capacity issues occur they consider the merits of each situation on economic grounds and will often transfer loads to substations with spare capacity when cabling costs are a more economical solution to re-equipping or enlarging substations.

It should be noted that the LDNO licence and the regulations controlling the standard of operation and service levels oblige Northern Powergrid to safeguard supplies to existing customers and not to jeopardise these for the sake of future customers.

Northern Powergrid’s licence has restrictions according to the amount of money that Northern Powergrid can spend of “speculative developments” The definition of these and the restrictions that are placed on investment are described below.

Speculative Developments

Developments which have one or more of the following characteristics may be considered as speculative:-

- their detailed electrical load requirements are not known;
- the development is phased over a period of time and the timing of the phases is unclear;
- the capacity requested caters for future expansion rather than the immediate requirements of (an) end user(s);
- the capacity requested caters for future speculative phases of a development rather than the initial phase(s) of the development; or
• the infrastructure only is being provided, with no connections for end users requested.

Where we are asked to provide a connection to a speculative development then the cost of the work including any Reinforcement is charged in full and the CAFs do not apply. Additional charge to reflect on-going operation, repair and maintenance costs may also be levied.

We may, at our sole discretion, allow capacity to be reserved on the infrastructure provided to service the speculative development on the commercial terms agreed between you and us in respect of the development.


Notwithstanding the above definitions and restrictions there have been examples of LDNOs investing in the upgrade of substations and the installation of new substations following pressure from developers and local agencies and authorities to upgrade the distribution network to enable development. These have generally been in response to prolonged pressure, proved business cases, confirmed development and agreed mechanisms for sharing costs. Such agreements need a robust agency to move them forward and these have typically been Development Agencies/LEPs.

6.2.7 Impact on Development Proposals

Arup issued to Northern Powergrid our assessment of the increased demands of the housing developments based on planned growth included in Chapter. This included an assessment of the substations which would meet this demand. The Arup utility team made a geographical assessment of which substation would support which development and submitted this information to Northern Powergrid. We took the majority of the proposed housing developments so the net effect was an assessment of an increase of approximately 14,000 new homes. [amend following final spatial option confirmation] This approach resulted in an over estimate of demand which is considered to be a more robust approach to this type of assessment.

Our assessment identified Scartho primary substation as having a distinct lack of capacity to meet the proposed increase in demand which if the developments progress at the proposed rate could manifest itself within the next 5 years.

At present Scartho has about 2.4MVA spare capacity. Housing development currently on site likely to place an additional 3.4MVA demand on the substation. Whilst further development planned in this location will place an additional 3.8 MVA demand on the substation. This information has been presented to Northern Powergrid and they have been asked what affect the additional demand might have on the local network and substation at Scartho.

There are numerous proposed developments adjacent to Great Coates and Yarborough 11kV primary substations. For the purpose of assessing the developments’ affect upon these substations the developments’ quanta were divided between Great Coates and Yarborough 11kV. This approach has been referred to National Powergrid and they have agreed with the method Arup have used to calculate the energy demands.
The additional demands of these developments come in total to 7.2MVA which has been evenly allocated to Great Coates and Yarborough 11kv as 3.6MVA per substation. There are additional development loads that are individually allocated to Great Coates and Yarborough 11kv. With respect to Great Coates this additional load is approximately 2.2MVA, giving a total potential increase in demand of 5.8MVA. The spare capacity presently at Great Coates is about 6MVA. Depending upon the exact supply arrangements between Great Coates and Yarborough 11kv with respect to the new developments there is a possibility that there may be a shortage at Great Coates around 2020.

Gaps in provision of electricity are likely to appear at Scartho within the next 5 years though these could possibly be managed by better use of the system so that reinforcement of the system is delayed until around 2020.

On the above basis it would seem that the early developments within the next 3 to 5 years may not require extensive reinforcements of the system.

Our assessment was issued to Northern Powergrid for them to comment upon.

We discussed the situation at Scartho with Northern Powergrid and the following statement was agreed with them;

“Demand scenarios were submitted to Northern Powergrid (NPg) and they responded with their comments. NPg confirmed that Scartho is in the plan for transformer refurbishment for 2021/2 though the plan does not include for an increase in capacity at Scartho area. This situation was then discussed with NPg who responded that they are restricted by their licence to commit investment to Scartho for “speculative development” until such time as it becomes confirmed development. They will then respond according to developer’s requests for connections to developments served by Scartho. The Primary network in North East Lincolnshire is very robust and NPg are able to transfer loads away from substations with low capacity to substations with higher capacity. This could be a preferred and more economical solution to increasing capacity at Scartho and other substation in a similar situation.

NPg confirmed that their investment plans can be altered to increase capacity at substations in response to confirmed demands and also investment can be brought forward in response to confirmed demands. NPg would consider these options when the demand was requested and they would endeavour to provide the most economical and timely solution consistent with their licence and system management procedures. On this basis NPg did not think that the situation at Scartho would be a barrier to the development proposals adjacent Scartho.”

On the above basis the present and forecast state of the electricity distribution network with North East Lincolnshire will not have a negative impact on the development proposals.

6.2.8 Funding Mechanisms

Funding for any upgrade or reinforcement to the distribution network will have to come from the developers.

Overall there is a very limited upgrade to the system but for those developments connected to Scartho where upgrade/reinforcement is required the cost should not
be significantly more compared to a development which just requires a simple connection.

Some of the developments are on the fringe of the urban area and getting large supplies to these developments will be costly but consistent with the developments’ cost plans.

It is considered that there are no funds available except those provided by developers. Developers can reduce these costs if they adopt one or all of the following actions:

- Correct demand assessment
- Correct use of diversity factors
- Aggregation of loads with adjacent developments
- Connection agreements with adjacent developments
- Employment of Independent Connections Providers for the connections and network works
- Offer of connection and network to Independent Distribution Network Operators.

6.2.9 Role of Local Plan

The Local Plan will allocate land for new housing and employment growth providing a firm indication of expected growth areas. Northern Powergrid will work closely with developers to inform expected capacity improvements based on the speculative development procedure.
6.3 Gas

6.3.1 Delivery Agency
- National Grid Gas Transmission
- National Grid Gas Distribution.

6.3.2 Evidence Base
- National Grid Gas Distribution. Long Term Development Plan 2012
- National Grid. UK Transmission. Gas 10 year statement
- Correspondence with National Grid Gas Distribution

6.3.3 Strategic Issues
The Local Gas Distribution Network for the distribution of gas in North East Lincolnshire is owned by National Grid Gas Distribution.

Gas transmission into North East Lincolnshire is the responsibility of National Grid Gas Transmission. National Grid Gas Distribution receives gas via the National Grid’s National Transmission System.

North East Lincolnshire is well placed with respect to the National Transmission System. The nearest terminal is at Easington just across the Humber and transmission pipes cross under the Humber and head south just to the west of Grimsby.

There is a direct connection from the National Transmission System into Immingham.

A schematic showing the typical network arrangements connecting terminals to properties is shown below

**Figure 6.1: Beach to Meter Schematic**

![Image of Beach to Meter Schematic]

*Source: National Grid.*

**Figure 6.2: National Grid Gas Transmission System from Easington**
Source: National Grid

National Grid Gas Transmission has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system for the transportation and supply of gas throughout the UK.

Other companies in the gas industry are responsible for production of gas and inserting it into the Gas Transmission System, for metering gas consumption at specified meter locations, and for billing and collection of money.

The gas connections market controlling the connection of new developments (and the upgrading of existing connections) is now very open and competitive. National Grid has its own connections business and is the incumbent within the area but other operators will provide the connections service within East Lincolnshire.

### 6.3.1 Existing Provision

The existing provision of gas in North East Lincolnshire is satisfactory. There are no doubts about the capacity of the existing network to provide for the existing demands.
6.3.2 Gaps in Provision

There are no gaps in the present provision of gas to the area and none are anticipated in the foreseeable future that would create barriers to development.

6.3.3 Planned Provision

National Grid Gas Transmission has presented a range of future scenarios in its ten year statement with respect to the transmission of gas. These scenarios look at different levels of growth and differing applications of carbon reducing initiatives. The three scenarios are Slow Progression, Gone Green and Accelerated Growth. All three scenarios have differing demand profiles. The ten year statement confirms that National Grid Gas Transmission system is able to match the demands for any of the scenarios. The system is robust and flexible enough to cope with a range of demands. There are concerns with respect to large storage schemes and large new power stations which may require reinforcement works. These would have to be dealt with as their projects progressed.

National Grid Gas Distribution is undergoing a major iron pipe replacement programme. This programme is active throughout National Grid’s Gas Distribution Areas including North East Lincolnshire.

National Grid Gas Transmission has presented a range of future scenarios in its 10 year statement with respect to the transmission of gas. These scenarios look at different levels of growth and differing applications of carbon reducing initiatives. The three scenarios are Slow Progression, Gone Green and Accelerated Growth. All three scenarios have differing demand profiles. The 10 year statement confirms that National Grid Gas Transmission system is able to match the demands for any of the scenarios. The system is robust and flexible enough to cope with a range of demands. There are concerns with respect to local large storage schemes and local large new power stations which may require reinforcement works. These would have to be dealt with as their projects progressed.

National Grid Gas Distribution is undergoing a major iron pipe replacement programme. This programme is active throughout National Grid’s Gas Distribution Areas including North East Lincolnshire.

The gas transmission and distribution system in North East Lincolnshire has less demand than it used to because of the changes in use due to less industry operating within the area and also because modern gas appliances use less gas than their predecessors.

6.3.4 Impact of Development Proposals

National Grid Gas Distribution (NGGD) was supplied with development quanta describing the amounts, locations and dates of the proposed development in North East Lincolnshire. NGGD was requested to consider the amount of development, its location and planned dates in relation to the capacity of NGGD’s system within the area to supply the increased demand.
NGGD confirmed that for the major urban sites at Scartho Top, Western Sites and Weelsby Hall Farm capacity is available on a first come first served basis and that currently no reinforcement to the network would be necessary to connect these sites to NGGD’s network. These developments represent close to 6,000 proposed properties and a significant proportion of the planned growth.

There are other large and medium sized sites within Western and Southern Arc and these were grouped together into zones according to proximity to each other and these zones with information on the delivery programme were referred to NGGD.

NGGD confirmed that for the sites within the Western and Southern Arc capacity is available on a first come first served basis and that currently no reinforcement to the network would be necessary to connect these sites to NGGD’s network based on the planned growth included in Section 2 of the baseline report.

It is considered that there will be no gaps or barriers in the provision of gas and that gas connections and supplies to the developments will be consistent with normal development costs for provision of utilities.

Taking the above information and comparing it to information coming out of similar infrastructure/utility assessment studies, it is considered that the gas provision in North East Lincolnshire is ample to support the proposed development plans.

There is sufficient gas in the area to supply the developments and the system is robust enough so that the additional development demands will not be a problem for the network to supply.

Some of the developments will need local reinforcement/upgrade of local pipes systems until pipes of sufficient capacity are connected into. These can only be assessed on application for a connection and can be dealt with during the normal connection application period. These types of connections, which are most likely to occur within the large developments within the Western and Southern Arc, will be more costly than those within the Urban Area simply because they are further away from the source of an adequate gas supply.

### 6.3.5 Funding Mechanisms

Funding for any upgrade or reinforcement to the gas distribution network will have to come from the developers.

Some of the developments are on the fringe of the urban area and getting large supplies to these developments will be costly but consistent with the developments’ cost plans.

It is considered that there no funds available except those provided by developers. Developers can reduce these costs if they adopt one or all of the following actions:

- Correct gas demand assessment
- Correct use of diversity factors
- Aggregation of loads with adjacent developments
- Connection agreements with adjacent developments
• Employment of Independent Connections Providers for the connections and network works
• Offer of connection and network to Independent Gas Transporter.

6.3.6 Role of the Local Plan

The Local Plan will allocate land for new housing and employment growth providing a firm indication of expected growth areas. National Grid will work closely with developers to inform expected capacity improvements based on the speculative development procedure.

6.4 Telecomms

CW to update this section in line with review
6.4.1 Delivery Agency

- British Telecommunications PLC (BT)
- Openreach (Part of the BT Group)
- Virgin Media
- KCom

6.4.2 Evidence Base

- Northern Lincs Broadband Public Consultation Document, 2012 – North Lincolnshire Council and North East Lincolnshire Council
- South Humber Local Broadband Plan, 2012 - North Lincolnshire Council and North East Lincolnshire Council
- North East Lincolnshire Network Map, 2013 - Virgin Media
- Infrastructure Report, 2012 – Ofcom
- Developer's Guide Issue 6, 2012 - Openreach
- North East Lincolnshire Network Map, 2013 - KCom

6.4.3 Strategic Issues

High capacity telecommunications infrastructure is essential in ensuring the competitiveness of North East Lincolnshire and digital coverage is vital for the future of the local economy. Access to super-fast broadband will help to support the local economy by supporting growth in key business sectors, support rural businesses and increase inward investment. It is estimated that if super-fast broadband adoption among businesses reached 40%, the local economy would grow by £5.02million.

Telecommunications networks provide a vital link between residents and business. These networks can provide a source of leisure, save time, save money, provide education, enable working from home, allow information to be updated more readily and shared quickly, and for businesses, create credibility and increase popularity.

Most residential customers and small businesses nationally access telephone and broadband services via the Openreach network. Openreach operate as part of the BT Group and own, maintain, develop and provide equal access for all service providers to the 'local loop' which connects the telecommunications network between exchanges and service users. The Virgin Media network is the only other major network providing a physical alternative to the Openreach network for fixed-line telephony services, however a small network provided by KCom also exists.

The physical infrastructure which forms the significant majority of this network is comprised of copper cabling. With copper there are issues such as signal degradation, with signal fading the further the wiring runs from an exchange. Service providers are moving to fibre-optic networks which transmit data through light pulses allowing greater signal strength and frequency, for faster connection speeds.
Fibre-optic networks are traditionally deployed in two methods which are Fibre to the Cabinet (FTTC) whereby fibre-optic cabling links cabinets, and traditional copper wiring carries the data to individual premises; and Fibre to the Home (FTTH) whereby fibre-optic cabling transports data closer to each individual property completely replacing the traditional copper network, also known as Next-Generation Access (NGA).

A low number of local exchanges are 'unbundled' (discussed further in existing provision). Unbundling allows multiple telecommunications operators, commonly known as Internet Service Providers (ISPs), to deliver their products through the BT owned Openreach network therefore allowing greater choice for residents. The local market remains uncompetitive whilst, despite a high level of accessibility to broadband services, take-up remains low. Increasing choice therefore has the potential to drive down the cost of broadband and increase take up locally.

There is an open market for the provision of telecommunications networks to new developments. However, rural areas present a particular challenge in terms of providing a market based solution. Exchanges and cabinets in these areas serve fewer properties and require longer line lengths which increases the cost per premise, resulting in lower revenue income and a higher capital and revenue cost to deliver and maintain the infrastructure. Broadband Delivery UK therefore aims to stimulate commercial investment to enable high speed services to be rolled out to rural areas.

### 6.4.4 Existing Provision

All premises in the UK have access to fixed line telephony via the public switched telephone network (PSTN) and Openreach. This provides access to voice and broadband services.

The Government aims that 90% of homes will have access to Super-fast Broadband (SFBB) by 2015. In North East Lincolnshire, this target has been met with 90.6% of homes having access to SFBB.

**Table 6.3: Fixed Broadband Connectivity Statistics (2012)**

<table>
<thead>
<tr>
<th></th>
<th>Broadband Take up (%)</th>
<th>Superfast Broadband Availability (%)</th>
<th>Percentage getting less than 2Mbit/s (%)</th>
<th>Average sync speed (Mbit/s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>North East Lincolnshire</td>
<td>65.3</td>
<td>90.6</td>
<td>4.4</td>
<td>22.5</td>
</tr>
<tr>
<td>England (average)</td>
<td>71.0</td>
<td>68.0</td>
<td>10.0</td>
<td>12.9</td>
</tr>
</tbody>
</table>

*Source: Ofcom [http://www.ofcom.org.uk](http://www.ofcom.org.uk)*

North East Lincolnshire has high levels of access to broadband services, particularly within the urban area. However, take up for broadband and SFBB is lower than the national average with those accessing SFBB particularly low at 15.1%.
The Openreach network provides physical infrastructure (copper access) covering all premises in North East Lincolnshire.

The physical infrastructure of the Openreach network in North East Lincolnshire comprises 7 exchanges. Of these, 3 exchanges (43%) are 'unbundled' (discussed in strategic issues). The network however has a maximum of 1 Local Loop Unbundling (LLU) operators per exchange.

The Virgin Media network provides physical infrastructure covering the settlements of Grimsby, Cleethorpes, Immingham, Humberston, New Waltham, Waltham, Laceby and Healing. This network provides a high-speed service (over 15Mbps) to customers.

KCom provide a small network within the borough, comprising of approximately 12.9 miles of physical infrastructure (20.8km). This service is provided via microwave links from KCom's headquarters in Hull to a site in Grimsby. Data is then transported through a traditional underground network provided entirely by fibre optic cabling. This physical infrastructure is limited to the urban area.

6.4.5 Gaps in Provision

Private sector fixed infrastructure roll out plans currently favour residential areas over commercial areas. In Northern Lincolnshire, this will mean that 45% of premises used for business in the area are not covered by a roll out plan, meaning that no new fixed fibre-optic infrastructure is due to be installed. Overall, 26% of all premises (residential and business use) are not in a roll out area. In turn, residential areas can expect to receive faster broadband speeds, with 60% of all premises receiving 30Mbps or more, compared to just 35% of business premises.

Levels of adoption of broadband services are lowest amongst Small and Medium Sized Enterprises (SMEs) employing fewer than 10 people, with 26% of these businesses in Northern Lincolnshire not adopting broadband and 26% having only basic levels of adoption.

There is no fixed lined fibre-optic provision currently supplied by the Openreach network in North East Lincolnshire and none of the exchanges within the Borough are currently in roll out plans.

The distribution of the basic broadband network (minimum speed of 2Mbps) shows a deficit of service provision in the Wolds villages located in the Area of Outstanding Natural Beauty (AONB). These villages can access broadband services but typically do not receive a service with bandwidth greater than 2Mbps. The urban area is almost wholly served by two operators providing at least this basic broadband service.

The distribution of the high-speed network (minimum speed of 15Mbps) is concentrated on the urban area, as outlined in existing provision. The high-speed Virgin Media network does not cover large sections of the rural areas, and excludes the villages of Brigsley, Ashby cum Fenby, Wold Newton, East Ravendale, West Ravendale, Hatcliffe, Barnoldby Le Beck, Beelsby, Irby upon Humber, Aylesby, Stallingborough and Habrough. This high-speed network does not extend to the Humberston Fitties.
6.4.6 Planned Provision

North East Lincolnshire Council is working with North Lincolnshire Council to deliver super-fast broadband through fibre-optic networks across Northern Lincolnshire. The Council's have been jointly awarded £2.64m of funding from Broadband Delivery UK (BDUK). As the accountable body for the project, North Lincolnshire Council are leading a bid for match-funding from the European Regional Development Fund (ERDF).

The project aims to ensure that all 90% of properties in Northern Lincolnshire will have access to super-fast broadband by 2015 in line with the Government's target, delivered over an open network with access to a range of Internet Service Providers (ISPs). This aim has already been met in North East Lincolnshire. The remaining 10% of properties will receive minimum speeds of 2Mbps. Currently, 4.4% of properties do not receive a service of this speed.

The Virgin Media fibre-optic network is proposed to be extended to provide access in Stallingborough and Habrough. The potential for delivery is covered further below.

The Humber Enterprise Zone covering the Port of Grimsby aims to support the roll-out of super-fast broadband throughout the zone.

6.4.7 Impact of Development Proposals

There is an open market for the provision of telecommunications networks to new developments. This is a developing market and new residential schemes are being served in this way. Where Openreach provide a copper based telecommunications infrastructure network at a new development a fibre tube is also added between the premises and the fibre network.

A Risk Assessment carried out by the Department for Communities and Local Government (CLG) has identified the vast majority of North East Lincolnshire as being a low risk area for delivering Next-Generation Access (NGA) to broadband services.

The CLG risk assessment identified Healing, Stallingborough and neighbouring hamlets as being of high-risk of not receiving high-speed broadband services before 2015. The proposed Virgin Media expansion to these areas should therefore be regarded as a high-risk project.

6.4.8 Funding Mechanisms

Further improvements or extensions of physical telecommunications infrastructure will be delivered by the private sector. These improvements will be funded through individual service providers.

Government investment is provided for the BDUK project. North Lincolnshire and North East Lincolnshire Council's have been jointly successful in obtaining BDUK funding amounting to £2.6m. This funding will need to be supplemented with £5.2m of ERDF and significant private sector investment to realise the commitments outlined in the project.
6.4.9 Role of Local Plan

The National Planning Policy Framework (NPPF) sets out a requirement for local planning authorities to support the expansion of electronic communications networks, including telecommunications and high-speed broadband networks.

The Local Plan will identify and allocate land for employment uses and new housing development. The Local Plan will direct development to locations considered to be the most sustainable. In terms of telephony infrastructure provision, the urban area provides greatest access as provides the highest demand for services.
7 Decentralised, Renewable and Low Carbon Energy

7.1 Delivery Agency
- North East Lincolnshire Council
- Hull and Humber City Deal Board
- External providers and manufacturers of renewable energy

7.2 Evidence Base
- Unlocking the Potential of the Energy Estuary, Hull and Humber City Deal Expression of Interest Wave 2 Cities
- Building Offshore Wind in England CORE: Centres of Offshore Renewable Engineering
- 20:20 Keep On Track (2013) EU Tracking Roadmap

7.3 Strategic Issues
Renewable Energy refers to methods of generation including wind, combined heat and power, biomass, photo voltaic cells, hydroelectricity and geothermal heat capture. This generation can be produced at a large commercial scale or on a smaller scale, known as site micro-generation.

The Low Carbon and Renewable Energy Capacity Study in Yorkshire and Humber was produced to assess the resource for low carbon and renewable energy generation across the Yorkshire and Humber region. The report recognises the difficulties in delivering low carbon and renewable energy and suggests a number of recommendations, including integration of manufacture and management of renewable energy technologies within local economic strategies and to identify opportunities on brownfield land for renewable energy installations in tandem with regeneration and redevelopment initiatives.

The study looks at the capacity resource for consented and developed renewable energy schemes within North East Lincolnshire; a large-scale Biomass Scheme (65MW), Energy from Municipal Solid Waste (6.0MW), Energy from Waste from Land Fill Gas (1.0MW) and Energy from Waste Sewage Gas (0.7MW) are the greatest sources of renewable energy in the local authority area. North East Lincolnshire retains the third greatest potential resource for wind energy (235MW) in Yorkshire and Humber, however the study identifies that there are few opportunities for wind energy generation.
The 2009 Renewable Energy Directive sets a target for the UK to achieve 15% of its energy consumption from renewable sources by 2020. The European Renewable Energy Council ranks the UK as 25th out of 27 European states for progress towards 2020 green energy target, and the only member state which did not achieve its first interim target under the directive by the end of 2011.

Alongside objectives at a supra-national level, there are economic drivers to encourage growth in renewables at a local level. The Mini-Stern Review for Humber (2011) calculated that the total energy bill for North East Lincolnshire was £363 million, which accounted for 14% of the overall Humber Energy Bill for the same year. However, the report also forecasts the annual Humber energy bill will increase by £410 million by 2022. Based on the proportion of the 2011 Energy Bill, this forecasted increase will result in a £57.4 million increase on North East Lincolnshire’s energy bill by 2022.

Recent initiatives emphasise the importance of the role North East Lincolnshire can play in attracting large wind turbine manufacturers and associated supply chain companies to the Humber Region:

- The National Infrastructure Plan 2011 announced that the Humber region would be a location in England identified as a Centre for Offshore Renewable Engineering (CORE) and a leading centre for renewable energy industries. The Humber provides the ports complex closest to the UK’s largest planned offshore wind farms.

- North East Lincolnshire is situated at the heart of the Humber Trade Zone, with the biggest port complex in the UK. The Docks and the industrial complex in and around Immingham have come to be known as the South Humber Bank Energy Corridor with facilities to handle liquid, solid and renewable fuels. Alongside the other three local authorities within the Hull and Humber area, North East Lincolnshire forms part of the Humber Local Enterprise Partnership.

- The Port of Grimsby Docks is part of the Humber Green Port Corridor Enterprise Zone (EZ) which aims to support new businesses and employment growth in the renewables sector, though a variety of incentives. The Council has adopted a Local Development Order (LDO) for the Port of Grimsby East site, to support the EZ by simplifying planning procedures within the area.

- Hull and Humber were invited to bid for City Deal Funding in October 2012; one of the fundamental priorities of the City Deal will be to create a UK manufacturing cluster for offshore wind. The National Infrastructure Plan 2011 announced that the Humber region would be a location in England identified as a Centre for Offshore Renewable Engineering (CORE) and a leading centre for renewable energy industries. The Humber provides the ports complex closest to the UK’s largest planned offshore wind farms.

7.4 Current Provision

The Low Carbon and Renewable Energy Capacity in Yorkshire and Humber identified fairly limited opportunities for renewable energy generation in North East Lincolnshire, with current provision being centred on Grimsby, Immingham and Cleethorpes. Table 7.1 looks at current provision of renewable energy across North East Lincolnshire, whilst Figure 7.1 sets out the distribution of schemes.
Renewable Energy includes those schemes which have been developed, and those schemes which have been consented.

**Figure 7.1: Current capacity and renewable energy resource in North East Lincolnshire**

*Source: Low Carbon and Renewable Energy Capacity in Yorkshire and Humber Report, 2011*
Table 7.1: Consented Renewable Energy Schemes

<table>
<thead>
<tr>
<th>Year</th>
<th>Installed Capacity</th>
<th>Wind Onshore</th>
<th>Wind Offshore</th>
<th>Solar Photovoltaics MW</th>
<th>Hydro MW</th>
<th>Biomass</th>
<th>Total MW</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Previous Years</td>
<td>Completed</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.9</td>
<td>0.723</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3 (+ 3 hot water)</td>
<td>0</td>
</tr>
<tr>
<td>2007/2008</td>
<td>Permitted</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<td>2009/2010</td>
<td>Permitted</td>
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<td>0</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2010/2011</td>
<td>Permitted</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
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<tr>
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<td>Completed</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<td>2011/2012</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>


(1) Re-submitted application for same site at Hobson Way, Stallingborough (RWE Npower Renewables)
(2) 49MW Biomass Combined Heat and Power Facility, located at South Immingham Dock (DC/999/11/IMM)
Since 2012, the following renewable energy schemes have gained planning consent:

**Two 5.5MW Biomass Heat Boilers (Gaia Heat Limited)**

Planning Permission was granted subject to conditions on the 19.06.2013 for the construction of two 5.5MW biomass heat boilers at Riverside Road, Immingham Dock (planning reference DC/240/13/IMM).


Planning Permission was granted for the construction and operation of a 15MW gas-fired combined heat and power (CHP) plant, at Moody Lane, Healing (DC/801/11/WOL).

**7.5MW Gas-Fired Combined Heat And Power Plant (Lenzing Fibers)**

Planning permission was granted for the construction and operation of a 7.5MW gas-fired combined heat and power plant and associated equipment at Moody Lane, Healing (DC/801/11/WOL).

The Annual Monitoring Report sets out that North East Lincolnshire hosts the largest plant for the production of Biodiesel (228 million litres pa) and that consents exist for other plants in the area to produce an additional 78.9 million litres of Biodiesel and 894 million litres of Bioethanol per annum. This represents a large and growing contribution to the national transition to a low carbon future.

### 7.5 Gaps in Provision

The North East Lincolnshire New Local Plan Initial Issues and Options Paper (2012) seeks to identify and facilitate opportunities for development to draw energy supply from decentralised, renewable or low carbon energy supply systems. This policy objective is founded on the Government Target to reduce UK Greenhouse Gas Emissions by 80% by 2050 through the Climate Change Act 2008, with a reduction of at least 34% of Greenhouse Gas Emissions by 2020 and a need to achieve 15% of UK energy consumption from renewable sources by 2020.

The former Regional Spatial Strategies established a renewable energy target for North East Lincolnshire of 50MW by 2021. Although outmoded, North East Lincolnshire indicated in the Annual Monitoring Report (2011/2012) that renewable energy provision was expected to exceed this target.

### 7.6 Planned Provision

Proposals for a 290MW bio-mass fuelled power plant at Immingham were scrapped in late 2012. The scheme, a joint venture form Drax Power and Siemens Project Ventures would have used feedstock, failed to win a change in policy from Government which favours co-firing at converted existing power stations.

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125 North East Lincolnshire Annual Monitoring Report (2011/12)
7.7 Impact of Development Proposals

The Strategic Housing Land Availability Assessment (SHLAA) identifies sites with potential for housing growth in North East Lincolnshire. The strategy is based on principles of sustainability, with an expectation that growth will be targeted towards the most sustainable settlements. Therefore the broad focus for growth is on the urban area (Grimsby and Cleethorpes), with minimal new residential development in the Estuary Zone of the North East Lincolnshire. The delivery of housing and employment also offer the opportunity to incorporate small scale renewable energy provision.

Recently consented and future planned development of renewable energy schemes is unlikely to restrict residential development within North East Lincolnshire.

7.8 Funding Mechanisms

The following section identifies sources of funding that could assist with the deployment of low carbon or renewable technologies across North East Lincolnshire. This list is not exhaustive, nor does it reach definitive conclusions about which mechanisms are most suitable for each source of renewable energy.

<table>
<thead>
<tr>
<th>Incentive</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renewable Energy Certificates</td>
<td>The Renewables Obligation requires licensed electricity suppliers to source a specific and annually increasing percentage of the electricity they supply from renewable sources. The Obligation is guaranteed in law until 2037; however the level of annual obligation on electricity supplier is published annually.</td>
</tr>
<tr>
<td>Feed-in Tariffs</td>
<td>A feed-in tariff is a policy mechanism designed to encourage the adoption of small-scale (less than 5MW) renewable energy sources. Technologies covered include solar PV panels, wind turbines, water turbines, anaerobic digestion and micro-CHP. Feed-in Tariffs work by the energy supplier paying the small-scale generator a tariff for any electricity generated and where applicable, an export tariff for any surplus electricity exported to the grid.</td>
</tr>
<tr>
<td>Renewable Heat Incentives (RHI)</td>
<td>The Renewable Heat Incentive was launched in November 2011 with a scheme for the non-domestic sector. A secondary householder scheme is expected to launch in spring 2014. The RHI pays participants of the scheme that generate and use renewable energy to heat their buildings.</td>
</tr>
</tbody>
</table>
8 Emergency Services

To be completed by North East Lincolnshire Council.
9 Green Infrastructure

9.1 Allotments

9.1.1 Delivery Agency

- North East Lincolnshire Council
- Humberston Parish Council
- Immingham Town Council
- New Waltham Parish Council
- Stallingborough Parish Council
- Waltham Parish Council
- Laceby Parish Council

9.1.2 Evidence Base

- Report of the Thorpe Committee into Allotments (1969)
- North East Lincolnshire Council (2013) Allotment Booking System
- North East Lincolnshire Council (2013) Plot Occupancy Figures (May 2013)

9.1.3 Strategic Issues

Allotments are a form of subsidised leisure provision and serve a wide variety of uses. They provide open space, help increase bio-diversity, offer scope for sustainable development and community initiatives, encourage healthy living and help to meet education objectives.

The Report of the Thorpe Committee into Allotments (1969) recommended a minimum standard provision of 0.5 acres per 1000 population. North East Lincolnshire exceeds this standard, with current provision approximately averaging one acre per 1000 population.

The Council's commitments to these standards are outlined in *A Vision for Allotments: An Allotment Strategy 2011 to 2016*. The role of the Parish Council in allotment provision has also been fundamental to the high occupancy and overall success of some sites. A number of voluntary and community organisations also exist and seek to influence provision. Locally this includes individual Site Associations and nationally, the National Society of Allotment and Leisure Gardeners (NSALG).

The majority of tenanted plots are held by residents defined as elderly, with the greatest occupancy rate deriving from 60 – 65 year olds\(^\text{126}\). The ageing demographic within North East Lincolnshire will potentially increase future demand for allotment provision.

\(^{126}\) From dialogue with Allotment Office (June 2013)
The Council will have to respond to legislative changes affecting allotments. Ensuring compliance with legislation including the Disability Discrimination Act and the Control of Asbestos at Work Regulations will place additional strain on finances and require a strategic approach to resolve issues across sites.

### 9.1.4 Existing Provision

The Council has a statutory duty, in accordance with Section 23 of the Small Holdings and Allotments Act 1908, to provide sufficient allotments according to demand. In addition to Council provision, six of the fourteen parish councils in the borough provide allotments. Whilst there is no private statutory allotment provision in North East Lincolnshire, the Beacon Hill site in Cleethorpes is now operating under a system of self-management.

North East Lincolnshire Council provides a total of 1,574 plots across 7 sites which equates to 77% of the overall allotment provision in North East Lincolnshire. These 7 sites include: Carr Lane, Littlecoates, Peaksfield, Saltlings, Springfield, Weelsby and Winchester allotments. Between 2012 and 2013, the rental rate was £81 and the overall occupancy of Council allotment sites was 55%.\(^{127}\)

Parish and Town Councils provides a total of 311 plots across 6 sites, which equates to 19.5% of the overall allotment provision in North East Lincolnshire. These 6 sites include Humberston, Immingham, Stallingham, Waltham and Laceby; only five of which are statutory sites. The self-managed site at Cleethorpes provides 171 plots, which North East Lincolnshire Allotment Booking System (July 2013) identified as having no vacant plots available and one person on the waiting list.

The *Vision for Allotments (2011) An Allotment Strategy* identified that 100% of plots provided by the Parish and Town Councils are workable, compared to 88% of plots provided by North East Lincolnshire Council\(^{128}\). The North East Lincolnshire Allotment Officer confirmed that these sites were dispersed across all provision and typically comprise irregular shaped plots.

In 2013, North East Lincolnshire Council rationalised around half of the provision at the Saltlings allotment site at Littlefield Lane. The capital received from the sale of the land was reinvested into providing drainage and security fences at the site. Drainage remediation works resulted in the usability of 18 additional land plots\(^{129}\). The remaining unworkable Council-provision plots are dispersed throughout the local authority area and are therefore not considered to be a detriment on overall allotment provision.

Five existing Council-owned allotment sites are equipped with skips for refuse disposal, running water, safety fencing, padlocks, toilets and a store.

There is an uneven distribution of sites across the Borough owing to pressures such as demand and land availability\(^{130}\). The statutory provision provided by North East Lincolnshire Council is wholly within the urban conurbations. The provision is spread throughout the urban residential area with four sites to the

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\(^{127}\) North East Lincolnshire Council (2013) Plot Occupancy Figures (May 2013)

\(^{128}\) Vision for Allotments (2011) An Allotment Strategy (page 11)

\(^{129}\) From dialogue with the Allotment Officer (June 2013)

\(^{130}\) From dialogue with the Allotment Officer (June 2013)
west of Grimsby Town Centre, two to the south and two to the east towards Cleethorpes.

North East Lincolnshire Council does not provide sites within the rural area and Western and Southern Arc Settlements. This area is serviced by six local Parish Councils, with sites achieving maximum levels of occupation.

North East Lincolnshire Council Managed Allotments

Based on the A Vision for Allotments 2011 – 2016: An Allotment Strategy and May 2013 data for occupancy rates, Table 9.1 sets out the occupancy and vacancy rates for Council-owned allotments in North East Lincolnshire.

Table 9.1: A Vision for Allotments 2011 - 2016: An Allotment Strategy and May 2013 Occupancy Data

<table>
<thead>
<tr>
<th>Site</th>
<th>Spatial Zone</th>
<th>Plots</th>
<th>Workable Plots</th>
<th>Occupancy % (May 2013)</th>
<th>Vacant Plots</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carr Lane Allotments, Lestrange Street</td>
<td>Urban Area</td>
<td>662</td>
<td>632</td>
<td>33</td>
<td>423</td>
</tr>
<tr>
<td>Littlecoates Allotments, Lister Street</td>
<td>Urban Area</td>
<td>144</td>
<td>140</td>
<td>82</td>
<td>25</td>
</tr>
<tr>
<td>Peaksfield Allotments, Weelsby Avenue</td>
<td>Urban Area</td>
<td>179</td>
<td>177</td>
<td>56</td>
<td>79</td>
</tr>
<tr>
<td>Saltings Allotments, Littlefield Lane</td>
<td>Urban Area</td>
<td>338</td>
<td>186*</td>
<td>86</td>
<td>47</td>
</tr>
<tr>
<td>Springfield Allotments, Springfield Road Grimsby</td>
<td>Urban Area</td>
<td>45</td>
<td>45</td>
<td>98</td>
<td>1</td>
</tr>
<tr>
<td>Weelsby Allotments, Garton Grove, Grimsby</td>
<td>Urban Area</td>
<td>108</td>
<td>102</td>
<td>94</td>
<td>6</td>
</tr>
<tr>
<td>Winchester Allotments, Laceby Road, Grimsby</td>
<td>Urban Area</td>
<td>98</td>
<td>98</td>
<td>37</td>
<td>62</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>1574</td>
<td>1386</td>
<td>55</td>
<td>622</td>
</tr>
</tbody>
</table>

Source: (1) Workable Plots identified from the Vision for Allotments (2011) (page 11) and (2) Plot Occupancy Figures (May 2013)

*Including the 18 additional plots made workable through drainage works.

Three Council-owned allotment sites are close to operating at capacity. The remaining four sites are operating at varying capacity level, with vacancy rates ranging between 77% and 12%. The distribution of North East Lincolnshire Council sites provides some concentrations in allotments sites; the Carr Lane site is only ¼ mile from the Beacon Hill site in Cleethorpes.

Due to the surplus of North East Lincolnshire Council allotments within the urban and estuary area, the Allotment Strategy 2011-2016 sets out a range of measures to reduce perceived over-provision and reinvest in retained assets. This strategy therefore sets out North East Lincolnshire Councils intention to rationalise allotment site provision within the urban area and devolve service management to properly constituted allotment groups or allotment societies\(^\text{131}\), whilst retaining

\(^{131}\) North East Lincolnshire (2011) A Vision for Allotments - An Allotment Strategy (p15)
adequate numbers of plots to meet demand along with areas set aside for latent demand.

**Other Allotment Sites**

Within the area there are a number of allotment sites which are self-managed or managed by town or parish councils.

**Beacon Hill, Cleethorpes**

On January 1st 2012, management of this allotment site was handed over to the Beacon Hill Allotment and Leisure Gardeners Society (BHALGS) from North East Lincolnshire Council. The process of devolving allotments encourages greater community ownership and accountability, reduces running costs and maintenance costs. This is a secure site with 171 plots, which North East Lincolnshire Allotment Booking System (July 2013) identified as having no vacant plots available and one person on the waiting list.

**Immingham**

Immingham Town Council currently manages the 95 allotment on Manby Road. Whilst this site typically operates at capacity, the Immingham Town Council clerk identified that at present there were 8 vacant allotments.

**Parish Council Allotments**

Parish Council allotments are located at Humberston and New Waltham. The site off Humberston Avenue is fully occupied with a waiting list. Due to the popularity of this site, the Parish Council has recently acquired further land from NELC for 20 full size allotment plots. After expansion, the total number of plots operational plots will be around 75 on site. Running water and car parking are provided at the site.

Waltham Parish Council provides 60 fully-occupied workable allotments at High Street/ Ings Lane, which are only available for residents. Due to the popularity of these allotments, in 2011 Waltham Parish Council purchased a 4-acre piece of land at Station Road which provides 63 additional plots for residents and non-residents. From dialogue with the Waltham Parish Council Clerk, a waiting list of 27 people was identified for the High Street/ Ings Lane allotment site, whereas 7 plots were identified as available for immediate letting at Station Road.

### Table 9.2: Occupancy Data on non-Council owned allotments

<table>
<thead>
<tr>
<th>Ownership</th>
<th>Site Name</th>
<th>Spatial Zones</th>
<th>Plots on Site</th>
<th>Plots Workable</th>
<th>Plots Tenanted</th>
<th>Occupancy Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Self-Managed</td>
<td>Beacon Hill</td>
<td>Urban Area</td>
<td>171</td>
<td>171</td>
<td>171</td>
<td>100%</td>
</tr>
<tr>
<td>Parish</td>
<td>Humberston</td>
<td>Western and</td>
<td>75</td>
<td>75</td>
<td>75</td>
<td>100%</td>
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</table>
### Councils

<table>
<thead>
<tr>
<th></th>
<th>Southern Arc</th>
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<tbody>
<tr>
<td></td>
<td>Estuary Zone</td>
<td>100</td>
<td>100</td>
<td>92</td>
</tr>
<tr>
<td></td>
<td>New Waltham</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Stallingborough</td>
<td>8</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>High Street/Ings Lane, Waltham (2)</td>
<td>60</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>Station Road Allotments, Waltham (2)</td>
<td>63</td>
<td>63</td>
<td>56</td>
</tr>
<tr>
<td>Non Statutory Parish Council Provision</td>
<td>Laceby Allotments, Butt Lane</td>
<td>45</td>
<td>45</td>
<td>45</td>
</tr>
</tbody>
</table>

(1) Data provided by the Immingham Town Council Clerk (July 2013)

(2) Data provided by the Waltham Parish Council (July 2013) includes new site extension in 2011

All allotment sites provided by the Parish Council are operating at capacity or close to capacity. Whilst data is not available to ascertain the exact level of additional demand for allotment plots, the presence of short waiting lists at the Beacon Hill, Humberston Avenue and Waltham sites indicates that demand exists for allotments in these particular areas.

#### 9.1.5 Gaps in provision

The Council’s strategy outlines a surplus of provision which is apparent in occupancy rates across Council-owned sites. The significant surplus of existing sites within the urban area will ensure that the Council is able to respond to predicted growth; however rationalisation and devolved management of allotments are key strategic priorities of the Council.

This surplus of provision, which equates to one acre per 1000 population suggests that gaps in allotment provision at a local-authority wide level do not exist. The allotments in the Western and Southern Arc and Rural area are fully occupied and the Immingham allotment is operating near capacity, however plots are available in the urban area.

The Allotment Officer identified that the overall quality of the exiting provision is good. A single gap in facilities was identified at Springfield allotments site, Grimsby, which is lacking toilet facilities. Conversely, the officer identified that security at the allotment sites is one of the biggest issues, alongside fly-tipping.

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and vandalism. Ensuring that each of the sites has adequate security fencing and padlocks should help to alleviate these issues.

### 9.1.6 Planned Provision

The Council's Allotment Strategy outlines plans to rationalise sites to correct levels of over-provision and re-invest in retained assets. The North East Lincolnshire Allotment Officer identified that there were no plans to increase the level of allotment provision across the Local Authority area.

### 9.1.7 Impact of Development Proposals

The Strategic Housing Land Availability Assessment (SHLAA) identifies sites with potential for housing growth in North East Lincolnshire. The strategy is based on principles of sustainability, with an expectation that growth will be targeted to towards the most sustainable settlements. Therefore the broad focus for growth is on the urban area (Grimsby and Cleethorpes). Development in the rural area, where existing allotments are tenanted at capacity, is envisaged to account for minimal new residential development over the plan period.

The focus for growth is in Grimsby and Cleethorpes, where an identified surplus of allotment provision exists. Due to the existing surplus, it is anticipated that the Council can respond to predicted growth within the urban area effectively.

However, the cumulative impact of a cluster of large potential sites identified in the Scartho area needs to be considered. The nearest site is currently the only site provided by the Council operating at capacity. Discussions with the North East Lincolnshire Allotment Officer indicated that whilst the majority of people preferred to be allocated allotments near their home address, if the residents nearest allotment is full they were willing to travel short distances to access allotments in the urban area.

A significant proportion of new housing will be delivered within the Western and Southern Arc settlements of Healing, Laceby, Waltham, New Waltham and Humberston. These settlements (with the exception of Healing) have Parish Council allotment provisions which are operating close to capacity, and High Street/ Ings Lane provide allotments for residents only.

The potential for significant development in these areas therefore has the potential to increase demand and result in an under-supply. Based on discussions with the North East Lincolnshire Allotment Officer, it was confirmed that residents could be placed on the waiting list of an allotment near their house or could travel from the western and southern arc settlements to allotments in the urban area to access available allotments.

The Estuary Zone is envisaged to account for some future housing growth. The site provided by Immingham Town Council and is operating near capacity. However new residents could access sites in the Grimsby and Cleethorpes urban area.
9.1.8 Funding Mechanisms

North East Lincolnshire Council has a limited allocation of Council Revenue Funding for the planned maintenance needs of allotments.

Capital funding can be obtained from the rationalisation of sites, through sale and re-investing capital to improve retained stock.

9.1.9 Role of Local Plan

The New Local Plan recognises the need to ensure that the implications of new growth and demographic changes are supported by adequate and appropriate social infrastructure, which includes the provision of allotments. The council has and will continue to work with infrastructure providers to ensure identified needs are met in a timely and sustainable manner.

The New Local Plan will identify housing allocations and direct new housing development to the areas considered to be most sustainable, where infrastructure and services are easily accessible. Provision will also be made to safeguard land for provision of new facilities on site where necessary.
9.2 Playing Pitches

9.2.1 Delivery Agencies

- North East Lincolnshire Council
- Sport England
- Parish Councils
- North East Lincolnshire Council

9.2.2 Evidence Base

The following documents are not adopted but are expected to be presented to North East Lincolnshire Council for adoption in the near future:

- Final Playing Pitch Strategy, December 2011 - Knight Kavanagh & Page for North East Lincolnshire Council
- Playing Pitch Strategy Final Assessment Report, September 2011 – Knight Kavanagh & Page for North East Lincolnshire Council

9.2.3 Strategic Issues

The Council has commissioned an update of their playing pitches strategy in North East Lincolnshire. The study is based on an established methodology: the Playing Pitch Methodology (PPM) outlined in Sport England's 'Towards a Level Playing Field' publication.

The assessment provides an up to date evidence base covering natural and artificial football pitches, cricket pitches, rugby pitches, hockey pitches, rounder’s pitches, bowling greens, tennis courts athletics tracks, netball courts and other sports pitches relevant to the local area. Once adopted, the strategy will provide a framework for NELC and its partners to take decisions which maintain and improve the playing pitch and outdoor sports facilities across the Borough.

The Knight, Kavanagh and Page Final Playing Pitch Strategy (2011) outlines a number of key strategic objectives to achieve the vision of improving the playing pitch and outdoor sports facilities provision. These include:

- **Objective 1**: To maximise community access to all outdoor facilities across North East Lincolnshire, including adopting accessibility standards, encouraging work in partnership with school and securing tenure and access to sites across the Borough.
- **Objective 2**: To address quantitative deficiencies to meet existing unmet demand and plan for new provision (as and where required), by: regularly reviewing and refreshing area by area plans to take account of pitch quality; rectifying inadequacies and meeting identified shortfalls; identifying opportunities to add to the overall pitch stock; establishing an approach to securing developer contributions, and working with facility providers to establish an approach to coordinating investment.
- **Objective 3**: To address qualitative deficiencies and enhance existing provision to support high levels of participation, through: adopting a tiered
approach to management and improvement of facilities; investing in key strategic multi-pitch sport sites to accommodate the greatest number of team and the highest population density; improving pitch/surface quality as a priority; and securing developer contributions wherever possible to improve the quality of exist outdoor playing fields.

- **Objective 4:** To support the development of local leagues and clubs to meet need within North East Lincolnshire, by supporting high levels of participation at clubs and working with local clubs which have achieved quality accreditation.

The provision of better access to sport and physical education is, unquestionably, a fundamental objective of North East Lincolnshire Council. According to Sport England’s Local Sport Profile tool, which is based on the Active People Survey series, the level of adult participation in 30 minutes of moderate intensity sport within North East Lincolnshire has increased from 29.9% in 2005 – 2006, to 31.8% in 2011 – 2012. Although this is below than the national level of adult participation in sport (36% between 2011 – 2012), the rate at which participation has increased between 2005 and 2012 has been comparative.

Furthermore, Sport England assesses the findings of the Active People Survey against the ONS Annual Population Survey 2012, to understand the proportion of adults wanting to do more sport. The results indicated that 50.7% of North East Lincolnshire Adults wanted to do more sport, against the 52.0% of adults in Yorkshire and Humber. Specific sports that adults want to do most include Swimming (9.0%) and Cycling (7.1%). However, the Sports England Market Segmentation Tool also identified that with a higher proportion of ‘retirement home singles’, residents would also benefits from initiatives such as keepfit/gym and bowls.

The strategy recommends a 15 minute walk time distance threshold should be used to map pitch and non-pitch facilities in North East Lincolnshire. Arguably, adults are able to travel further to access playing pitch provision, however this recommendation will identify deficiencies at a localised level to include younger players.

In formulating local standards for playing pitch provision it is recommended by Sport England that only pitches available for community use are included in the supply equation and factors considered include the quality of pitches, provision of changing facilities, pitch capacity and future population estimates. Sport England are a statutory consultee in the planning process and have a policy to object to any planning application which would result in the loss of a playing field.

North Lincolnshire Council is the only neighbouring authority to have an adopted playing pitch strategy. West Lindsey District and East Lindsey District Councils do not have an adopted strategy. A number of sports clubs and associations within these local authority areas contribute to the development of sports provision in North East Lincolnshire.

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134 Final Strategy: Knight, Kavanagh and Page (2011) Final Playing Pitch Strategy (page 21)
9.2.4 Existing Provision

Playing pitches provide space for a wide range of sports within the Borough. There is particular provision for football, cricket, rugby, hockey, bowls, tennis, athletics, netball and rounders’ games. In addition there is limited provision for a number of small sports, including archery.

Through application of a fifteen minute walk time, it is evident that the main settlement area is relatively well served by playing pitch facilities, with only minor gaps in provision.

Table 9.3 Summary of Playing Pitch and Sports Provision in North East Lincolnshire

<table>
<thead>
<tr>
<th>Sport</th>
<th>Natural and Artificial Pitches Available</th>
<th>Number of Teams</th>
</tr>
</thead>
<tbody>
<tr>
<td>Football</td>
<td>128</td>
<td>228</td>
</tr>
<tr>
<td>Cricket</td>
<td>17</td>
<td>70</td>
</tr>
<tr>
<td>Rugby</td>
<td>8</td>
<td>25</td>
</tr>
<tr>
<td>Hockey</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>Bowls</td>
<td>25</td>
<td>-</td>
</tr>
<tr>
<td>Tennis</td>
<td>101</td>
<td>3</td>
</tr>
<tr>
<td>Athletics</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Netball</td>
<td>34</td>
<td>-</td>
</tr>
</tbody>
</table>

*Comprising 7 union and 1 league

Clubmark is Sport England’s national accreditation scheme for the highest quality junior sports clubs. North East Lincolnshire has a total of 38 Clubmark clubs and a further 11 which are working towards accreditation. Often the Clubs and associated facilities become the prioritisation for future consideration.

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Spatial Zones Current Provision

The following tables set out the level of playing pitch provision within each of the spatial zone.

Urban Area

Table 9.4 Urban Area data from the K night Kavanagh and Page Playing Pitch Assessment (2011)

<table>
<thead>
<tr>
<th>Urban Area</th>
<th>No of Available Pitches</th>
<th>No of Competitive Teams</th>
</tr>
</thead>
<tbody>
<tr>
<td>Football</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>63</td>
<td>3</td>
</tr>
<tr>
<td>Junior</td>
<td>14</td>
<td>22</td>
</tr>
<tr>
<td>Mini</td>
<td>20</td>
<td>31</td>
</tr>
<tr>
<td>Cricket</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Pitches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>12</td>
<td>20</td>
</tr>
<tr>
<td>Junior</td>
<td>12</td>
<td>20</td>
</tr>
<tr>
<td>Rugby</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Available Pitches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>Junior</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mini</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hockey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Available Pitches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Women</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Bowls</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Flat Bowling Greens</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Women</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Tennis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Courts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good</td>
<td>25</td>
<td>2</td>
</tr>
<tr>
<td>Average</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Poor</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Athletics</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Stadi</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Women</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Netball</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Pitches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Women</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

Western and Southern Arc

Table 9.5 Western and Southern Arc data from the North East Lincolnshire Playing Pitch Strategy

<table>
<thead>
<tr>
<th>Western and Southern Arc</th>
<th>No of Available Pitches</th>
<th>No of Competitive Teams</th>
</tr>
</thead>
<tbody>
<tr>
<td>Football</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>14</td>
<td>18</td>
</tr>
<tr>
<td>Junior</td>
<td>5</td>
<td>18</td>
</tr>
<tr>
<td>Mini</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Cricket</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Pitches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Rugby</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Available Pitches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Women</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Hockey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Available Pitches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Women</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Bowls</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Flat Bowling Greens</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Women</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Tennis</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Courts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Good</td>
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<td>2</td>
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<tr>
<td>Average</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Poor</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Athletics</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Stadi</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Women</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Netball</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Pitches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Junior</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Women</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
Estuary Zone
Table 9.6 Estuary Zone data from the North East Lincolnshire Playing Pitch Strategy

<table>
<thead>
<tr>
<th>Estuary Zone</th>
<th>No of Available Pitches</th>
<th>No of Competitive Teams</th>
</tr>
</thead>
<tbody>
<tr>
<td>Football</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>Junior</td>
<td>Mini</td>
</tr>
<tr>
<td></td>
<td>Senior Men</td>
<td>Senior Women</td>
</tr>
<tr>
<td>Cricket</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Stitches</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Rugby</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Available Pitches</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Hockey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Available Pitches</td>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>

Rural Area
Table 9.7 Rural Area data from the North East Lincolnshire Playing Pitch Strategy

<table>
<thead>
<tr>
<th>Rural Area</th>
<th>No of Available Pitches</th>
<th>No of Competitive Teams</th>
</tr>
</thead>
<tbody>
<tr>
<td>Football</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior</td>
<td>Junior</td>
<td>Mini</td>
</tr>
<tr>
<td>Cricket</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Stitches</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Rugby</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Available Pitches</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Hockey</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No of Available Pitches</td>
<td>6</td>
<td>6</td>
</tr>
</tbody>
</table>

School Playing Pitch Provision
Primary Schools
In North East Lincolnshire, 88% of Primary Schools have access to a playing field located on the site of the main school building\(^{136}\). Overall, the quantity and quality of sports facilities (pitch and non-pitch) at school sites varies across the area.

A significant proportion of North East Lincolnshire’s junior pitches are located at primary school sites which are generally not available for community use\(^{137}\). Four

\(^{136}\) Knight, Kavanagh and Page (2011) Playing Pitch Assessment Report Final (page 126)
primary schools allow regular community use of their playing fields during term-time:

- Humberston Cloverfields Primary
- Macaulay Primary
- Great Coates Primary and
- Fairfield Primary.

Almost two thirds (64%) of schools allow use of their playing field during holidays for coaching and other activities. This tends to be used for football training and clubs.\(^{128}\)

**Secondary Schools**

The Knight, Kavanagh and Page (2011) Playing Pitch Assessment Final investigated the playing pitch provision at a number of secondary schools within each of the spatial areas to understand current provision and the potential for wider community use.

- **Havelock Academy**: Despite partial re-build through BSF pathfinder funding, the overall provision at this site will remain fairly consistent: the number of senior football pitches will remain the same, the number of tennis courts will be increased by 4 additional artificial pitches to a total of eight artificial and macadam pitches, four of which will be available to the community. Post build, the site will provide an artificial grass cricket wicket.

- **Healing School**: Currently unable to offer community use due to lack of adequate changing accommodation.

- **Humberston Maths and Computing College**: The school possess extensive playing fields and football pitches which are in use by the local teams. Pitch quality is generally adequate and it is possible for more community use to be accommodated. The school also offers an artificial cricket wicket, hard-court basketball courts, a field for rounders and athletics. The school hopes to update this to cover three tiers of use including school clubs, community clubs and private users.

- **Oasis Academy Wintringham**: The school has an agreement in place with Grimsby Town FC for the Club to use the AGP and grass pitches to deliver its Academy. There is also extensive use of the outdoor courts by Grimsby Netball League which are floodlit.

- **St Andrews College**: The site features three senior football pitches and one senior cricket pitch. There are two five-a-side hard courts on the site.

- **Tollbar Academy**: The Academy includes a total of four good quality senior grass football pitches and two senior grass cricket pitches.

- **Toolbar Edge Academy**: There are two senior grass football pitches and one senior grass cricket pitch. Condition of all three pitches is deemed reasonable with no evidence of misuse.

- **John Whitgift Academy**: The site comprises three football pitches, a 400 metre grass athletic track and a rounders pitch during the summer months.

\(^{127}\) Knight, Kavanagh and Page (2011) Playing Pitch Assessment Report Final (page 129)

\(^{128}\) Knight, Kavanagh and Page (2011) Playing Pitch Assessment Report Final (page 129)
There are ten hard-court areas marked out on the school playground to accommodate tennis courts.

### 9.2.5 Gaps in Provision

#### Overall Gaps in Playing Pitch Provision

The Knight Kavanagh and Page Final Playing Pitch Strategy (2011) assessed the catchment areas of current playing pitch and non-pitch provision to identify deficiencies across North East Lincolnshire. A recommended 15 minute walk time distance threshold is applied to outdoor sports in North East Lincolnshire.

**Figure 9.1 Pitch Facilities within 15 minutes’ walk time**

![Map of pitch facilities within 15 minutes' walk time](image)

*Source: Knight Kavanagh and Page Final Playing Pitch Strategy (2011) (p22)*

It is evident that the main settlement areas, demonstrated by the darker areas of population density, are generally well served by playing pitch facilities and with only minor gaps in provision. There is limited provision within the rural area of North East Lincolnshire.
Figure 9.2 Non-pitch Facilities within a 15 minute walk time

Source: Knight Kavanagh and Page Final Playing Pitch Strategy (2011)(p22)

Through the application of a fifteen minute walk time, it is evident that the majority of main settlement areas are served by non-pitch facilities. A number of gaps exist in the more densely populated areas of the Urban Area, around Scartho, the Port Area and the Great Coates area of Grimsby, and within the Estuary Area, particularly around Immingham.

The following section looks at these slight gaps; firstly by analysing overall gaps by each spatial zone, and secondly, specific gaps in quality of provision for each pitch type. Although unadopted, the Knight Kavanagh and Page Final Playing Pitch Strategy (2011) confirms that generally, identified deficiencies can be overcome either by further securing community use at existing sites, and very occasionally through improvement in existing stock.

Only a lack in the provision of playing pitches for football will necessitate new pitches and facilities.

Playing Pitch Provision Gaps by Spatial Zone


Urban Area

With regard to the North East Lincolnshire Urban spatial area, the Final Playing Pitch strategy (2011) identified:

- There are a significant number of junior football teams playing in this analysis area on or across adult football pitches, and there is predicted to be growth in mini-soccer. It is vital that all current sites are protected from development. The undersupply of junior pitches should be rectified through the conversion of senior pitches into junior pitches and through increased community use of
school sites. Demand exists for a second large multi-pitch site linked to Bradley Football Development Centre, and for further renovation works to the Peaks Lane/Bradley Sports site.

- A large deficiency of cricket pitches is identified as a result of the large number of senior teams playing in the area which is likely to increase with a projected increase in population in the area. Overplayed sites include Cleethorpes, Grimsby Town and King George V Playing Fields. All current sites should be protected and clubs supported to increase the availability of practice wickets for juniors. Securing access to artificial wickets at school sites will also help additional demand to be catered for.

- Demand for rugby pitches is high; reflected in the large number of teams being accommodated at Grimsby RFC, the high levels of overplay and quality issues associated with the pitches. In the long-term additional pitches, particularly rugby league, will be needed. Grimsby RFC has aspirations to develop an area of land on the site (which is currently a poor quality floodlit training area) that could support training.

**Western and Southern Arc**

The Final Playing Pitch Strategy also analysed the surpluses and deficiencies of provision within the Western and Southern Arc Spatial Area of North East Lincolnshire. In summary:

- Similar to the issues identified in the urban spatial area, there are significant numbers of junior teams playing on or across adult pitches and a number of sites which are also overplayed. It is vital that all current sites are protected from development and the undersupply of junior pitches should be rectified through the conversion of senior pitches into junior pitches and through increased community use of school sites.

- Demand exists to increase cricket pitch capacity. In this case, it is vital that all current sites are protected. Where feasible, consideration should be given to the development of additional wickets at Butt Lane Playing Fields.

- Demand for rugby pitches in the area is high; reflected in the large number of teams being accommodated at Lucarlys and the high levels of overplay. In the long-term additional pitches will be needed to accommodate Cleethorpes RFC.

**Estuary Zone**

Although unadopted, the Final Playing Pitch Strategy (2011) identifies:

- A small deficiency of junior and mini football pitches with a slight oversupply of adult pitches. It is therefore vital that all current sites are protected from development. The undersupply of junior football pitches should be rectified through the conversion of senior pitches at the Immingham Resource Centre into Junior Pitches, whilst senior football should be transferred to Roval Drive.

- An emerging demand for rugby league was also identified within the Estuary Zone. The strategy states that consideration should be given to the development of a pitch suitable for rugby league.

- There is some demand to increase existing site capacity for cricket play. It is vital that all current sites are protected, and where feasible, consideration
should be given to the development of additional wickets particularly at Roval Drive.

**Rural Area**

The Final Playing Pitch Strategy (2011) identified that in the Rural Spatial Zone there is:

- Spare capacity in terms of football pitch provision, but this is not sufficient to equate to surplus provision and therefore should be maintained for future team generation.

### 9.2.6 Planned provision

Two schools have plans to develop or expand provision:

- Wybers Wood Primary School - A proposal to open the site (which provides a junior pitch) for community use.
- Welholme Community Primary School - A proposal to redevelop the playing field owing to contamination. The plans include levelling and seeding.

Further aspirational development includes:

- In the Urban Area, Grimsby RFC considers the development of a new four team changing block at the end of the existing structure with the refurbishment of the clubhouse and existing tow team changing operation to be key future priorities.
- Cleethorpes County Cricket has facility development plans to develop a designated indoor cricket facility on its site. Planning permission has not been sought for this proposal and external funding would be required.
- Grimsby and West End bowling Club has facility development plans to develop changing provision at the site, whilst Waltham Parish Council and the Waltham Park Bowls Clubs are in the process of raising the funds to develop a log cabin pavilion with facilities for bowlers.
- Grimsby Tennis Centre, has plans to resurface the courts over the next two years. However, funded has not yet been identified to undertake the improvements.

### 9.2.7 Impact of Development Proposals

The Knight, Kavanagh and Page Playing Pitch Strategy (2011) and Playing Pitch Assessment (2011) identified through the application of a fifteen minute walk time that the main settlement areas are well served by playing pitch facilities.

A number of gaps exist for non-pitch facilities in the more densely populated areas of the Urban Area, around Scartho, the Port Area and the Great Coates area of Grimsby, and within the Estuary Area, particularly around Immingham. There are fewer deficiencies identified within the Western and Southern Arc settlements.

The Strategic Housing Land Availability Assessment (SHLAA) identifies sites with potential for housing growth in North East Lincolnshire. The strategy is based on principles of sustainability, with an expectation that growth will be
targeted towards the most sustainable settlements. Therefore the broad focus for growth is on the urban area (Grimsby and Cleethorpes).

Development in the rural area, where there is currently limited provision of playing pitches, is envisaged to account for minimal new residential development over the plan period.

The focus for growth is in Grimsby and Cleethorpes, where there are a number of identified deficiencies in playing pitches for football, cricket and rugby. Although to a lesser extent, varying levels of residential development is expected to be distributed among the Western and Southern Arc Settlements. Deficiencies exist for football playing pitches, whilst projected growth in demand in Rugby and Cricket is also likely to put excessive pressure on existing pitch facilities. New facilities will be required linked to planned housing growth.

9.2.8 Funding Mechanisms

In terms of funding, this generally comes from the local authority and where appropriate land contributions/land swaps will be asked for from developers to complement existing supply. It is expected that the Council will co-ordinate an update on the delivery of residential sites, when extra playing pitch provision is likely to be provided, and any necessary interim measures.

However in order to deliver much of the Action Plan, it is recognised that external partner funding will need to be sought. A list of potential funding mechanisms is listed below.

Sport England

Sport England aim to coordinate funding with other organisations that provide financial support to strengthen the best sports projects. Local investment is particularly important to the programme structure, providing new resources to deliver sporting opportunities for young people. Current funding opportunities include Small Grants, Improvement Fund and Community Sport Activation Fund.

Sports England has recently launched a funding programme; Protecting Playing Fields (PPF) as part of its Places People Play Olympic Legacy mass sporting participation programme. The £10 million pound programme of National Lottery funding in community sports projects over the next three years (2011 – 2014), will be delivered in five funding rounds with the final round opening on the 10th July 2013. The programme will fund capital projects that create, develop an improve playing fields for sporting and community use.

Sport England’s ‘Inspired Facilities’ funding programme will be delivered via five funding rounds and is due to launch in Summer 2011 where clubs, community and voluntary sector groups and local authorities can apply for grants of between £25,000 and £150,000 where there is a proven local need for a facility to be modernised, extended or modified to open up new sporting opportunities.

Big Lottery Fund

The Big Lottery Fund typically invests in community groups and projects which improve health, education and the environment.

Football Foundation
Funded by the Premier League, the Football Association and the Government, the foundation directs £30m every year into grass roots sport development. The Foundation provides grant schemes for a number of different sporting features, including grants to develop the game, for associated facilities, stadia improvement and equipment.

Rugby Football Foundation – The Loans Scheme and Grant Match Scheme

The purpose of the Rugby Football Foundation is to invest in community rugby facilities via the Community Rugby Capital Fund. The overall aim of the scheme is to finance capital projects through grant funding or an interest free loan to improve facilities that contribute to the recruitment and retention of community rugby players.

Capital improvements may include pitches (land purchase, pitch construction, drainage and levelling), clubhouses (all areas apart from bars), floodlights and equipment which support the playing of the game (grounds maintenance, goalposts and perimeter funding).

Biffa Award

The Biffa Award is a multi-million pound fund which awards grants to community and environmental projects across the UK. The fund’s money comes from landfill tax credits donated by Biffa Waste Services. Biffa Award provides funding to community projects under four different themes through a Small Grants mechanism, Main Grants mechanism and Flagship Scheme mechanism. To be eligible for funding, the project must fit within the following themes: rebuilding biodiversity, community buildings, cultural facilities or recreation.

9.2.9 Role of Local Plan

The NPPF requires local authorities to ensure access to high quality open spaces and opportunities for sports and recreation, in recognition of the important contribution that this provision can make to the health and well-being of communities.

The Local Plan will safeguard existing open space, sports and recreational buildings and land, including playing fields in line with the NPPF, except where the loss or redevelopment is part of a coordinated strategy to improve the overall standard of facilities and bring about an increase in rates of participation. The NPPF provides guidance on determining planning applications where exceptions may apply for development affecting safeguarded sites.

9.3 Play Provision

9.3.1 Delivery Agency

- North East Lincolnshire Council
- Humberston Parish Council
- Stallingborough Parish Council
- Laceby Parish Council
• Immingham Town Council

9.3.2 Evidence Base
• Play Strategy 2008 - North East Lincolnshire Council
• North East Lincolnshire Monitoring Report 2011/12 - North East Lincolnshire Council
• Cleethorpes Country Park Management Plan 2010-2015, 2012 - North East Lincolnshire Council
• Parks and Open Spaces Review (October 2012) – Neighbourhood Services.

The following documents are not adopted or publicly available but do provide a recent and up to date snapshot on provision in the borough:
• Green and Open Space Strategy Final Draft, May 2011 - North East Lincolnshire Council

9.3.3 Strategic Issues

This section covers informal play provision including parks, open spaces and children's play areas.

North East Lincolnshire Council is committed to ensuring that children and young people have access to quality, safe, accessible and stimulating play provision. Play provision contributes towards improving health and well-being for local residents and promoting participation in physical activity.

The key findings from the North East Lincolnshire Play Strategy (2008) have identified that the main issues with play are around vandalism, unsafe and dirty areas, older children bullying or using equipment meant for younger children and an overall lack of facilities and activities. Disabled Children and Young People identified additional need for clean and safe areas that they can go to with facilities which meet their needs.

Census 2011 data shows that young people aged between 0 and 17 years old comprise 21.6% of the population. This means that North East Lincolnshire has a marginally higher proportion of young people than the regional and national average of 21.4%. The borough also has a higher number of children living in poverty than the national average, at 26.8% compared to 21.3%. These factors influence the need and demand for local play provision.

Table 9.7: Young People in North East Lincolnshire

| Children and Young People aged 0 – 17 in North East Lincolnshire |
|----------------------|--------|------------------|------------------|------------------|
| Age Range            | Number | North East Lincolnshire (%) | Yorkshire and Humber (%) | England (%) |
| 0-4                  | 10,005 | 6.3               | 6.2               | 6.3            |
| 5-7                  | 5,546  | 3.5               | 3.5               | 3.4            |
| 8-9                  | 3,420  | 2.1               | 2.2               | 2.2            |
The recommended national average ratio for play provision is 2.25 play areas per 1,000 children aged 0–12 years\(^{139}\). Overall, North East Lincolnshire currently provides above this recommended national average, with 2.69 play areas per 1,000 children (based on Census 2011 – 0 – 14 year olds).

The Council is working towards adopting a quality assurance measure similar to 'Best Play Outcomes'. The Council formerly assessed the standard of play provision using the Audit Commissions Best Value Performance Indicators (BVPIs). These are no longer in use, however the Council still uses the criteria outlined in these standards, and carries out an assessment of the whole network. The Council's audit and assessment of parks and play areas is based on Green Flag Award standards.

### 9.3.4 Existing Provision

Since 2004, play provision across North East Lincolnshire has evolved and improved as a result of various play-related initiatives.

The Liveability Programme (2004) upgraded parks in Grimsby, Cleethorpes and Immingham through the installation of six state of the art playground, new and upgraded sport facilities, improvements to buildings and general public realm.\(^{140}\) Sites which benefitted from the £2.4 million improvement programme, included:

- Grant Thorold Park
- Trinity Field Open Space
- Weelsby Woods Park
- Sidney Park
- Bradley & Dixon Woods
- Haverstoe Park
- Peoples Park
- Homestead Park
- Cleethorpes Country Park (no play provision)

Heritage Lottery Funding (2007) permitted a £2.7 million restoration project of the People’s Park, through a £1.93 million grant. The Park has been returned to its original splendour and several of the original Victorian features, with refurbishment works to the Bowls Pavilion, Rose Garden and Play Area\(^{141}\).

Most recently, North East Lincolnshire Council successfully secured around £1 million from the Government’s Playbuilder Programme for the development or upgrade of at least 22 play areas for 8–13 year olds over a two year period. The Playbuilder programme (2009) was a scheme launched by the Government

\(^{139}\) 2008 North East Lincolnshire Play Strategy (Audit Commission and Best Value Indicators)

\(^{140}\) North East Lincolnshire Council Neighbourhood Services (October 2012) Parks and Open Spaces Review

\(^{141}\) North East Lincolnshire Council Neighbourhood Services (October 2012) Parks and Open Spaces Review
Department of Children, Schools and Families (now the Department for Education) in their ‘Children’s Plan for Play’. It made investment in local play facilities and increasing the use of green spaces a high priority. Sites which benefitted from Playbuilder Funding include\(^{142}\).

**Year 1 (April 2009 – July 2010)**

- Ford’s Avenue Play Area, Healing  
  Western and Southern Arc
- Roval Drive Play Area, Immingham*  
  Estuary Area
- Butt Lane, Laceby  
  Western and Southern Arc
- Neville Turner Way, Waltham  
  Western and Southern Arc
- Capes Recreation Ground, Grimsby  
  Urban Area
- St Christopher’s Open Space, Humberston  
  Urban Area
- Barrett’s Recreation Ground, Grimsby*  
  Urban Area
- Quantock Park, Scartho  
  Urban Area
- Sutherland Park, Grimsby*  
  Urban Area
- Sussex Recreation Ground, Cleethorpes  
  Urban Area
- Wingate Parade, Grimsby  
  Urban Area

**Year 2 (April 2010 – March 2011)**

- People’s Park, Grimsby  
  Urban Area
- Nunthorpe Recreation Ground, Grimsby*  
  Urban Area
- Hardy’s Recreation Ground, Grimsby  
  Urban Area
- Albion Street Play Area, Grimsby  
  Urban Area
- Sixhills Play Area, Grimsby  
  Urban Area
- Carver Road Play Area, Immingham  
  Estuary Zone
- Scartho Recreation Ground, Scartho  
  Urban Area
- Kingston Gardens Play Area, Grimsby  
  Urban Area
- Ainslie Recreation Ground, Grimsby  
  Urban Area

Those parks marked (*) indicate improved provision within the local authority, whilst unmarked parks represent new play provision since 2008.

Within the borough, six parks were awarded a Green Flag Award; a national standard identifying the best quality destination parks and open spaces in England. North East Lincolnshire Council's Green Flag Award sites comprise of:

- Peoples Park, Grimsby, which also holds a Green Heritage Award
- Seafront Gardens, Cleethorpes
- Havestoe Park, Cleethorpes
- Weelsby Woods, Grimsby
- Cleethorpes Country Park, Cleethorpes
- Grimsby Crematorium, Grimsby

However, the North East Lincolnshire Environmental Officer confirmed that the authority no longer subscribes to the annual Green Flag Award or the GreenSTAT questionnaire\(^{143}\). Whilst the parks will continue to be managed to a Green Flag standard, none of the existing GFA sites will retain this status.

\(^{142}\) North East Lincolnshire Council Neighbourhood Services (October 2012) Parks and Open Spaces Review

\(^{143}\) From dialogue with North East Lincolnshire Environmental Management Officer – Liveability (June 2013)
The Play Strategy (2008) identifies four sites which are owned and managed by Town or Parish Councils. Most recently, North East Lincolnshire Council have collaborated with New Waltham Parish Council to discharge responsibilities of the play provision to the Parish Council.

Table 9.8: Parks owned and Managed by Town or Parish Councils

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Ward</th>
<th>Owned and Managed</th>
<th>Spatial Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wendover Park</td>
<td>Humberston</td>
<td>Humberston and New Waltham</td>
<td>Humberston Parish Council</td>
<td>Western and Southern Arc</td>
</tr>
<tr>
<td>Station Road</td>
<td>Stallingborough</td>
<td>Wolds</td>
<td>Stallingborough Parish Council</td>
<td>Rural Area</td>
</tr>
<tr>
<td>Francis Grove</td>
<td>Laceby</td>
<td>Wolds</td>
<td>Laceby Parish Council</td>
<td>Rural Area</td>
</tr>
<tr>
<td>Homestead Park</td>
<td>Immingham</td>
<td>Immingham</td>
<td>Immingham Town Council</td>
<td>Estuary Area</td>
</tr>
</tbody>
</table>

(Source: North East Lincolnshire (2008) Play Strategy (p43))

The Play Strategy (2008) identifies a number of additional play provision facilities across North East Lincolnshire.

There are 7 MUGAs (Multi-Use Games Areas) at:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Ward</th>
<th>Spatial Zone</th>
<th>Number of units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeman Street Resource Centre</td>
<td>Freeman Street Resource Centre, Grimsby</td>
<td>East Marsh</td>
<td>Urban Area</td>
<td>2</td>
</tr>
<tr>
<td>Clee Playing Fields</td>
<td>Clee Playing Fields, Heneage</td>
<td>Heneage</td>
<td>Urban Area</td>
<td>3</td>
</tr>
<tr>
<td>King George V</td>
<td>King George V, Heneage</td>
<td>Heneage</td>
<td>Urban Area</td>
<td>2</td>
</tr>
</tbody>
</table>

(Source: North East Lincolnshire (2008) Play Strategy (p43))

There is 1 operational skate board park in North East Lincolnshire:

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Ward</th>
<th>Spatial Zone</th>
<th>Number of units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeman Street Resource Centre</td>
<td>Freeman Street Resource Centre</td>
<td>East Marsh</td>
<td>Urban Area</td>
<td>1</td>
</tr>
</tbody>
</table>

(Source: North East Lincolnshire (2008) Play Strategy (p43))

There are also plans to resurrect a former skate board park in Cleethorpes and this is being led by GYPO (Grimsby Young People Organisation).

There are 4 BMX tracks at:
### Gaps in Provision

The National Playing Field Association (NPFA) Six Acre Standard is the most widely used standard for play provision. The NPFA standard sets quantitative guidelines for the provision of play facilities in new developments. A Local Equipped Area of Play (LEAP) is defined as a site which carries 5 types of equipment, is at least 400 sq m in size within 400m walking distance from the urban area. When using the NPFA standards to assess the parks and play areas, 13 of the 63 parks identified meet the definition of a Local Equipped Area for play (LEAP)\(^{144}\). Therefore, there is work required to bring the parks and play areas up to a standard that meets both national quality and the expectations of both children and local people.

The recommended national average ratio for play provision is 2.25 play areas per 1,000 children aged 0-12 years\(^{145}\). Overall, North East Lincolnshire currently provides above this recommended national average, with 3.16 play areas per 1,000 children.

There are parts of the Urban Area which fall below this standard, including Croft Baker, Sidney Sussex, Park, and South. All other neighbouring wards in the Cleethorpes and Grimsby urban area provide levels of play areas above the recommended standard. The Southern and Western Arc, Estuary Zone and Rural Area currently have adequate levels play space.

Any investment into play provision will be considered on the basis of strategic need with priority being given to provision where it is most needed in order to ensure enhanced and improved provision is targeted at areas in most need.

### Table 9.9: Play Areas based on National Standards

<table>
<thead>
<tr>
<th>Ward</th>
<th>Population (0-12 years)</th>
<th>Number of Parks/ Play areas</th>
<th>Ratio of Play Areas per 1000 of 0-12 years</th>
</tr>
</thead>
</table>

\(^{144}\) North East Lincolnshire (2008) Play Strategy (p45)

\(^{145}\) Based on Audit Commission and Best Value Indicators from North East Lincolnshire (2008) Play Strategy (p46)
<table>
<thead>
<tr>
<th>Croft Baker</th>
<th>1574</th>
<th>3</th>
<th>1.91</th>
</tr>
</thead>
<tbody>
<tr>
<td>Havestoe</td>
<td>1174</td>
<td>5</td>
<td>4.26</td>
</tr>
<tr>
<td>Sidney Sussex</td>
<td>2369</td>
<td>2</td>
<td>0.84</td>
</tr>
<tr>
<td>East Marsh</td>
<td>2075</td>
<td>6</td>
<td>2.89</td>
</tr>
<tr>
<td>West Marsh</td>
<td>1379</td>
<td>2</td>
<td>1.45</td>
</tr>
<tr>
<td>Heneage</td>
<td>2046</td>
<td>8</td>
<td>3.91</td>
</tr>
<tr>
<td>Park</td>
<td>1641</td>
<td>4</td>
<td>3.05</td>
</tr>
<tr>
<td>South</td>
<td>2603</td>
<td>6</td>
<td>2.31</td>
</tr>
<tr>
<td>Yarborough</td>
<td>1749</td>
<td>5</td>
<td>2.86</td>
</tr>
<tr>
<td>Freshney</td>
<td>1408</td>
<td>4</td>
<td>2.84</td>
</tr>
<tr>
<td>Humberston and</td>
<td>1269</td>
<td>5</td>
<td>3.94</td>
</tr>
<tr>
<td>New Waltham</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scartho</td>
<td>1417</td>
<td>4</td>
<td>2.82</td>
</tr>
<tr>
<td>Waltham</td>
<td>817</td>
<td>5</td>
<td>6.12</td>
</tr>
<tr>
<td>Immingham</td>
<td>1732</td>
<td>10</td>
<td>5.77</td>
</tr>
<tr>
<td>Wolds</td>
<td>1076</td>
<td>7</td>
<td>6.51</td>
</tr>
<tr>
<td>**North East</td>
<td>24329</td>
<td>76</td>
<td>3.16</td>
</tr>
<tr>
<td>Lincolnshire</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: 2008 North East Lincolnshire Play Strategy (Audit Commission and Best Value Indicators) and data from North East Lincolnshire Council.

9.3.6 Planned Provision

North East Lincolnshire Council Parks and Open Spaces Manager confirmed that the local authority boasted great play facilities and good destination parks. However, existing provision is not equitably distributed across the local authority area which means that some parts of North East Lincolnshire fail to meet the national recommended standard.

As a result of increasing maintenance costs and diminishing funding allocations, North East Lincolnshire Council Parks and Open Spaces Manager highlighted that there was a preference toward improving the current provision, rather than developing new provision. In areas where there is a noted deficit of play provision, the Council will seek to devolve responsibility where possible to Parish Councils.

Future play provision, linked to large scale development proposals, should connect to the North East Lincolnshire Pedalways scheme\(^{146}\). The purpose of this initiative is to deliver a network of cycle paths which connect parks across the local authority area. Although an on-going initiative, Humberston Pedalway, Europarc Pedalway and Healing Pedalway have all already been implemented,

\(^{146}\) From dialogue with Parks and Open Spaces Manager
with further schemes planned at Aylesbury, Beelsby, Laceby, Edge of the Humber
Estuary, New Waltham and Waltham.

9.3.7 Impact of Development Proposals

Existing provision is not equitably distributed across the local authority area
which means that some parts of North East Lincolnshire fail to meet the national
recommended standard. North East Lincolnshire Council Parks and Open Spaces
Manager highlighted that the focus will be on improving current provision, rather
than developing new play areas. Particular areas of deficiency have been noted in
the main urban area of Grimsby. There will be a requirement for new play space
provision linked to new housing development in the Borough up to 2030.

Due to increasing maintenance costs and reduced funding allocations, additional
play provision within large developments will be discouraged. However, where
required, play provision will be implemented on an ad hoc basis.

9.3.8 Funding Mechanisms

The Council is responsible for undertaking and funding maintenance of the play
areas and parks that it owns. North East Lincolnshire Council Parks and Open
Spaces Manager identified that the main sources of funding arose from developer
contributions and section 106 agreements. Section 106 agreements would need to
secure a 10 – 15 year maintenance fund for play provision within large
developments.

Only on a very occasional basis is external funding sought for improvements to
play areas across the local authority area.

9.3.9 Role of Local Plan

The New Local Plan will focus development on the main urban and employment
areas where the extent and capacity of supporting infrastructure is greatest. It will
promote development that facilitates the delivery of new facilities and play
equipment at the Council's required standards to meet future demand. This will
include securing on-site provision in new housing developments.

9.4 Green Space

9.4.1 Delivery Agency

- North East Lincolnshire Council
9.4.2 Evidence Base

The following documents are not adopted:

- Green Space Strategy Audit Assessment, September 2011 - North East Lincolnshire Council

9.4.3 Strategic Issues

The result of the 2004 review of green spaces identified that most people walked to parks that are under a mile from home, visit approximately once a week and use the spaces for the principle activities of walking, children’s play and exercising dogs.

Principal deterrents to using parks were identified as dog fouling, substance abuse and vandalism, although a majority said that they felt safe within the park. Two thirds of respondents in the 2004 survey thought that the parks and green spaces were not well looked after and nearly as many felt the parks did not offer the facilities they needed. The facilities that were seen as most likely to encourage greater use were toilet provision, more seating, better play areas, more litter and dog bins and the presence of park wardens.

North East Lincolnshire aims to evenly distribute Green Space according to Natural England Accessible Natural Greenspace Standards which state that residents should be within 300 metres of a minimum 2 hectare natural green space\textsuperscript{147}. Taking this requirement into consideration, local authorities must ensure that green spaces are reachable to local residents and distributed across the authority area.

9.4.4 Current Provision

There are 63 parks and open spaces within North East Lincolnshire. Of these, the majority are owned and managed by North East Lincolnshire Council.

The Final Green Space Strategy Audit Assessment (September 2011) identifies all of the green space within North East Lincolnshire. Levels of provision are being defined by undertaking an assessment of the qualities of Green Space, especially by environmental value, amenity and potential for new uses.

| Table 9.10: Current Provision of Open Space in North East Lincolnshire |
|--------------------------|-------------------------|-------------------|
| 1 | Ainslie Street | 33 | Kingston Gardens |
| 2 | Albion Street | 34 | Love Lane |
| 3 | Alden Close | 35 | Mount Pleasant |
| 4 | Archer Road | 36 | Nelson Way |
| 5 | Auditorium Open Space | 37 | Neville Turner Way |
| 6 | Barratts Recreation Ground | 38 | New Waltham Hall |

\textsuperscript{147} North East Lincolnshire Council (2011) Green Space Strategy (page 36)
<table>
<thead>
<tr>
<th></th>
<th>Name</th>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Bradley / Dixon Woods</td>
<td>39</td>
<td>Nunthorpe Recreation Ground</td>
</tr>
<tr>
<td>8</td>
<td>Bradley Hollow</td>
<td>40</td>
<td>Peoples Park</td>
</tr>
<tr>
<td>9</td>
<td>Bradley Recreation Ground</td>
<td>41</td>
<td>Pilgrims Mount</td>
</tr>
<tr>
<td>10</td>
<td>Brigsley Play Area</td>
<td>42</td>
<td>Poplar Road</td>
</tr>
<tr>
<td>11</td>
<td>Butt Lane</td>
<td>43</td>
<td>Quantock Park</td>
</tr>
<tr>
<td>12</td>
<td>Capes Recreation Ground</td>
<td>44</td>
<td>Royal Drive</td>
</tr>
<tr>
<td>13</td>
<td>Carver Road</td>
<td>45</td>
<td>Seafront Gardens</td>
</tr>
<tr>
<td>14</td>
<td>Clee Fields</td>
<td>46</td>
<td>Scartho Top</td>
</tr>
<tr>
<td>15</td>
<td>Cleethorpes Boating Lake</td>
<td>47</td>
<td>Scartho Park</td>
</tr>
<tr>
<td>16</td>
<td>Cleethorpes Country Park</td>
<td>48</td>
<td>Sidney Park</td>
</tr>
<tr>
<td>17</td>
<td>Chapel Lane Habrough</td>
<td>49</td>
<td>Sixhills</td>
</tr>
<tr>
<td>18</td>
<td>Cooper Road</td>
<td>50</td>
<td>Spring Street</td>
</tr>
<tr>
<td>19</td>
<td>Crannel Drive</td>
<td>51</td>
<td>Scrivelsby Court</td>
</tr>
<tr>
<td>20</td>
<td>Cravens Lane</td>
<td>52</td>
<td>St. Christophers</td>
</tr>
<tr>
<td>21</td>
<td>Duke of York Gardens</td>
<td>53</td>
<td>St Michael's Road</td>
</tr>
<tr>
<td>22</td>
<td>Fords Avenue</td>
<td>54</td>
<td>St. Francis Grove</td>
</tr>
<tr>
<td>23</td>
<td>Freeman Street Skate Park</td>
<td>55</td>
<td>Station Road Stallingborough</td>
</tr>
<tr>
<td>24</td>
<td>Freshney Park</td>
<td>56</td>
<td>Sussex Recreation Ground</td>
</tr>
<tr>
<td>25</td>
<td>Grant Thorold Park</td>
<td>57</td>
<td>Sutherland Park</td>
</tr>
<tr>
<td>26</td>
<td>Greenlands</td>
<td>58</td>
<td>Trinity Skate Park</td>
</tr>
<tr>
<td>27</td>
<td>Grove Park</td>
<td>59</td>
<td>Trinity Play Field</td>
</tr>
<tr>
<td>28</td>
<td>Hardys Recreation Ground</td>
<td>60</td>
<td>Weelsby Woods</td>
</tr>
<tr>
<td>29</td>
<td>Havestoe Park</td>
<td>61</td>
<td>Wendover Paddock</td>
</tr>
<tr>
<td>30</td>
<td>Homestead Park</td>
<td>62</td>
<td>Westward Ho</td>
</tr>
<tr>
<td>31</td>
<td>King George V Fields Clee</td>
<td>63</td>
<td>Wingate Parade</td>
</tr>
<tr>
<td>32</td>
<td>King George V Fields GY</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Cleethorpes Country Park**

North East Lincolnshire Council’s Neighbourhood Services Section is responsible for the management of Cleethorpes Country Park. Neighbourhood Services are part of the council’s Environment, Economy and Housing Directorate.

The Country Park offers a range of walks through different habitats, with excellent views and interesting features. Facilities provided at the Park include approximately 50 unmarked parking spaces, signage at all entrances, several benches and picnic benches. Public toilets are available at the park although these are currently closed at present. There are also designated Dog Walks, and a designated ‘dog swimming area’ within the lake.

### 9.4.5 Gaps in Provision

[it is not possible to finalise this section – as the evidence base is not in place to confirm this]
The Final Green Space Strategy Audit Assessment (September 2011) identifies the quality of the areas of Green Space within the Local Authority area. The audit form was created to CABE guidance which includes a score-based grading style. Those spaces which were identified as ‘satisfactory’ (S1) requiring courses of action before the strategy review in 2016, or ‘poor’ (P) requiring some immediate courses of action 2011-12 and further action before 2016, are listed below.

Table 9.11: Quality Score from Green Space Audit, 2011

<table>
<thead>
<tr>
<th></th>
<th>Street Name</th>
<th>Score</th>
<th>Area Name</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Albion Street</td>
<td>S1</td>
<td>Grove Park</td>
<td>S1</td>
</tr>
<tr>
<td>3</td>
<td>Alden Close</td>
<td>P</td>
<td>Hardys Recreation Ground</td>
<td>S1</td>
</tr>
<tr>
<td>4</td>
<td>Archer Road</td>
<td>P</td>
<td>King George V Fields GY</td>
<td>S1</td>
</tr>
<tr>
<td>5</td>
<td>Auditorium Open Space</td>
<td>S1</td>
<td>Love Lane</td>
<td>S1</td>
</tr>
<tr>
<td>8</td>
<td>Bradley Hollow</td>
<td>S1</td>
<td>Roval Drive</td>
<td>S1</td>
</tr>
<tr>
<td>10</td>
<td>Brigsley Play Area</td>
<td>S1</td>
<td>Sixhills</td>
<td>S1</td>
</tr>
<tr>
<td>11</td>
<td>Butt Lane</td>
<td>S1</td>
<td>Spring Street</td>
<td>P</td>
</tr>
<tr>
<td>12</td>
<td>Capes Recreation Ground</td>
<td>S1</td>
<td>Scrivelsby Court</td>
<td>P</td>
</tr>
<tr>
<td>13</td>
<td>Carver Road</td>
<td>S1</td>
<td>St Michael’s Road</td>
<td>S1</td>
</tr>
<tr>
<td>14</td>
<td>Clee Fields</td>
<td>S1</td>
<td>St. Francis Grove</td>
<td>P</td>
</tr>
<tr>
<td>17</td>
<td>Chapel Lane Habrough</td>
<td>P</td>
<td>Station Road Stallingsborough</td>
<td>S1</td>
</tr>
<tr>
<td>18</td>
<td>Cooper Road</td>
<td>S1</td>
<td>Wendover Paddock</td>
<td>S1</td>
</tr>
<tr>
<td>19</td>
<td>Cranwell Drive</td>
<td>S1</td>
<td>Westward Ho</td>
<td>S1</td>
</tr>
<tr>
<td>20</td>
<td>Cravens Lane</td>
<td>P</td>
<td>Wingate Parade</td>
<td>P</td>
</tr>
<tr>
<td>22</td>
<td>Fords Avenue</td>
<td>S1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Freeman Street Skate Park</td>
<td>S1</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 9.4.6 Planned Provision

**Cleethorpes Country Park**

To improve the overall quality of the Cleethorpes Country Park, the Management Plan identifies a number of actions which officer’s at the Neighbourhood Services Section wish to carry out. The following actions are proposed:

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<table>
<thead>
<tr>
<th>Action</th>
<th>Target Date</th>
<th>Officer Responsibility</th>
<th>Resources Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install Kestrel Box (Grassland 3)</td>
<td>2012-2013</td>
<td>Ecology Officer</td>
<td>Capital</td>
</tr>
<tr>
<td>Carry out reed bed management (Lake 4)</td>
<td>2012-2013</td>
<td>Grounds Maintenance</td>
<td>Capital</td>
</tr>
<tr>
<td>Arrange Tree Planting (Grassland Five)</td>
<td>2012-2014</td>
<td>Grounds Maintenance</td>
<td>Capital</td>
</tr>
<tr>
<td>Install Owl Box (Grazing Area 13)</td>
<td>2012</td>
<td>Ecology</td>
<td>Capital</td>
</tr>
<tr>
<td>Improvements to Toilet Block</td>
<td>2012-2014</td>
<td>Grounds Maintenance</td>
<td>Capital – due to budget restraints the toilets are not currently open</td>
</tr>
<tr>
<td>Additional Interpretation Boards</td>
<td>2013-2014</td>
<td>Ecology Officer</td>
<td>Capital</td>
</tr>
<tr>
<td>Achieve Green Flag Award</td>
<td>2011-2012</td>
<td>Environmental Improvement Team</td>
<td>Revenue/ Capital</td>
</tr>
<tr>
<td>Plant Lime trees</td>
<td>2011-2012</td>
<td>In-Bloom Committee</td>
<td>Capital</td>
</tr>
<tr>
<td>Explore options for on-site building</td>
<td>2015</td>
<td>NELC Management Board</td>
<td>Capital – due to budget constraints on hold.</td>
</tr>
</tbody>
</table>

9.4.7 Impact of Development Proposals

It is not possible to confirm the impact of the development proposals. As the evidence base is not available to confirm this.

9.4.8 Funding Mechanisms

In 2004, the North East Lincolnshire Council was successful in attracting three major funding packages for green spaces, which have so far injected a total of almost £4.5m into the green space management and development budget:

- The Heritage Lottery Fund awarded funds towards the development of a restoration project for the People’s Park, Grimsby.
- The New Opportunities Fund awarded funding for improvements to the management of open spaces in the more deprived wards of Grimsby and Immingham.
- The ODPM awarded Liveability funding for the improvement of Green Space management focused on ten specified green spaces throughout the Borough.

The maintenance and minor development work is resourced from the overall annual revenue budget of the council’s Neighbourhood Services. The budget for management of the Cleethorpes Country Park for 2012/2103 is £41,153 and this covers the expenses of employees, maintenance work, transport and plant, supplies and services and stewardship works.
The following income generating opportunities are external to, or in conjunction with the council funding. Further guidance can be found in CABE ‘Paying for Parks’ (2006) on the achievements and drawbacks of such mechanisms.

**Local Funding Opportunities**

- Private organisations committing to product sponsorship, similar to roundabout sponsorship for highways green space. The product could be the park itself or an area of a park (for example an area of planting). This mechanism could be useful for developments of the In Bloom programme;
- Section 106 agreements and the Community Infrastructure Levy (CIL);
- Special Purpose Vehicles (SPVs) for public-private partnerships e.g. in local parks schemes as in Bradford/Liverpool;
- Continued multi-agency public sector funds (e.g. Care Trust Plus or NHS/North East Lincolnshire Council)
- Social enterprise trust funds that enable multiple stakeholders to contribute a nominal investment in a local area to be accessed for a variety of schemes.

**National or full funding opportunities**

- HLF Parks for People
- WREN funding
- European LEADER funding
- Big Lottery Fund
- Awards for All (another part of Big Lottery)
- ACRE projects for community planning, although the Aggregates Fund section is no longer available for application.
- Neighbourhood Plans grant from national government

## 10 Other Community Infrastructure

### 10.1 Cemeteries and Crematorium

#### 10.1.1 Delivery Agency

- North East Lincolnshire Council (Cemeteries and Crematorium Registrar)

#### 10.1.2 Evidence Base

- Strategy for Crematoriums and Cemeteries 2007

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149 Set out within the North East Lincolnshire Council Green Space Strategy (September 2011)
• Future Provision of the Local Authority Cemeteries and the potential implications or allotment land in the Borough, Cabinet Report, 3rd September 2007 – North East Lincolnshire Council
• Office of National Statistics Age Structure for North East Lincolnshire (2001 and 2011)

10.1.3 Strategic Issues

North East Lincolnshire Council provides and manages two cemeteries and a crematorium. The Council as a local authority has a statutory duty to make provision for the deceased and it is recognised that bereavement services are critical to the community of North East Lincolnshire.

The Council should consider the short term and long term investment planning of existing buildings, land and infrastructure as well as whole life costs of any new land and buildings in order to maintain and improve service delivery.

Age structure data from the Office for the National Statistics for North East Lincolnshire and additional trend line indicates that the local authority area is displaying characteristics of an ageing population. Whilst the total population within North East Lincolnshire remained fairly equal between 2001 and 2011, the proportion of older people grew with the population of over 75 year-olds increasing beyond national levels. During this time, the proportion of young people fell to mirror regional level.

Figure 10.1: Percentage Change in Age Structure in North East Lincolnshire
Since 2008, the number of nationally registered deaths has reduced significantly. Regardless of North East Lincolnshire displaying characteristics of an ageing population, this decrease in mortality rates has also been reflected locally, with a fall of around 1000 registered deaths between 2008 and 2009. Although the latest figures have not been released the Cemeteries and Crematorium Registrar demonstrate that from the recent volume of local burials and cremations, mortality rates have remained fairly static.

Historically the Cemeteries and Crematorium Service has generated revenue income for the Council through undertaking burials and cremations for residents of North East Lincolnshire and surrounding local authority areas. In 2009, a new private crematorium facility opened in Alford (near Louth). The Cemeteries and Crematorium Registrar identified that this new facility is now attracting cremations which previously would have been carried out at Grimsby Crematorium. A combination of this new provision and an overall reduction in mortality rate has resulted in a decline in income and subsequent North East Lincolnshire budget pressure.

10.1.4 Existing Provision

North East Lincolnshire Council is responsible for one crematorium located in Weelsby Avenue in Grimsby and two cemeteries, Scartho Road Cemetery and Cleethorpes Cemetery.
Table 10.1: Existing Cemetery and Crematorium Provision

<table>
<thead>
<tr>
<th>Cemeteries</th>
<th>Crematorium</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scartho Road Cemetery</td>
<td>Cleethorpes Cemetery</td>
</tr>
<tr>
<td>Grimbsy DN33 2AL</td>
<td>Grimsby Crematorium,</td>
</tr>
<tr>
<td></td>
<td>Beacon Avenue,</td>
</tr>
<tr>
<td></td>
<td>Cleethorpes DN35 8EQ</td>
</tr>
<tr>
<td></td>
<td>Grimsby,</td>
</tr>
<tr>
<td></td>
<td>Weelsby Avenue,</td>
</tr>
<tr>
<td></td>
<td>Grimsby, North East Lincolnshire, DN32 0BA</td>
</tr>
</tbody>
</table>

The Cemeteries and Crematorium Registrar identified that cremations were a notably more popular choice than burials, with a choice ratio of 4:1 respectively. Both the Scartho Road and Beacon Avenue cemetery sites were of similar popularity.

Scartho Road Cemetery extends around 68 Acres, with around 5.35 acres of available land remaining. During 2011 – 2012 there were 116 interments and 124 burials of cremated remains. Based on the average number of burials across a five year period and the remaining land available, it is estimated that the remaining years for burial on existing land are as follows:

Table 10.2: Remaining Years of Burial Capacity, Scartho Road Cemetery

<table>
<thead>
<tr>
<th>Scartho Road Cemetery</th>
<th>Remaining years for burial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cremated Remains</td>
<td>7 years</td>
</tr>
<tr>
<td>Children’s Burial</td>
<td>14 years</td>
</tr>
<tr>
<td>Full Burials</td>
<td>49 years</td>
</tr>
</tbody>
</table>

The Scartho Road site also provides an area designated for Woodlands Burial, known as the Far Kings Close.

Cleethorpes Cemetery Beacon Road extends around 26 acres with around 00.82 acres of available land remaining. During 2011 – 2012, there were 66 interments and 43 burials of cremated remains. Based on the average number of burials across a five year period and the remaining land available, it is estimated that the remaining years for burial on existing land are as follows:

Table 10.3: Remaining Years of Burial Capacity, Cleethorpes Cemetery Beacon Road

<table>
<thead>
<tr>
<th>Cleethorpes Cemetery Beacon Road</th>
<th>Remaining years for burial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cremated Remains</td>
<td>6 years</td>
</tr>
<tr>
<td>Full Burials</td>
<td>20 years</td>
</tr>
</tbody>
</table>

Between 2011 and 2012, Grimsby Crematorium at Weelsby Avenue carried out over 1530 cremations. The UK has an obligation under the OSPAR Convention to prevent or reduce the disposal into the environment of mercury from human remains. Consequently, DEFRA states that 50% of all cremations at existing crematoria must be subject to mercury abatement by 31 December 2012. Where existing crematoria have not installed mercury abatement equipment, providers would need to pay for abatement credits for 50% of all cremations.

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150 From dialogue with the Cemeteries and Crematorium Registrar (June 2013)
151 From dialogue with the Cemeteries and Crematorium Registrar (June 2013)
Capital Funding for a replacement Cremator was approved at Weelsby Road Crematorium in 2010. Installation work of these new cremators concluded in late 2012 and has ensured 100% mercury abatement across North East Lincolnshire. The crematorium also underwent a redecoration, rewiring and refurbishment alongside improvements to the overall functioning of the facility.

10.1.5 Gaps in Provision

As a result of decreased mortality rate, increased available capacity at existing sites and the introduction of a private crematorium at Alford, there are currently no gaps identified in provision.

Through assessing the mortality rate and remaining years for burial at each of the existing sites, the provision of burial land between 2015 and 2030 will be monitored by the North East Lincolnshire Cemeteries and Crematorium Registrar.

10.1.6 Planned Provision

At the Scartho Road site, Sleight Field and the area known is Big Humphrey are expected to be prepared for additional Green Burial land by 2014, to support the already existing Woodlands Burial feature at Far Kings Close.

The 2007 Management Plan identified an opportunity to expand the Cleethorpes Cemetery site to incorporate the Council owned Lindsey Lower School playing field site which would provide further burial capacity for an additional 40 years. This planned provision is awaiting the confirmation of a Section 77 of the School Standards and Framework Act 1998 (as amended) to alter the use of the land. A bid for North East Lincolnshire Council capital funding would then be required to carry out the necessary works in preparing the site.

The Cemeteries and Crematorium Registrar identified that there will be a need to invest in improved infrastructure across all three sites. An annual Capital Programme will be used to:

- Renovate the existing woodlands burial site, and assist with the preparation of the additional woodland burial capacity at Sleights Land.
- Provide improvements to the road infrastructure at Scartho Road Cemetery.

Facilities management are also looking to renovate both of the Chapels present at each cemetery.

10.1.7 Impact of Development Proposals

As a result of decreased mortality rate, increased available capacity at existing sites and the introduction of a private crematorium outside of the local authority area, there are no projected gaps in provision of cemeteries and crematoria.

North East Lincolnshire Council has considered forthcoming capacity issues and are monitoring take up on an annual basis. The 2007 Management Plan and other council programmes have put the necessary plans in place to increase capacity when required.

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152 From dialogue with the Cemeteries and Crematorium Registrar (June 2013)
153 From dialogue with the Cemeteries and Crematorium Registrar (June 2013)
10.1.8 Funding Mechanisms

Investments to improve the Cemetery and Crematoria provision, including new cremators and investment in alternative burial methods to the total of £1.3 million, alongside price competition from the facility at Alford has resulted in an anticipated budget shortfall for the service in 2012/13.

The Capital Funding programme is valued at £100,000 for subsequent years. The expenditure budget for these services is effectively fixed; there is no material reduction in expenditure as a direct result of reduction in volumes/income, for example employees, accommodation and maintenance costs will remain constant regardless of volumes.

North East Lincolnshire has little influence over the number of deaths within the region and therefore the total income for the Cemetery and Crematoria service. Due to the nature of the income and the fall in the level of deaths in recent years, a budgetary gap has begun to emerge. The only viable way to bridge the budgetary gap and continue to provide improvements to the service would be to consider options for an increase in fees.

10.1.9 Role of Local Plan

The New Local Plan will safeguard land where necessary to ensure future requirement for additional land for burial space is met.

10.2 Libraries

10.2.1 Delivery Agency

- North East Lincolnshire Council
- Grimsby Institute of Further and Higher Education
- Lincs Inspire Ltd (From 1 October 2013)

10.2.2 Evidence Base

- Discussion with the Libraries Officers in North East Lincolnshire
10.2.3 Strategic Issues

The Council is required to provide a comprehensive and efficient service for those who live, work and study in the borough. Library Service Provision is therefore a statutory responsibility of local authorities under the Public Libraries and Museums Act, 1964, and the Council is also required to provide access to archives, under the Public Records Act, 1958.

North East Lincolnshire Council provides a network of local libraries, with libraries in the Scratheo and Nunstonfope areas forming part of a unique partnership arrangement with Grimsby Institute of Further and Higher Education (GIFHE). Libraries provide shared community space and are an essential part of the digital inclusion agenda. They allow access to services aimed at improving skills, allow for learning and help local residents to find employment. Libraries therefore make a considerable contribution to the cultural and economic life of the borough and to the well-being of local residents.

From 1 October 2013, the Council's library service will be transferred to Lincs Inspire Ltd, a wholly owned subsidiary of the Council operating as a social enterprise. Lincs Inspire Ltd will operate the service on behalf of the Council from this date and will be managed via a contractual agreement. Library buildings and general asset management will continue to be the responsibility of the Council.

The Council currently do not have adopted formal standards for accessibility to libraries; however the national standard for accessibility to libraries is applied on a discretionary basis\(^{154}\). Within urban areas, the national standards for accessibility require an approximate access distance to libraries of 1 mile, whereas more rural areas this is increased to two miles.

10.2.4 Existing Provision

Ten static libraries are provided in the borough in the following locations:

**Table 10.4: Existing Library Provision in North East Lincolnshire**

<table>
<thead>
<tr>
<th>Library Provision</th>
<th>Spatial Zone</th>
<th>Usage(^a)</th>
<th>Additional Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleethorpes Library, Alexandra Road, Cleethorpes, DN35 8LG</td>
<td>Urban Area</td>
<td>Well–used</td>
<td>Merged with Tourist Information Centre Service</td>
</tr>
<tr>
<td>Grimsby Library, Town Hall Square, Grimsby, DN31 1HG</td>
<td>Urban Area</td>
<td>Well–used</td>
<td></td>
</tr>
<tr>
<td>Immingham Library, Pelham Road, Immingham, DN40</td>
<td>Estuary Zone</td>
<td>Well – used</td>
<td></td>
</tr>
</tbody>
</table>

\(^{154}\) From dialogue with Culture, Leisure & Sport Services Environment, Economy and Housing Directorate
<table>
<thead>
<tr>
<th>IQF</th>
<th>Urban Area</th>
<th>Medium/ Sporadic Use</th>
<th>Located within a Further Education Campus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nunthorpe Public Library, The Grimsby Institute of Further and Higher Education, Sutcliffe Avenue, Grimsby, DN33 1AW</td>
<td>Urban Area</td>
<td>Medium/ Sporadic Use</td>
<td>Located within a Further Education Campus</td>
</tr>
<tr>
<td>Waltham Library, High Street, Waltham, DN37 0ll</td>
<td>Western and Southern Arc Settlements</td>
<td>Medium/ Sporadic Use</td>
<td>Located within a Further Education Campus</td>
</tr>
<tr>
<td>Grant Thorold Library, Durban Road, Grimsby, DN32 8BX</td>
<td>Urban Area</td>
<td>Medium/ Sporadic Use</td>
<td>Located within a Further Education Campus</td>
</tr>
<tr>
<td>Humberston Library, Church Lane, Humberston, DN36 4HZ</td>
<td>Western and Southern Arc Settlements</td>
<td>Low Use</td>
<td>Located within a Further Education Campus</td>
</tr>
<tr>
<td>Laceby Library, Cooper Lane, Laceby DN37 7AX</td>
<td>Western and Southern Arc Settlements</td>
<td>Low Use</td>
<td>Located within a Further Education Campus</td>
</tr>
<tr>
<td>Scartho Library and Learning Centre, St Giles Avenue, Scartho, DN33 2HB</td>
<td>Western and Southern Arc Settlements</td>
<td>Low Use</td>
<td>Located within a Further Education Campus</td>
</tr>
<tr>
<td>Willows Library, Binbrook Way, Grimsby, DN 37 9AS</td>
<td>Urban Area</td>
<td>Low Use</td>
<td>Located within a Further Education Campus</td>
</tr>
</tbody>
</table>

*Usage levels disclosed by North East Lincolnshire Council Culture, Leisure & Sport Services Environment, Economy and Housing Directorate

A Home Library Service is also provided to people who cannot access library services in person or online. The Council administers the service with the support of volunteers. A Library Management System provides additional online access to specialist library materials and services.

A Local History Library is provided in Grimsby’s Central Reference Library. Additional local study materials are available at North East Lincolnshire Archives Office, situated to rear of Grimsby Town Hall.

10.2.5 Gaps in Provision

The Culture, Leisure and Sport Services Department of North East Lincolnshire recognised that by loosely applying the national standards of accessibility to the local authority area, the standard of provision is in accordance with national requirements.

However, Culture, Leisure and Sport Services Department of North East Lincolnshire also identified that the Immingham Library was the library in poorest structural condition across the local authority area. There are no other libraries within the Estuary Zone of North East Lincolnshire to replace the service provided by Immingham Library.

10.2.6 Planned Provision

Refurbishment money has been allocated for Grimsby Central Library within North East Lincolnshire Council’s existing medium term capital budget.
Refurbishment funds are linked to a total capital programme allocation of £9m, which includes the repairs to the Central Library and for replacement of a number of leisure facilities. At present, there is no funding available for refurbishment works to Immingham Library.

As a result of Council budget funding cutbacks, the Culture, Leisure and Sport Services Department are shifting emphasis towards a rationalisation programme of library services. Currently, a number of library services share buildings with other council services or educational establishments and the Council are interested in seeking other facilities where this may possible.155

10.2.7 Impact of Development Proposals

New housing development is expected to be focused on areas where the supporting infrastructure and service provision is highest, including the urban area and western and southern arc. Although a lower proportion of housing is expected within the Estuary Area, future library service reviews will need to acknowledge the poor structural condition apparent at Immingham Library.

Increased demand for library services will need to form the consideration of future library provision. New housing in rural areas is expected to be limited and will be served through use of the home library service in the same way as existing rural communities.

10.2.8 Funding Mechanisms

North East Lincolnshire Council's limited capital programme for libraries is used to fund improvement and enhancement projects.

There is limited potential to draw down Heritage Lottery Funding capital in respect of local heritage and archive services; however this funding cannot support the core library service offer.

10.2.9 Role of Local Plan

The New Local Plan will focus development on the areas which have the extent and capacity of supporting infrastructure, services and facilities to meet additional growth. The New Local Plan will advocate the provision of appropriate services and facilities to support local communities.

10.3 Leisure Facilities

10.3.1 Delivery Agency

- North East Lincolnshire Council - Culture, Leisure and Sport Department
- Sports and Leisure Management (SLM) under their 'Everyone Active' brand
- Lincs Inspire Ltd.
- Private Sector Providers.

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155 From dialogue with Culture, Leisure & Sport Services Environment, Economy and Housing Directorate
10.3.2 Evidence Base

- Leisure Review Summary, 2009 - North East Lincolnshire Council
- Leisure Facilities in North East Lincolnshire, Cabinet Report 10 December 2012 - North East Lincolnshire Council

10.3.3 Strategic Issues

Leisure provision and the delivery of improved leisure services contribute directly to the Council’s strategic aim of improving health and well-being for local residents. Since 1st April 2013, a social enterprise titled Lincs Inspire Ltd assumed the operation and management of leisure facilities from the existing providers of Sports and Leisure Management (SLM). The company will eventually assume the management responsibility for all North East Lincolnshire Council’s sport, tourism and cultural service on a phased basis.

At the time of the Leisure Services Review (2009) publication, one of the main priorities of North East Lincolnshire Council was to work with educational establishments to ensure greater community access and use of leisure facilities in schools through the Building Schools for the Future programme. A reduction in Building Schools for the Future funding has resulted in limited community access to school leisure provision. The formation of a number of Academy Schools across the local authority area is predicted to further reduction in opportunities for community access to school leisure provision.

Provision of better access to sport and physical education is, unquestionably, a fundamental issue. According to Sport England’s Local Sport Profile tool which is based on the Active People Survey series, the level of adult participation in 30 minutes of moderate intensity sport within North East Lincolnshire has increased from 29.9% in 2005 – 2006, to 31.8% in 2011 – 2012. Although this is below the national level of adult participation in sport (36% between 2011 – 2012), the rate at which participation has increased between 2005 and 2012 has been comparative.

Furthermore, Sport England assesses the findings of the Active People Survey against the ONS Annual Population Survey 2012, to understand the proportion of adults wanting to do more sport. The results indicated that 50.7% of North East Lincolnshire Adults wanted to do more sport, against the 52.0% of adults in Yorkshire and Humber. Specific sports that adults want to do most include Swimming (9.0%) and Cycling (7.1%).

North East Lincolnshire Council list 135 sports clubs and groups that exist within the borough.

10.3.4 Existing Provision

North East Lincolnshire provides a range of facilities located exclusively within the urban settlements including:

Table 10.5: North East Lincolnshire Council Leisure Provision
<table>
<thead>
<tr>
<th>Facility</th>
<th>Spatial Zone</th>
<th>Provision</th>
<th>Quality*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grimsby Leisure Centre</td>
<td>Urban Area</td>
<td>Ice Rink, Small Fun Pool, Gym and Sports Hall.</td>
<td>Very Poor Condition</td>
</tr>
<tr>
<td>Grimsby (Scartho) Swimming Pool</td>
<td>Urban Area</td>
<td>Standalone Pool and Small Gym</td>
<td>Average Condition and Dated</td>
</tr>
<tr>
<td>Cleethorpes Leisure Centre</td>
<td>Urban Area</td>
<td>Leisure Pool and wave machine, gym and fitness studios, and health suite</td>
<td>Flagship Facility with some areas described as adequate</td>
</tr>
<tr>
<td>Immingham Swimming Pool</td>
<td>Estuary Area</td>
<td>Standalone Pool</td>
<td>Condition described as tired.</td>
</tr>
<tr>
<td>King George V Athletic Stadium</td>
<td>Urban Area</td>
<td>Stadium, Small Gym, Running Track and Equipment for field Events</td>
<td>Recently undergone capital improvements supported by Sport England match funding</td>
</tr>
<tr>
<td>Bradley Football Development Centre</td>
<td>Urban Area</td>
<td>Full-size, all weather football pitch including changing rooms, training areas, classrooms and social facilities.</td>
<td>Facility almost two years old in good condition with good support Funded by Sport England, Football Foundation, WREN, Grimsby Institute for Further and Higher Education and NELC</td>
</tr>
</tbody>
</table>

* Knight, Kavanagh and Page (2008) Leisure Services Review, confirmed by the Head of Service Culture, Leisure and Sport, Environment, Economy and Housing Directorate.

Whilst a number of educational establishments provide site-specific provision, these are not the responsibility of the Culture, Leisure and Sport Department of the North East Lincolnshire. The formation of a number of Academy Schools across the authority area is predicted to reduce the number of opportunities for community access to school leisure facilities. However, Oasis Academy Wintringham functions as a Community Hub and offers a number of community services including fitness classes and sports events.

Provision includes facilities at Franklin College, Grimsby Institute for Further and Higher Education, Havelock Academy, Healing School, Hereford Technology College, Humberside School, Matthew Humberston and St. Mary's Catholic Schools, Immingham Academy, Lindsey School and Community Arts College; and Whitgift School.

Private sector service providers also provide a range of leisure facilities in North East Lincolnshire.

**Table 10.6: Private Leisure Provision**

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Spatial Zone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private Gyms</td>
<td>Pure Gym, Units 2-3, Riverhead, Frederick Ward Way, Grimsby, DN31 1FB</td>
<td>Urban Area</td>
</tr>
<tr>
<td></td>
<td>La Vive Fitness and Spa, Meridian Point, King’s Road, Cleethorpes, DN35 0AQ</td>
<td>Urban Area</td>
</tr>
<tr>
<td></td>
<td>The Oasis Health Club, Orwell Street, Grimsby, South Humberside, DN31 3HB</td>
<td>Urban Area</td>
</tr>
</tbody>
</table>

|
10.3.5 Gaps in Provision

Beyond the shortfalls in quality of provision noted in Table 9.17 the Council has undertaken work to identify gaps in provision as part of the Leisure Review 2008. Using the Sport England Active Places Power/Plus analysis of NELC facility stock alongside the Knight, Kavanagh and Page analysis within the 2009 Review, a series of gaps in provision were identified:

- Sports Halls in the borough currently operate at capacity;
- Whilst there is adequate access to Swimming Pools across the authority area, quality of provision is poor;
- Usage of fitness gyms is expected to increase; and
- Indoor bowling is currently overcapacity.

The planned proposals for additional leisure facilities is expected to accommodate all of the above shortfalls in provision. However a number of deficiencies are expected to remain:

- The phased approach to replacing Grimsby Leisure Centre and Grimsby Swimming Pool will result in a lack of diving facility once this process is completed.
- Other identified gaps in provision include a lack of Olympic sized facilities, an open water sports venue or service, and opportunities for extreme sports and outdoor pursuits.

10.3.6 Planned Provision

Grimsby Swimming Pool

The existing Grimsby Leisure Centre and Grimsby (Scartho) Swimming Pool have been identified as being of a very poor or dated standard. Based on condition surveys of leisure venues undertaken in 2010, a recommendation of the Cabinet
Report from 10th December 2012 was that a phased rationalisation and replacement programme of these facilities would be necessary to secure the provision of leisure facilities in North East Lincolnshire.

Phase One of the £8.4 million Grimsby Swimming Pool project includes the construction of a 25m eight lane pool with learner pool and associated wet changing facilities, health and fitness suite and flexible studio space. The first phase of development on Cromwell Road in Grimsby was granted planning permission at planning committee on 31 July 2013. The new facility will result in an overall increase in swimming pool size but result in the loss of a diving pool.

Phase One of the facility is due to open in November 2015. Subject to funding provision, Phase Two is expected to include: a 4 – 6 rink bowls hall with removable covered floor to enable off peak use as a children’s play/fitness area; Multi-functional spaces to accommodate, for example, dance and fitness classes; Ancillary Facilities for storage, plant and equipment and a Sports Hall.

Grimsby (Scartho) Swimming Pool and Grimsby Leisure Centre will continue to operate until the centre is open to ensure service continuity. The new centre will be located on Cromwell Road, Grimsby

Cleethorpes Leisure Centre

The Council has recently confirmed capital funding and Sport England Match funding to enable the refurbishment of change facilities supporting the pool. This project is now at the planning stage.

Immingham Pool

The Culture, Leisure and Sport Department has recently bid for match funding from the Council's capital programme for essential repairs and refurbishment work.

Immingham Multi-Use Games Area (MUGA)

Funding has been secured through the use of Section 106 contributions for a MUGA replacement at Immingham Oasis Academy. This is subject to the developer commencing on site.

10.3.7 Impact of Development Proposals

New housing development is expected to be focused on areas where the supporting infrastructure and service provision is highest, including the urban area, estuary area and western and southern arc. The Culture, Leisure and Sport Department have confirmed that through the assessment of the existing provision and an awareness of the planned provision, the identified gaps in provision will be accommodated.

10.3.8 Funding Mechanisms

North East Lincolnshire Council’s Capital Programme for Leisure Facilities is worth £13 million for each year. This is accessible for asset improvements and the maintenance of leisure facilities across the District. The Culture, Leisure and Sport Department Revenue Budget is another means of access to funding.
In very occasional cases, leisure facilities may be funded through developer Section 106 contributions. The Immingham Multi-Use Games Area project was the first example of a leisure facility provided by a developer contribution.

10.3.9 Role of Local Plan

The New Local Plan recognises the need to ensure that the implications of new growth and demographic changes are supported by adequate and appropriate social infrastructure, which includes leisure facilities. The Council has and will continue to work with infrastructure providers to ensure identified needs are met in a timely and sustainable manner.

The New Local Plan will set out the requirements and mechanisms for safeguarding and facilitating new education infrastructure. Provision will also be made to safeguard land for provision of new facilities where necessary.

10.4 Flood Defences

10.4.1 Delivery Agency

- Department for Environment, Food and Rural Affairs (DEFRA)
- Environment Agency (EA)
- North East Lincolnshire Council (Lead Local Flood Authority)
- North Lincolnshire Council
- Associated British Ports (ABP)
- North East Lindsey Drainage Board
- Anglian Water
10.4.2 Evidence Base

- Strategic Flood Risk Assessment, November 2011 - North East Lincolnshire Council and North Lincolnshire Council
- Flamborough Head to Gibraltar Point Shoreline Management Plan Draft, November 2009 - Humber Estuary Coastal Authorities Group (HECAG)
- Grimsby and Anholme Catchment Flood Management Plan Summary Report, December 2009 - Environment Agency
- Preliminary Flood Risk Assessment, 2011 - North East Lincolnshire Council
- Managing Flood and Coastal Erosion Risks - Annual Report by the Anglian (Northern) Regional Flood and Coastal Committee, October 2012 – Environment Agency
- North East Lincolnshire Monitoring Report 2011/12, 2012 - North East Lincolnshire Council

North East Lincolnshire Council are currently preparing a Local Flood Risk Management Strategy. A draft of this document is expected in January 2014.

10.4.3 Strategic Issues

Overview of Flooding Issues

Flooding is a natural process that plays an important role in shaping the natural environment. However, it also threatens life and causes substantial damage to property. The nature of flood risk in North East Lincolnshire means that this document must look wider than the Council's administrative boundary to understand the existing and required flood risk infrastructure.

North East Lincolnshire is particularly susceptible to flooding due to its low lying topography and proximity to the open sea and Humber Estuary. With flood risk posing a threat to local residents and their homes, businesses, commercial and agricultural land it is therefore a major consideration for planning and demonstrates the importance of encouraging sustainable development within North East Lincolnshire. Work is on-going between North East Lincolnshire Council, the Environment Agency and the owners of the flood defences to manage the occurrence of flooding.

Flood risk involves both the statistical probability of a flood occurring and the scale of the potential consequences. The main causes of flooding are generally categorised as:-
- **Tidal flooding**: flooding beside the sea or an estuary caused by high sea levels, sometimes influenced by high waves;
- **Fluvial flooding**: flooding from a river or large watercourse caused by high river flows;
- **Surface water flooding**: flooding from small watercourses, ditches, sewers and overland flow caused by heavy rainfall; and
- **Groundwater flooding**: flooding that occurs when groundwater levels rise above ground levels, often following prolonged heavy rainfall.

The mechanism of flooding is different in each case and this can have an impact on how floods develop, how often they are likely to occur and how they can be managed.

The Humber Estuary presents a major source of flood risk for North East Lincolnshire. In addition, the main sources of flood risk are caused by river flooding, with risks posed by the River Freshney in Grimsby, Buck Beck in Humberston and Oldfleet Drain in the Humber trade zone; the impact of rivers not able to freely flow to the seas at high tide at New Cut Drain, Grimsby; risk of flooding from the network of lowland drains; surface water and sewer flooding which has occurred in Grimsby, Cleethorpes, Humberston and industrial areas around Immingham; and groundwater flooding at Cleethorpes, Grimsby and the Humber trade zone if groundwater levels are high in the underlying rock.

A significant proportion of the South Humber Bank area is at risk from flooding. Flood deference is important here as the area contains assets considered to be of important value (major infrastructure) and primary value (key industrial facilities). This area is of great importance to the local economy and provides a significant quantity of employment opportunities.

**Partnership Working**

Recognising that flooding is an issue which cross local authority boundaries, North East Lincolnshire has worked closely with neighbouring North Lincolnshire Council. The two Councils have jointly produced a Strategic Flood Risk Assessment (SFRA). This partnership working and consultative approach fits well with the duty to cooperate set out in the Localism Act 2011. The Environment Agency and a range of other key stake holders were consulted during the production of the document.

A range of organisations are responsible for managing flood risk. Nationally, the Department for Environment, Food and Rural Affairs (DEFRA) is responsible for outlining a national policy approach, as well as providing funding, usually through its executive public agency, the Environment Agency (EA). The EA own and manage some of the flood defences within North East Lincolnshire.

Locally, North East Lincolnshire Council acts as the Lead Local Flood Authority (LLFA), as per duties imposed by the Flood and Water Management Act 2010, but also manages and owns some defences. Other defences are managed and owned by private companies, including Associated British Ports (ABP).

An Internal Drainage Board (IDB) exists within the North East Lincolnshire area – the North East Lindsey Drainage Board. Each drainage board is an operating authority covering a defined 'drainage district' for which they are responsible for the maintenance of critical infrastructure within these areas as Water Level
Preliminary Flood Risk Assessment: Existing Flood Risk Areas

As a Lead Local Flood Authority (LLFA), the EC Floods Directive, through the Flood Risk Regulations (2009), requires North East Lincolnshire Council (NELC) to prepare a Preliminary Flood Risk Assessment (PFRA) by assessing the harmful consequences of past and potential future flooding, and to identify areas with significant flood risk. This was prepared in 2011, and must be updated every 6 years.

The Preliminary Flood Risk Assessment noted that a number of locations in NELC are considered to be ‘flood risk areas’. The areas included in dark blue and light blue on Figure 9.4 below are the areas identified as ‘flood risk areas’.

As Lead Local Flood Authority (LLFA) NELC are required to ‘produce flood hazard and flood risk maps’ by December 2013 and ‘produce flood risk management plans’ by December 2015. These need to be produced for the identified ‘flood risk areas’.

The six identified flood risk areas are156:

1) Immingham: Woodlands Ave, Pelham Road and Manby Road received some of the worst flooding during the 2007 summer floods with some 192 houses flooded internally and 90 externally. More than 400 houses are at risk with a number of schools and commercial premises. The inclusion of these areas is also verified by the EA Surface Water mapping.

2) Grimsby: The Willows and Wybers estate have areas at risk from flooding from the surcharged main sewer system and this threat is exacerbated by the adjacent main rivers and flood storage area.
   - Bradley Cross Roads area is at risk from surface water flooding plus adjacent land drainage systems.
   - The Nunsthorpe area is at risk from surface water flooding.
   - The Chelmsford Avenue/Westward Ho area is at risk from both surface water and groundwater flooding.
   - The Hainton Avenue/Sixhills Street area is at risk from surface water flooding.
   - The Grant Thorold/Wellington Street/Runswick Road area is at risk from surface water flooding.

3) Cleethorpes North: The Grimsby Road/ Brereton Avenue area is at risk from surface water flooding with groundwater flooding being an additional risk in the east part of the area.

4) Cleethorpes South: This area is at risk from surface water flooding. No flooding in recent years has been recorded in the location, except within Ormsby Close (1997). A problem was found with the Anglian public sewer. Anglian Water undertook remedial work which involved some relaying. No flooding of note occurred during 2007.

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156 Preliminary Flood Risk Assessment, 2011 - North East Lincolnshire Council
5) **Humberston:** The Coniston Crescent / Littlebeck Road /Buttermere Crescent area is at risk from surface water flooding and from the adjacent land drainage systems. Lack of capacity in the surface water public sewer may be an exacerbating factor.

6) **Waltham:** The Mount Pleasant/Barnoldby Road/Cheesmans Close area is at risk from the Buck Beck critical ordinary watercourse catchment. Surface water flooding is also a risk in this area.

**Figure 10.2: Identified Flood Risk Areas**

![Identified Flood Risk Areas](image)

**Source: Preliminary Flood Risk Assessment: Existing Flood Risk Areas (2009)**

**Strategic Flood Risk Assessment, 2011**

In 2011 North East Lincolnshire adopted their Strategic Flood Risk Assessment¹⁵⁷. A SFRA is a tool for use by a planning authority to assess all types of flood risk for spatial planning and making planning decisions. The requirement to produce one was set out in NPPF, which introduced the Sequential Test as a means of demonstrating there are no reasonably available sites with a lower risk of flooding suitable for the type of development proposed and the Exception Test for use where the Sequential Test alone cannot deliver acceptable sites but where continued development is necessary for wider reasons.

**Humber Estuary Shoreline Management Plan, 2009**

¹⁵⁷ Strategic Flood Risk Assessment, 2011, North East Lincolnshire Council
The draft policy\textsuperscript{158} for the south bank of the Humber will ensure continued protection from coastal erosion and coastal flooding for assets in the floodplain, including the significant industry, port and residential areas between Immingham and Cleethorpes. This policy will also ensure that infrastructure associated with Grimsby, Cleethorpes and the villages within the area, historic environment assets and agricultural land at the rear of the towns continue to be protected from coastal erosion and flooding.

The decision to continue to hold the line means that erosion of this frontage is prevented resulting in a reduction in supply of sediment to intertidal and subtidal habitats. The interruption of natural processes as well as coastal squeeze caused by sea level rise is likely to result in loss of intertidal habitat within the Humber Estuary, which has the potential to adversely affect the landscape as well as the designated environmental sites of the Humber Estuary. The defended frontages are likely to require increasingly sizeable defences as they become more exposed to wave attack (due to removal of material at the toe of the defence structures as well as sea level rise).

10.4.4 Existing Provision

Overview

North East Lincolnshire is well protected by hard defences, with a significant proportion of the frontage protected. Large areas of the hinterland, including many parts of Grimsby do however reside within the coastal flood plain.

The Humber Estuary Coastal Authorities Group (HECAG) Shoreline Management Plan and The Humber Flood Risk Management Strategy outline existing flood defence provision. The Humber Flood Risk Management Strategy (2008) is currently being updated and a new draft is expected in Summer 2014\textsuperscript{159}.

The Environment Agency provides 18 flood warning sirens across Grimsby and Cleethorpes. These warn of tidal flooding caused by the Humber, with one siren located on the Willows residential estate used to warn of flooding from the River Freshney.

Immingham to River Freshney

The Immingham to River Freshney stretch of coastal line is referenced as Flood Area 24 in the Environment Agency Humber Flood Risk management Strategy\textsuperscript{160}.

This document notes that flood defences in this area stretch to 12.6km and are managed by the Environment Agency and ABP. They protect over 11,600 properties and over 2230 hectares of agricultural land. The defences in these areas protect areas defined as being of primary value including key industrial facilities.

The existing defences provide a good standard of protection but have an estimated residual life of less than 10 years. The Environment Agency outline that work to

\textsuperscript{158} Flamborough Head to Gibraltar Point. Shoreline Management Plan. Consultation Draft. November 2009

\textsuperscript{159} Dialogue with Arup, working on update on behalf of the Environment Agency

\textsuperscript{160} Planning for the Rising Tide: The Humber Flood Risk Management Strategy, March 2008 - Environment Agency
improve this stretch of defences will be necessary in the short, medium and long term (see the Humber Flood Risk Management Strategy, 2008).

In 2009/10 the Stallingborough Flood Alleviation Scheme was undertaken as part of the Humber Estuary Flood Risk Management Strategy. These works cost approximately £4.9m and saw improvements made to 1.6km of coastal defences, helping to protect 10,197 homes and 1,282 businesses from flooding.

The scheme involved the improvement of the existing sea wall by installing steel piles, rock armour around its base to preventing the sea from undermining it and a reinforced concrete slab.

East Grimsby

The East Grimsby stretch of coastal line is referenced as Flood Area 25 in the Environment Agency Humber Flood Risk Management Strategy\(^\text{161}\).

This document notes that flood defences in this area stretch to 3.9 km and are managed by the Environment Agency, North East Lincolnshire Council and ABP. They protect over 18,900 properties. The defences in these areas protect areas defined as being of primary value including key industrial facilities.

The existing defences managed by North East Lincolnshire Council and located towards the eastern end of this area provide a good standard of protection. Defences managed by ABP are of variable condition, with segments considered by the Environment Agency to be of a poor condition. Defences in this area have an estimated residual life of between 10 and 20 years. The Environment Agency outline that work to improve this stretch of defences will be necessary in the medium term (see the Humber Flood Risk Management Strategy, 2008). A scheme and funding is in place to improve the existing flood defences, this is set out in section 10.4.6.

The Grimsby (Freshney Washland) Flood Alleviation scheme replaces an existing flood storage reservoir with a new reservoir dam to improve the standard of flood protection along the New Cut drain in Grimsby to the 1% Annual Exceedance Probability (1 in 100 year return period). The scheme is currently under construction and due for completion in July 2013.

Cleethorpes and Humberston

The Cleethorpes and Humberston stretch of coastal line is referenced as Flood Area 26 in the Environment Agency Humber Flood Risk management Strategy\(^\text{162}\).

This document notes that flood defences in this area stretch to 9.2 km and are managed by the Environment Agency and North East Lincolnshire Council. They protect over 2,200 properties. The defences in these areas protect areas defined as being of important value, including major infrastructure.

North East Lincolnshire Council manages most of the defences within this area and these are regarded by the Environment Agency to be of a good condition and provide a good standard of protection. Through dialogue with North East


Lincolnshire Council it was noted that there are proposed schemes to improve the sea defences in Cleethorpes. There are also some issues related to the Humberston Fitties area, which is a campsite. At Humberston Fitties there is a requirement for residents to vacate the campsite at night between January and February to avoid the greatest risk of flooding. The defences in this area received support in 2010/11 from a £750,000 Environment Agency grant for strengthening gabion defences on the front embankment at Humberston Fitties, to enable a lifespan of 50 years.

The site is protected by reinforced sand dunes, which have significant low spots. North East Lincolnshire / EA manage a second line of defences (gabion defences) behind the sand dunes. However most of the chalets are in front of these defences, and so at risk of flooding if waves wash over the sand dunes.

Defences in this area have an estimated residual life of greater than 20 years. The Environment Agency outline that work to improve this stretch of defences will be necessary in the long term (see the Humber Flood Risk Management Strategy, 2008).

The Council uses the public sewers and some piped ditches for highway water run off in Humberston. We have some watercourses alongside Council owned land at Jubilee Park. However, the majority of the drainage infrastructure comprises the Anglian Water public sewer network, North East Lindsey Drainage Board's watercourses and other riparian owned watercourses. We are responsible for the road gullies and connecting pipework. Some drainage improvements have been carried out including the cleaning of the watercourses at the rear of Coniston Crescent and a new road crossing in Humberston Avenue.

There is a problem in Humberston Avenue with the public foul sewer surcharging during rainfall and it needs to be discussed with Anglian Water whether improvements are required here.

### 10.4.5 Gaps in Provision

**Immingham to River Freshney**

The Environment Agency have identified that the length of defences near Immingham needs improvement. Erosion of the foreshore is gradually weakening defences.

Defended frontages on the south of the Humber Estuary are likely to require increasingly sizeable defences as they become more exposed to wave attack, owing to the removal of material at the toe of the defence structures as well as sea level rise.\(^\text{163}\)

**East Grimsby**

Defences by ABP are identified as being of a poor quality in areas, with improvements needed in the next 10 years to address these issues and provide an adequate level of defence.\(^\text{164}\)

**Cleethorpes and Humberston**

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The Humberston Fitties Chalet Park comprises 320 seasonally occupied chalets located in a designated Conservation Area, located in Flood Zone 3a. The site features two lines of defence - a primary defence owned by North East Lincolnshire Council consisting of reinforced sand dunes; and a secondary defence owned by the Environment Agency, comprising of an embankment. A number of chalets are located between the primary and secondary defence, resulting in not all chalets enjoying the same level of protection. The primary defence is identified to have a number of significant low spots, which could result in over-topping or a breach of these defences.

Government guidance sets out a flood risk standard of protection for coastal communities of 0.5% annual probability of flooding in any one year (1 in 200). If both the primary and secondary defence are considered as one defence, the properties behind both lines of defence are considered by the Environment Agency to be protected\(^1\)\(^6\)\(^5\).

### 10.4.6 Planned Provision

The Humber Flood Risk Management Strategy is currently being updated, with a draft expected in mid-2013. As part of this work all the existing flood defences are being inspected to confirm erosion rates and whether they are still fit for purpose. The broad schemes set out in the 2008 strategy are unlikely to change, but the phasing of schemes may be altered. In addition additional schemes may be required. The planned provision section is based on the 2008 strategy\(^1\)\(^6\)\(^6\) as this was the most up-to-date evidence base available at the time of writing this baseline report.

#### Immingham to the River Freshney

The Humber Flood Risk Strategy notes that the Environment Agency and partners are planning to improve the length of defences near Immingham in the next five years. However there is not worked up scheme to improve these defences.

#### East Grimsby

The Grimsby Docks Defence Scheme is a £14.5 million scheme by the Environment Agency to improve 3,500 metres of sea defences at Grimsby Docks. The scheme has committed funding and is being delivered in partnership by landowners; Associated British Ports (ABP), Environment Agency and North East Lincolnshire Council. The Grimsby Docks Flood Defence Scheme will reduce the risk of flooding from the Humber Estuary to around 14,000 properties. Construction is expected to commence in Summer 2013.

The Grimsby (Freshney Washland) Flood Alleviation scheme replaces an existing flood storage reservoir with a new reservoir dam to improve the standard of flood protection along the New Cut drain in Grimsby to the 1% Annual Exceedance Probability (1 in 100 year return period). The scheme is currently under construction and due for completion in July 2013.

#### Cleethorpes and Humberston

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\(^{166}\) Planning for the Rising Tide: The Humber Flood Risk Management Strategy, March 2008 - Environment Agency
North East Lincolnshire Council and the Environment Agency are working closely to investigate the options for improving the sea wall, at North Promenade, Cleethorpes. The aspiration is that the improvements to the sea wall can be linked to a leisure development in Cleethorpes\textsuperscript{167}.

North East Lincolnshire and the Environment Agency are also working up a scheme for North Wall, which is the area between Grimsby and Cleethorpes, not covered by the current Grimsby Dock scheme. This is predicted to be a £5 – 6 million scheme to improve the sea wall. A planning application for these improvements is expected in Summer 2013\textsuperscript{168}.

In relation to Humberston Fitties Chalet Park, the Environment Agency and NELC are currently considering the options for flood protection\textsuperscript{169}.

\subsection*{10.4.7 Impact of Development Proposals}

The current protection is currently adequate to meet current needs. There will be a requirement to improve flood defences up to 2030. The Humber Flood Risk Management Strategy is currently being updated. This update includes a survey of the existing flood defences and their adequacy to meet current needs. This strategy will set out schemes needed going forward and will be updated as required by the Environment Agency\textsuperscript{170}.

The Humber Bank is a significant focus for employment proposals. There will be a requirement for design of new development to be consider flood risk. However the level of defence is adequate to allow development to proceed.

\subsection*{10.4.8 Funding Mechanisms}

The Environment Agency will seek to supplement public funding with contributions from major beneficiaries and from developers, to provide new flood defence infrastructure.

**Partnership Funding:** The new policy allows flood and coastal erosion risk management (FCERM) projects to apply for Flood Defence Grant-in-Aid (FDGiA), and encourages funding from other sources to be secured. The proportion of central funding that a project receives will depend on the benefits it will bring.

**Developers/**major beneficiaries:** Developers will be expected to pay the full cost of any new works needed to protect their development.

**Challenge Coast:** challenge coast is a funding source that can be used when a scheme delivers regeneration benefits – this is being investigated in Cleethorpes.

\subsection*{10.4.9 Role of Local Plan}

North and North East Lincolnshire’s Strategic Flood Risk Assessment (SFRA) enables objective judgements about flood risk to be made by providing and

\begin{footnotesize}
\textsuperscript{167} Confirmed through dialogue with the NELC Lead Flood Risk Management Officer
\textsuperscript{168} Confirmed through dialogue with the NELC Lead Flood Risk Management Officer
\textsuperscript{169} Confirmed through dialogue with the NELC Lead Flood Risk Management Officer
\textsuperscript{170} Confirmation from Arup, working on update to Humber Flood Risk Management Strategy
\end{footnotesize}
comprehensive and detailed assessment of flooding and flood risk. The SFRA will inform decisions on individual planning applications as well as judgements on land allocations for development in the New Local Plan. It provides the evidence base for preparing policies for the management of flood risk.

National guidance set out in the NPPF states that inappropriate development in flood risk areas should be avoided by directing development away from the areas of highest risk. The New Local Plan will outline appropriate mitigation measures and apply a sequential and risk based approach to the location of development. This will take account advice from the Environment Agency and other flood risk management bodies.

11 Waste and Minerals

11.1 Waste

11.1.1 Delivery Agency

- North East Lincolnshire Council (Waste Collection and Waste Disposal Authority)
- Environment Agency
- Department for the Environment, Food and Rural Affairs (DEFRA)
- Private Operators

11.1.2 Evidence Base

- Municipal Waste Management Strategy, 2009 - North East Lincolnshire Council
• North East Lincolnshire Monitoring Report 2011/12, 2012 - North East Lincolnshire Council
• Municipal Waste Management Strategy 2012-2029, May 2012 – North Lincolnshire Council
• Waste Management Evidence Paper 2013 - North East Lincolnshire Council
• Waste Data Interrogator and Hazardous Waste Data Interrogator, Environment Agency
• Hazardous Waste Database - Environment Agency
• Projection of Commercial & Industrial Waste Arisings in Yorkshire & Humber to 2026, November 2009 - UrbanMines on behalf of Yorkshire Forward
• Waste Arisings Forecasting, June 2007 - Government Office for Yorkshire

11.1.3 Strategic Issues

North East Lincolnshire Council (‘the Council’) is responsible for waste planning matters in the North East Lincolnshire administrative area, as the area’s waste planning authority (WPA), under the provisions of the Town and Country Planning Act 1990. The Council has a statutory duty to prepare a local waste plan, however this can consist of relevant waste policies in a broader local plan. The Council’s responsibilities also include the processing of all planning applications for the deposit of refuse of waste materials, or the erection of buildings, plant or machinery designed to be used wholly or mainly for treating, storing, processing or disposal of refuse or waste.

Approximately 76,000 tonnes of municipal waste (all waste associated with or collected by North East Lincolnshire Council) was produced in North East Lincolnshire for the 2012/13 reporting period\textsuperscript{171}. This total has declined from a high of over 87,600 tonnes in the 2004/05 period.

The Council strongly promotes reduce, reuse and recycling initiatives to ensure that less waste is sent to landfill sites. Local authorities must pay Landfill Tax on waste disposed of at landfill sites. The tax is aimed at encouraging more sustainable methods of waste disposal, reducing waste, and encouraging waste producers to recover more value from waste through reuse or recycling. Landfill is not seen as a long-term sustainable or acceptable approach to waste disposal. The Council aims to ensure that 40% of all collected waste is recycled by 2015. This is in line to meet the targets set by the EU Landfill Directive to reduce the amount of biodegradable municipal waste being sent to landfill. The requirement is that all member states must reduce the amount waste sent to landfill by 25% of the 1995 levels by 2010, 50% by 2014 and 65% by 2020. Local Waste Authorities will face both increased charges per tonne of waste sent to landfill and fines for not meeting the EU landfill targets\textsuperscript{172}.

Waste is split into a number of streams for categorisation:

\textsuperscript{171} Waste Management Evidence Paper 2013 - North East Lincolnshire Council
\textsuperscript{172} Waste Management Evidence Paper 2013 - North East Lincolnshire Council
- Municipal Solid Waste (MSW)
- Commercial and Industrial Waste (C&I)
- Construction and Demolition Waste (C&D)
- Hazardous Waste
- Waste Water
- Water Low Level Radioactive Waste
- Agricultural Waste
- Waste from Mines and Quarries

North East Lincolnshire Council collects all MSW which includes refuse collected from households, civic amenity sites, litter bins, street cleaning and fly-tipping. The Council delivers all collections to Newliners with whom the Council has a long-term contract for waste disposal.

The quantity of waste sent to landfill in North East Lincolnshire has declined significantly in recent years. The rate of waste sent to landfill is seasonal, with higher levels of waste sent to landfill in January and February, after the winter holiday season. In 2012 waste sent to landfill accounted for 12.25% in January and 38.1% in February, comparatively much higher than the low of 1.74% and high of 6.51% recorded in other months.

A key strategic issue for North East Lincolnshire is forthcoming years is the impact of new housing and employment growth sites in terms of the quantity of waste produced. This is discussed further in the Impact of Development Proposals section.

11.1.4 Existing Provision

Overview

Figure 11.1 below identifies all existing facilities in North East Lincolnshire. They include:
- One landfill site is located in the borough, at Immingham.
- An Energy from Waste Facility at Stallingborough.
- Two Recycling Centres at Estuary Way, Pyewipe Industrial Estate, Grimsby and Queens Road, Immingham.
- Over 52 Public Recycling Banks.
- Consented Merchant Waste Plant for Food and Packaging Combined Heat and Power. The applicant has made a start on site, but the current scheme restricts the waste that can be processed to food waste and packaging.

Figure 11.1: Existing Waste Facilities

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173 This comprises non-valuable material produced during extraction and processing
174 Waste Management Evidence Paper 2013 - North East Lincolnshire Council
175 Waste Management Evidence Paper 2013 - North East Lincolnshire Council
Municipal Solid Waste

All Municipal Solid Waste (MSW) is collected by North East Lincolnshire Council. This includes refuse collected from households, civic amenity sites, litter bins, street cleaning and operates a triple box recycling scheme for glass, paper and cans.

The Council has a long-term Integrated Waste Management Contract and partnering agreement in place with Newlines Development Ltd (Newlincs), who operate a Combined Heat and Power (CHP) Energy from Waste (EfW) facility, located near Immingham.

The majority of North East Lincolnshire’s MSW is sent to the Newlincs facility for incineration. The heat and electricity produced powers the plant, whilst excess heat is sold to a neighbouring company and surplus electricity fed into the national grid. The 25 year contract commenced in 1999 and will expire in 2024. The Council’s contracted annual tonnage with Newlincs is 80,000 tonnes (using both EfW and landfill), and the EfW facility has the capacity to handle 56,000 tonnes per annum\(^\text{176}\).

Figure 11.2 shows how the total amount of MSW arising in North East Lincolnshire (in tonnes) has declined year on year in recent years. Whilst two periods have seen an increase (2006-07 and 2009-10), the overall trend is a

\(^{176}\) Waste Management Evidence Paper 2013 - North East Lincolnshire Council
decrease in the total amount of waste produced. In the period from April 2012 to March 2013, the total level of waste produced was at a low of 76,000 tonnes\(^{177}\), a 6% decrease on the previous reporting year.

**Figure 11.2: All municipal waste arising in North East Lincolnshire**

![Graph showing all municipal waste arising in North East Lincolnshire](image)

*Source: Data source: BVPI 82aii, bii, cii & dii & BVPI 82a, b, c & d until 2009, thereafter directly from Waste Data Flow and North East Lincolnshire Council*

<table>
<thead>
<tr>
<th>Table 11.1 Method of Management of Municipal Waste</th>
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*Source: Council Records*

**Commercial and Industrial Waste**

Commercial and Industrial (C&I) waste includes all collected from, but not limited to retail, office, manufacturing and other associated activities. The best available evidence for this waste stream is estimates produced at a regional level. In 2002/2003 the Yorkshire and Humber region was estimated to have produced the highest tonnage of commercial and industrial\(^{178}\) and waste in England, however by the 2009 survey, the region was estimated to have produced the


second highest quantity and also seen a – 37.7% decrease in the level of commercial and industrial waste in the last six years.

North East Lincolnshire Council has collected C&I waste in the past, alongside commercial waste management companies, but no longer operates a trade waste services. This service is now provided by commercial waste management companies.

Construction, Demolition and Excavation Waste

Construction, demolition and excavation waste (CD&E) includes all waste arising as a result of the construction of new structures or demolition (including partial demolition) of existing structures, such as rubble and building materials. Excavation waste includes spoil from excavation. DEFRA has issued waste estimates for CD&E covering 2008 to 2010 for England. The data shows a slightly declining and static level of CD&E waste. It is important to note that North East Lincolnshire will produce a negligible amount, if any, of waste for excavation.

Sub regional estimates covering East Riding of Yorkshire, North East Lincolnshire and North Lincolnshire were produced by Department for Communities and Local Government in 2005. This data suggests that 48.2% of CD&E waste arising in the sub region is recycled and 43.2% is landfilled. The remaining 8.6% is spread on registered exempt sites.

Hazardous Waste

Hazardous waste consists of waste regarded as being dangerous to the environment or health and is therefore monitored by the Environment Agency. Any organisation or individual who produces, transports or receives hazardous waste is regulated by the Hazardous Waste Regulations. In 2011, 42,227 tonnes of hazardous waste arose in North East Lincolnshire. Of the tonnage of hazardous waste arising from the area 0.9% was managed by North East Lincolnshire.

Figure 11.3: shows where the Hazardous Waste is treated outside North East Lincolnshire:

The largest quantity of hazardous waste is disposed of within Cheshire West and Chester Borough Council area and accounts for 30% of hazardous waste arising from North East Lincolnshire. Cheshire West and Chester is a net importer of hazardous waste due to two nationally significant hazardous waste disposal facilities.

Low Level Radioactive Waste

Low level radioactive waste arises from a small number of locations in North East Lincolnshire. At the end of May 2013 North East Lincolnshire has three sites which are permitted by the Environment Agency to dispose of low level radioactive waste.\(^1\)

Agricultural Waste

Agricultural waste is defined as waste from premises used for agriculture, which includes horticulture, fruit growing, dairy farming, livestock breeding and keeping; the use of land for grazing as a meadow or woodland where this is ancillary to the farming of land.\(^2\) There is no reliable data to show the extent of agricultural waste in North East Lincolnshire. The Environment Agency does however provide information on the number of agricultural premise that hold an

\(^1\) Environment Agency (http://epr.environment-agency.gov.uk/ePRInternet)

\(^2\) See Agriculture Act 1947 for full definition.
exemption license, which allows for the disposal of some agricultural wastes. At the end of May 2013, 23 sites in North East Lincolnshire held an exemption license\textsuperscript{185}.

11.1.5 Gaps in Provision

Municipal Solid Waste

There are currently no gaps in the treatment and recycling facilities required for Municipal Solid Waste\textsuperscript{186}. [confirm when projections signed off - CW]

Commercial and Industrial

There are currently no gaps in the disposal of commercial and industrial waste. Trade waste collections services are currently operated solely by private sector operators\textsuperscript{187}.

Construction, Demolition and Excavation Waste

There are currently no gaps in the disposal of Construction, Demolition and Excavation Waste.

Hazardous Waste

The hazardous waste is mainly managed outside North East Lincolnshire. The choice of location / treatment of hazardous waste are determined by private sector operators, with consideration of planning policy framework and site allocations. The delivery of hazardous waste facilities will continue to be operated on this basis. There is no identified gap in the treatment of Hazardous Waste\textsuperscript{188}.

[Update required following confirmation from CW]

Low Level Radioactive Waste

There are currently adequate facilities to treat Low Level Radioactive Waste in the Borough. In May 2013 North East Lincolnshire had three sites which are permitted by the Environment Agency to dispose of low level radioactive waste\textsuperscript{189}.

Agricultural Waste

The Agricultural Waste Survey highlighted that 90% of farm holdings burned at least one type of waste, 32% disposed of waste through burial on-site, 72% kept waste in long-term storage\textsuperscript{190}. It can therefore be concluded that a significant contribution of waste is dealt with on-site.

There is no identified gap in provision for treatment of agricultural waste.

\textsuperscript{185} Environment Agency (http://epr.environment-agency.gov.uk/ePRInternet)
\textsuperscript{186} Waste Management Evidence Paper 2013 - North East Lincolnshire Council
\textsuperscript{187} Waste Management Evidence Paper 2013 - North East Lincolnshire Council
\textsuperscript{188} Waste Management Evidence Paper 2013 - North East Lincolnshire Council
\textsuperscript{189} Environment Agency (http://epr.environment-agency.gov.uk/ePRInternet)
11.1.6 Planned Provision

There is currently an extant consent for a Combined Heat and Power Plant focused on the disposal of food waste. The applicant has made a start on site, but the current scheme restricts the waste that can be processed to food waste and packaging.

The landowner is currently working with the Environment Agency and North East Lincolnshire Council to make the current consent more attractive to waste market. This may involve further planning applications or amendments to the existing planning application. This is still being worked through.

11.1.7 Impact of Development Proposals

Municipal Solid Waste

There is adequate capacity in relation to landfill and EFW treatment in North East Lincolnshire [confirm when projections are available] to deal with the projected increase in Municipal Waste.

Immingham landfill has sufficient capacity to take all of North East Lincolnshire's residual municipal waste up to 3033\(^{191}\) with an estimated capacity of 2 million cubic metres. The full lifespan of the site is dependent on input rates. The site receives waste from a number of private sector waste collection companies.

In addition to this site at Immingham, North East Lincolnshire Council sends municipal solid waste (MSW) to a landfill sites in North Lincolnshire. Hull City Council and East Riding of Yorkshire Council also send MSW to this site. North Lincolnshire has significant levels of landfill capacity available across a number of sites.

The Energy from Waste Facility contract is in place until 2024. The EFW facility is permitted to handle 56,000 tonnes of waste per year\(^{192}\).

The municipal waste arisings in North East Lincolnshire have been declining since 2009 / 2010. The existing infrastructure is adequate to meet the projected rise in waste arisings\(^{193}\) [confirm when projections available].

Commercial and Industrial

North East Lincolnshire Council does not provide a trade waste service. Trade waste collections services are currently operated solely by commercial waste management operators.

The Stallingborough EFW facility allows for the input of Commercial and Industrial Waste; however the EFW is mainly used for MSW. The treatment and disposal of commercial and Industrial waste is expected to be delivered through private sector operators\(^{194}\). [CW to provide further text]

\(^{191}\) Confirmed with Environment Agency
\(^{192}\) Environment Agency Permit reference BT42491B
\(^{193}\) Waste Management Evidence Paper 2013 - North East Lincolnshire Council
\(^{194}\) Waste Management Evidence Paper 2013 - North East Lincolnshire Council
Based on past trend regional data suggests that there will be a continuation of the trend of decline in overall Commercial and Industrial Waste in the Yorkshire and Humber. Whilst data on Commercial and Industrial projections is currently only available at the Regional level, the projected decrease in this waste type indicates that current private sector operators will be able to deal with future waste streams.

**Hazardous Waste**

The hazardous waste is mainly managed outside North East Lincolnshire. The choice of location / treatment of hazardous waste are determined by private sector operators, with consideration of planning policy framework and site allocations. The delivery of hazardous waste facilities will continue to be operated on this basis. There is no identified gap in the treatment of Hazardous Waste.

**Low Level Radioactive Waste**

Low level radioactive waste is commonly produced by healthcare, pharmaceuticals and chemical operations. These are established business sectors operating in North East Lincolnshire. The Council aims to grow these business sectors and therefore significant growth in these areas will require a review of current provision to confirm if new capacity is required.

**Agricultural Waste**

The planned housing and employment in the Borough will not directly impact on agricultural waste.

**Cross Boundary Issues**

In 2011, North East Lincolnshire exported 230,716 tonnes of waste, and 91.7% of this waste is managed in North East Lincolnshire. There is clearly a cross boundary relationship with North Lincolnshire. This has been set out in the cross boundary section of the Infrastructure Delivery Plan. In the same year North East Lincolnshire received 542,533.4 tonnes of waste from other local authority areas.

### 11.1.8 Funding Mechanisms

North East Lincolnshire Council is responsible for collecting municipal waste and therefore fund the service through the Council's revenue and capital budgets. The Council is engaged in a long-term waste disposal contract with a private sector provider.

The Landfill Communities Fund (formerly the Landfill Tax Credit Scheme) provides a mechanism of obtaining financial support for landfill site operators. The fund allows operators to claim tax credit contributions for any spending they make on projects that benefit the environment. This spending must be made to approved environmental bodies in order for operators to be eligible for tax credits.

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195 ADAS Study into Commercial and Industrial Waste Arising, April 2009 (projections up to 2020) and UrbanMines projections, November 2009 (projections up to 2026)
197 Environment Agency Waste Interrogator, 2011
198 Environment Agency Waste Interrogator, 2011
A list of approved bodies is available from Entrust, who act as the regulatory body for the scheme.

The Government Review of Waste Policy in England 2011 (published by DEFRA) highlights a Government approach based on reducing the provision of Private Finance Initiative (PFI) credits for delivering waste infrastructure. The Government will therefore provide less direct intervention in waste infrastructure and instead focus on ensuring there are not unnecessary barriers which stop the market delivering the necessary infrastructure.

The Government has established the Green Investment Bank (GIB) which will be capitalised with £3bn of public money. The GIB will invest in infrastructure in five priority areas which include commercial and industrial waste recycling and energy from waste generation.

11.1.9 Role of Local Plan

The National Planning Policy Framework (NPPF) does not contain specific waste policies and has not replaced Planning Policy Statement 10: Planning for Sustainable Waste Management (PPS10).

The Government have produced a draft National Waste Management Plan for England (NWMP) which set out policies for waste management. The consultation draft of the NWMP is out for consultation until the 23rd September 2013.

This document will form a material consideration when published and the Local Plan will be required to confirm to the over-arching policy position outlined.

The role of the Local Plan will be to ensure that proposals for new waste facilities are sustainable by seeking to minimalise the distance that materials need to be transported. It will ensure that waste facilities do not adversely harm residential amenity and will therefore direct new facilities to land allocated for industrial uses. The New Local Plan will seek to minimise the environmental impacts of new facilities including the traffic, visual impact, noise, pollution and health issues arising from developments.

Waste infrastructure is considered to be of national significance. Therefore, applications exceeding specified thresholds will be determined through the major infrastructure planning process.
11.2 Minerals

11.2.1 Delivery Agency
- North East Lincolnshire Council (Mineral Planning Authority)
- Yorkshire and Humber Aggregates Working Party (AWP)

11.2.2 Evidence Base
- Minerals Evidence Paper 2013- North East Lincolnshire Council
North East Lincolnshire Monitoring Report 2011/12, 2012 - North East Lincolnshire Council

The National Planning Policy Framework (NPPF) requires local minerals authorities to produce a Local Aggregates Assessment. The Council is engaged in the production of a joint Humber Area Local Aggregates Assessment with East Riding of Yorkshire Council (Lead Authority), Hull City Council, North Lincolnshire Council and North East Lincolnshire Council. This document is currently in an early draft form and a draft is expected in July 2013.

The Council is engaged in the production of a Humber Area Local Aggregates Assessment. This assessment is being jointly produced by East Riding of Yorkshire Council (Lead Authority), Hull City Council, North Lincolnshire Council and North East Lincolnshire Council.

The National Planning Policy Framework (NPPF) requires local minerals authorities to produce a Local Aggregates Assessment. This document is currently in draft form and a draft is expected in August 2013.

### 11.2.3 Strategic Issues

North East Lincolnshire Council acts as the Local Minerals Authority and is responsible for mineral planning matters under the Town and Country Planning Act 1990. This includes the processing of planning applications for the winning and working of minerals.

The term 'minerals' encompasses the following:

- **Non-energy minerals**: This comprises aggregates and non-aggregates including building stone and chalk.
- **Energy minerals**: Including deep mined and open cast oil, natural gas and coal.

Non-energy materials can be divided into aggregates and non-aggregates. Aggregates are further split into primary aggregates (such as sand, gravel and crushed rock) and secondary aggregates (comprising waste materials like minestone, crushed coal and demolition and construction waste; and recycled materials such as asphalt road planings).

There are no operational sites for the extraction of primary land won aggregates in North East Lincolnshire.

The Port of Immingham and Grimsby play a strategic role in the transportation of minerals to other areas meaning that mineral transportation is important to the local economy. Immingham Port directly employs 4,700 people and deals with minerals such as oil, gas, coal, ilmenite, petroleum coke, titanium slag, ferrous alloys, pig iron and pyrites are imported through the port. At Grimsby Port Ammonium Nitrate is imported through Alexandra Dock North.

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199 ABP Port of Immingham Master Plan 2010-2030
200 ABP Port of Immingham Master Plan 2010-2030
The bulk movements of these materials has the potential to cause significant impact on the local road network through the scale of vehicles and volume of traffic. Demand for the materials is forecasted to increase\textsuperscript{201}.

There are three historical minerals sites exist in North East Lincolnshire and numerous small extraction sites for sand, gravel and chalk in the Wolds.

Whilst some deposits of minerals exist within North East Lincolnshire, there are technically no potential sites, as the chalk resource is covered by the Area of Outstanding Natural Beauty (AONB). Gravel and sand deposits, and small quantities of silica sand also exist in the Borough. The NPPF outlines the Government’s preferred approach as local minerals authorities ensuring that the maintenance of land banks of non-energy minerals are provided outside of such designated areas.

\subsection*{11.2.4 Existing Provision}

There are no existing active or dormant mineral extraction sites with valid planning permission within North East Lincolnshire.

A number of secondary and recycled aggregate producers exist within the Local Authority Area. These producers created circa 69,150 tonnes of secondary and recycled aggregates in 2012\textsuperscript{202}.

There are currently two know secondary aggregate producers, which are:

- H Cope and Sons Ltd, Moody Lane, Grimsby, DN31 2RL
- Brian Plant, Cold Stores, 2/3 Wickham Road, Grimsby, DN31 3SL.

Through dialogue with the North Lincolnshire Mineral Officer leading on the Joint Local Aggregate Assessment it was noted that the majority of the minerals extracted from North Lincolnshire, East Riding and Hull are transported by road to sites in the United Kingdom.

Immingham Docks are used to import coal and some iron ore, but exportation of minerals is not common. The existing freight services are used to transport these materials to their destination (various coal fired power station and Scunthorpe Steel Works). Ammonium Nitrate is currently imported via Grimsby Docks.

This means that the mineral industries do not currently cause any particular infrastructure issues in North East Lincolnshire or the wider Humber area.

\subsection*{11.2.5 Gaps in Provision}

There is currently no interest from the minerals industry to extract minerals from North East Lincolnshire.

[Need to quantify this once results of Minerals Operators Survey are analysed]

\textsuperscript{201} Confirmed through dialogue with NELC Economic Development Officer

\textsuperscript{202} Annual Survey of Secondary and Recycled Aggregate Producers (Totalled annual production from three main producers active in North East Lincolnshire 2009 – 2011, and from two main producers in 2012 following the withdrawal of one operator from the area).
Through dialogue with the North Lincolnshire Mineral Officer leading on the Joint Local Aggregate Assessment it was noted that there was no evidence on mineral extraction and transportation causing any particular infrastructure issues in North East Lincolnshire or the Humber.

11.2.6 Planned Provision

There are no planned mineral extraction sites and no proposed areas of search for minerals within North East Lincolnshire. There are a number of constraints which would affect the future potential for mineral development in the area, including the Lincolnshire Wolds Area of Outstanding Natural Beauty, however future working for minerals may be possible.

11.2.7 Impact of Development Proposals

It is not envisaged that new development proposals will have an adverse impact on the use of the Ports of Immingham and Grimsby for the transportation of minerals.

11.2.8 Funding Mechanisms

There is no specific planned provision.

11.2.9 Role of Local Plan

The Local Plan will safeguard facilities used for the transportation of minerals. It will seek to encourage the recycling of materials and use of secondary materials in accordance with core sustainability principles.

NPPF requirement Local Planning Authorities to designate Mineral Safeguarding Area which ‘covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development’.

There are no active or dormant sites with planning permission in North East Lincolnshire and therefore no specific requirement to safeguard sites, or the likelihood of proposals to develop minerals extraction sites. [evidence with POS survey] However port infrastructure is currently used to import minerals through Immingham and Grimsby Ports, with potential for export in the future, if the market required this service. The following port infrastructure is currently used to transport minerals:

- The Port of Immingham, including:
  - Humber International Terminal (1 and 2);
  - Mineral Quay; and
  - A selection of other Quays as required.
- The Port of Grimsby, including:
  - Alexandra Dock North; and
  - A selection of other Quays as required.

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203 National Planning Policy Framework, March 2012, CLG
The Council is reliant on other areas to ensure the availability of an appropriate range of mineral reserves to ensure their availability for future developments. The Council will continue to monitor and review the location and availability of mineral reserves and work with other Local Authorities to ensure supply.