



North East Lincolnshire Council

Infrastructure Delivery Plan

Baseline Report

Contents

1. Introduction	5
Overview.....	5
Local and Regional Context.....	6
Geographic Context	6
Demographic Context.....	7
Legislative and Policy Context	9
Community Infrastructure Levy Regulations	9
National Planning Policy Framework	9
Planning Practice Guidance	10
Role of the Infrastructure Delivery Plan.....	10
Scope of the Infrastructure Study.....	11
Physical Infrastructure	13
2. Transport & Movement.....	13
Highways	14
Passenger Rail	16
Rail Freight	16
Bus Services.....	17
Active Travel	18
Ports	20
The Port of Immingham.....	20
The Port of Grimsby	20
Port Connectivity	21
Airports	22
3. Utilities	24
Energy	24
Electricity.....	24
Gas	26
Water Supply	27
Waste Water Treatment	29
4. Telecommunications.....	31
Broadband/Mobile phone infrastructure, digital	31
5. Flood Risk and Drainage	34
Coastal Flooding.....	34
Flood Alleviation and Defence.....	35
Surface Water Drainage.....	37

6. Waste Management	39
Municipal Waste	40
Commercial and Industrial	42
Construction and Demolition Waste	42
Hazardous Waste	42
Waste Needs Assessment	43
Social & Community Infrastructure	44
7. Education	44
Primary School Provision	45
Secondary School Provision	48
Special Education Needs and Disability (SEND)	49
New Schools	50
8. Health and Wellbeing	52
Hospital Care	53
Community Health and Care Services	54
Primary Care Centres and General Practitioners	54
Dental Practices	55
Pharmacies	56
Mental Health	56
Adult Social Care	57
9. Sport and Leisure	58
Playing Pitch & Sports Provision	58
Delivery	59
Playing Pitches	59
10. Community & Culture	60
Libraries	60
Museums and Art Galleries	60
Theatres	60
Community Meeting Spaces	61
Heritage	62
North East Lincolnshire Heritage at Risk	62
11. Emergency Services	65
Ambulance	65
Fire	65
Police	66
Green Infrastructure	68
12. Green Infrastructure and Open Space	68

Green Spaces Strategy 2016 - 2021	68
Allotments.....	72
Natural Assets Plan 2021.....	72
Tree Strategy 2023	73
Biodiversity Net Gain	74
Local Nature Recovery Strategy	74

1. Introduction

Overview

- 1.1 The National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) require Local Plans to positively plan for development and infrastructure required in an area to meet spatial objectives and deliver sustainable development. National Policy highlights the importance of ensuring that sufficient infrastructure is in place, in the right locations and at the right time. It is necessary that Local Planning Authorities progress a proportionate evidence base for infrastructure, which should assess the quality and capacity of various forms of infrastructure, including what is required to support sustainable communities and growth opportunities.
- 1.2 The Infrastructure Delivery Plan (IDP) is a document that provides an overview of the need for and provision of infrastructure to support the proposed growth set out in the emerging Local Plan. The purpose of this document is to provide a technical evidence base, which will also provide clarity on the requirements on the level and type of infrastructure that is needed to deliver the planned level of housing and employment growth proposed in North East Lincolnshire up to 2043.
- 1.3 North East Lincolnshire Council have commissioned Capita to prepare this Infrastructure Delivery Plan, which should be considered as a living document that has been prepared alongside the emerging Local Plan as it seeks to identify the infrastructure needs and provision in the Borough up to 2043. It will be updated following the latest round of Regulation 18 public consultation and if necessary following consultation on the pre-submission draft plan.
- 1.4 North East Lincolnshire is an area of much diversity and opportunity for growth. It is located on the east coast of England at the mouth of the Humber Estuary. The area covers 74 square miles (192 square km). Some of the main challenges within the area are to improve the employment base, especially maximising the opportunities associated with the Ports of Grimsby and Immingham, including offshore renewable energy, and also promoting training and employment opportunities to address an ageing population and declining workforce that North East Lincolnshire has.
- 1.5 In order to create the Infrastructure Delivery Plan engagement with key stakeholders, including Council service areas, infrastructure providers and cross-boundary statutory consultees and the existing Infrastructure Delivery Plan has taken place to assess the suitability of the existing infrastructure provision and define the parameters required to meet housing need and employment requirements within the Borough. The current report sets out the baseline position at present, and this will be developed further to understand the impacts of planned development on each of the infrastructure areas as the Local Plan progresses.

Local and Regional Context

Geographic Context

- 1.6 North East Lincolnshire is geographically located in Yorkshire and Humber. It is a Unitary Authority with Borough status, bordering North Lincolnshire and the districts of East and West Lindsey which are within Lincolnshire County Council. The East Riding of Yorkshire administrative area lies across the Humber Estuary. North East Lincolnshire is also part of the newly established Greater Lincolnshire Combined County Authority, along with North Lincolnshire and Lincolnshire County Council.
- 1.7 The administrative centre and largest settlement in North East Lincolnshire is Grimsby. Other towns within the Borough include Cleethorpes and Immingham, as well as the villages of New Waltham, Waltham, Healing and Great Coates.
- 1.8 The Borough borders the Humber estuary, designated as a Site of Special Scientific Interest, Special Area of Conservation and Ramsar Wetland of International Importance. The estuary comprises saltmarshes, mudflats, sand dunes and lagoons and is home to diverse birdlife and marine species. Located in the rural south-west of the Borough are the Lincolnshire Wolds, a National Landscape (formerly Area of Outstanding Natural Beauty) featuring chalk hills, grasslands, and ancient woodlands that is also home to rare flora and fauna.
- 1.9 North East Lincolnshire also has a significant industrial presence, located between the Ports of Immingham and Grimsby. The area is home to major industrial initiatives including the South Humber Industrial Investment Programme, Pioneer Business Park and Able Energy Park.



Figure 1: North East Lincolnshire¹

Demographic Context

- 1.10 The 2021 census data released by the National Office of Statistics estimates that North East Lincolnshire has a total population of 156,900. This is a 1.7% decrease from the 2011 Census (159,616)².
- 1.11 In 2021 8% of the population were aged 0-14, 62% aged 15-64 and 21% were 65 or over.

¹ North East Lincolnshire Council, (2018). *Local Plan 2013 – 2032*. Available at:

<https://www.nelincs.gov.uk/assets/uploads/2018/05/20180518-AdoptedLocalPlan2018-WEB.pdf>

² Nomis - 2021 Census Area Profile - North East Lincolnshire Local Authority, Yorkshire and The Humber Region and England Country

- 1.12 At the time of writing, the most recent population projections data available is based on 2022 figures³, using these figures it is estimated that North East Lincolnshire will have a total population of 155,449 in 2047. The demographic breakdown projected will see 13% of the population aged 0-14 in 2047, 59% will be aged 15-64 and 28% will be aged 65 or over, highlighting a growing ageing population in North East Lincolnshire.
- 1.13 According to the 2021 Census, North East Lincolnshire has a higher percentage of older adults than England as a whole, with 20.9% compared to 18.3% in England aged 65 and over.
- 1.14 In 2023, 73.5% of the North East Lincolnshire population were in employment according to official labour market statistics⁴. This is slightly lower than the national average of 75.2%. Employment in North East Lincolnshire is also lower than the Yorkshire and Humber average of 74.2%.
- 1.15 Education attainment within the Borough is varied. In 2021, it was estimated that 21.6% of the population have a qualification equivalent to a Level 4 or higher, whilst 24.2% have no qualifications. The population in North East Lincolnshire that have a qualification equivalent to a Level 4 or higher is lower than both the Yorkshire and Humber and national average at 29.5% and 33.9% respectively. The population that has no qualifications is higher than the rest of the Yorkshire and Humber at 20.6%, and the national average of 18.1%.
- 1.16 In the 2021 census, 96.2% of the population in North East Lincolnshire identified as white, this is higher than the national average of 81%. The second largest ethnic group in North East Lincolnshire is those that identified as Asian (1.6%).
- 1.17 The population of North East Lincolnshire that identified as Christian was 45.3% in 2021 compared with 46.2% in England and Wales. No religion was the most selected answer for people in North East Lincolnshire, with 46.5% of people selecting this, compared with 37.2% in England and Wales.
- 1.18 The average house price in North East Lincolnshire was £146,000 in July 2025⁵, which was lower than the average house price for England (£291,852⁶), and Yorkshire and Humber average of £206,000⁷.
- 1.19 In terms of housing tenure, the 2021 census reported that 64.4% of homes in the Borough were owner-occupied, 13.2% were social rented, 22.5% were privately rented

³ ONS, (2025). *Population projections for local authorities by single year of age and sex, England*. Available at: <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandz1>

⁴ ONS, (2024). *Employment, unemployment and economic inactivity in North East Lincolnshire*. Available at: <https://www.ons.gov.uk/visualisations/labourmarketlocal/E06000012/#employment-rate>

⁵ ONS, (July 2025). *Housing Prices in North East Lincolnshire*. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandz1https://www.ons.gov.uk/visualisations/housingpriceslocal/E06000012/#house_price

⁶ HM Land Registry, (2025). *UK House Price Index Summary: July 2025*. Available at: <https://www.gov.uk/government/statistics/uk-house-price-index-for-july-2025/uk-house-price-index-summary-july-2025>

⁷ ONS, (July 2025). *Housing Prices in North East Lincolnshire*. Available at: https://www.ons.gov.uk/visualisations/housingpriceslocal/E06000012/#house_price

or living rent free. There is a slightly higher proportion of home ownership in North East Lincolnshire than in the rest of the Yorkshire and The Humber (63.1%) and England (62.3%) but a slightly higher proportion of rented accommodation found in North East Lincolnshire than in England (20.6%) and Yorkshire and The Humber (19.6%).

- 1.20 Car availability in North East Lincolnshire is slightly lower than both the national average and the Yorkshire and The Humber average. In 2021, 73.1% of households in the Borough had access to at least one car and/or van compared to 75.8% and 76.5% respectively. Currently, 59.8 % of all travel to work within North East Lincolnshire are made by car or van 3.5% by public transport, and 14.2% by active travel (4% higher than the Yorkshire and The Humber average).

Legislative and Policy Context

- 1.21 Infrastructure planning is undertaken in accordance with the following relevant legislation and regulations, national policies and guidance.

Community Infrastructure Levy Regulations

- 1.22 The Community Infrastructure Levy (CIL) is a charge that allows Local Authorities to apply a levy on new development in a flexible way to secure funds on the grant of planning permission. The funds can be used towards local infrastructure, and charge rates are defined to ensure viability is not put at risk. CIL rates are set out in a document known as a 'Charging Schedule'. They are expressed in pounds per square metre and levied against most new development. Some types of development are exempt, for example social housing is eligible for 100% relief.
- 1.23 Established through the Planning Act 2008, the principal regulation is [The Community Infrastructure Levy Regulations 2010](#), which has been subject to several amendments.
- 1.24 Regulation 261(2) of the Planning Act, as amended by Regulation 63 of the CIL Regulations, defines 'infrastructure' as:
- a) Roads and other transport facilities,
 - b) Flood defences,
 - c) Schools and other educational facilities,
 - d) Medical facilities,
 - e) Sporting and recreational facilities, and
 - f) Open spaces.
- 1.25 There is currently no CIL in North East Lincolnshire and it is no plan to implement it at this stage.

National Planning Policy Framework

- 1.26 The NPPF sets out the Government's planning policies for England and how these should be applied and provides a framework within which locally prepared plans can provide for housing and other development in a sustainable manner (paragraph 1 of the NPPF). The latest NPPF was published in December 2024 (updated February 2025).

1.27 As defined under Chapter 2 of the NPPF, at the core of national planning policy is the aim of achieving sustainable development – which generally involves pursuing mutually supportive economic, social and environmental objectives, and making planning decisions in accordance with an up-to-date development plan (unless material considerations indicate otherwise).

1.28 The preparation of up-to-date development plans are seen as a priority to achieving sustainable development. These plans should (inter alia) align growth and infrastructure (paragraph 11 of the NPPF), including by making sufficient provision for infrastructure (including transport, flood risk management, health, education and cultural facilities) (paragraph 20 of the NPPF). Development Plans are therefore required to set out the expected contributions from development to meet these infrastructure needs (as well as green and digital infrastructure), and should not undermine the delivery of the plan (paragraph 35 of the NPPF).

Planning Practice Guidance

1.29 Planning Practice Guidance (PPG) provides detailed guidance on the application of the NPPF policies. PPG on CIL⁸ sets out what CIL is, how it operates and can be used, and PPG on plan-making provides advice on considering and evidencing infrastructure needs⁹.

Role of the Infrastructure Delivery Plan

1.30 The spatial vision of North East Lincolnshire includes the aspiration to become the nationally and internationally recognised centre for offshore renewables with greater environmental quality. To achieve this the Local Authority will need to be adequately equipped and ready for change. To align with national policy and guidance, the IDP considers the infrastructure requirements across the plan period through seeking to understand the following:

- The current level of infrastructure provision within North East Lincolnshire Council (and equally whether this infrastructure is currently fit for purpose to support the existing population).
- The level of planned and pipeline infrastructure provision within North East Lincolnshire.
- Whether the current and planned infrastructure scheduled to be delivered will meet the requirements for North East Lincolnshire when set against the housing and employment needs, and the strategic aspirations of the Overall Spatial Vision. Outputs from this stage will identify whether there are any 'gaps' in provision.
- The costs associated with planned infrastructure provision and whether there is a gap between committed, allocated and required investment.
- The scale of the gap between committed, allocated and required investment in infrastructure and the potential means by which this gap could be bridged where

⁸ GOV.UK, (2024). *Guidance – Community Infrastructure Levy*. Available at: <https://www.gov.uk/guidance/community-infrastructure-levy>

⁹ GOV.UK, (2025). *Guidance – Plan-making*. Available at: <https://www.gov.uk/guidance/plan-making>

no source has been identified. This is particularly important in light of declining council funding and infrastructure spend.

1.31 The purpose of the Infrastructure Delivery Plan (IDP) is to identify the current gap in available physical and social infrastructure to meet the needs of the Borough and support the growth outlined in the emerging Local Plan.

1.32 The Council is also sensitive to the current needs of its communities and the need to renovate and modernise existing facilities so that they can serve the changing needs of the community and deliver up to date technological advancements.

1.33 The term 'infrastructure' covers a wide range of services and facilities provided by public and private organisations. A useful definition is provided by section 216(2) of the Planning Act 2008 (as amended), which sets out that it includes:

- roads and other transport facilities,
- flood defences,
- schools and other educational facilities,
- medical facilities,
- sporting and recreational facilities,
- open spaces

1.34 Expanding on this, infrastructure is often grouped into three categories of physical, social and community and green infrastructure.

1.35 Physical infrastructure refers to the physical facilities required to support development, such as the transport network, including roads and public transport, water supply, sewers, stormwater drainage and power.

1.36 Social and community infrastructure covers a range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. It includes the provision of facilities for health, education, community, recreation, sports, faith and emergency services.

1.37 Green infrastructure commonly includes a network of multi-functional green and blue spaces and other natural features, both urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity (NPPF definition). This includes public parks and gardens, allotments, public rights of way and bridleways.

Scope of the Infrastructure Study

1.38 The focus of this study is based on the following infrastructure typologies:

Infrastructure Types	Sub-Sector
<i>Physical Infrastructure</i>	
Transport and Movement	Highways, Bus services, Rail services (passenger and freight), Active travel, Ports and Airports
Utilities	Domestic water supply, Commercial water supply, Wastewater treatment, Decentralised, renewable and low carbon energy, Electricity, Gas

Telecommunications	Broadband/Mobile phone infrastructure, digital
Flooding and Drainage	Surface water drainage, flood alleviation and defence and Coastal
Waste and Recycling	Collection and management (including transfer), Re-use, Recycling, Recovery and Disposal.
<i>Social & Community Infrastructure</i>	
Education	Primary and secondary
Health	Primary and Secondary Care/Health centres and hospitals
Social Care	Supported Accommodation, Childcare & Adult Care/Services and Day Care Services
Sport and Recreation	Playing Pitch and Sports Provision
Community and Culture	Community spaces/youth centres, cemeteries and crematoria, museums, libraries, theatres/art centres, places of worship, heritage
Emergency Services	Police, fire and rescue, ambulance
<i>Green Infrastructure</i>	
Green Infrastructure and Open Space	Open space (formal and informal), play areas and allotments
<i>Site Specific Infrastructure</i>	
Strategic Sites	This information will be developed during the next stages of the Local Plan preparation

1.39 The IDP considers the infrastructure needed to support the level of growth proposed for North East Lincolnshire, as set out in the emerging plan. At this stage we will set out the baseline position and identify any particular challenges that exist, as well as any currently planned infrastructure improvements. On confirming the location of future development, further evidence will be compiled to set out future requirements that are necessary to support planned growth.

Physical Infrastructure

2. Transport & Movement

2.1 The Local Transport Plan (LTP) Strategy has been developed to address the key transport challenges that residents and businesses in North East Lincolnshire regularly face. The strategy is built around eight local transport challenges, grouped under four broad headings:

Supporting Economic Growth

- Enable sustainable growth through effective transport provision
- Improve journey times and reliability, whilst reducing congestion
- Support regeneration and employment opportunities by connecting people to education, training and jobs.

Accessibility

- Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.

Safety, Security & Health

- Improve people's physical and mental health by encouraging and enabling more physically active travel.
- Provide safe access and reduce the risk of injury or death due to transport collisions

Transport & the Environment

- Improve the journey experience for people using local transport networks
- Ensure that transport contributes to environmental excellence, including, managing air quality and reducing transport related greenhouse gas emissions.

2.2 The Council are also seeking to prioritise a more integrated approach to travel as part of the implementation of its future strategies. This will consider multi-modal connectivity and joint working to create a coordinated transport network that allows people to move easily between various forms of transport, including walking, cycling, public transport and electric vehicles. It is also recognised by the Council that a well-designed transport system is essential for maintaining and improving the health and wellbeing of our residents and plays a fundamental role in enabling our local communities to flourish, thrive and prosper. Encouraging and facilitating active modes of transport in cycling, wheeling, walking, particularly for short journeys in urban environments, not only offers improvements to individuals' health and wellbeing, but offers opportunity to reduce carbon emissions, improve air quality, reduce traffic noise and congestion in highly populated areas, and in-turn can reduce potential for collisions / road traffic casualties.

2.3 The 2025 NEL Joint Health and Wellbeing Strategy (Draft)¹⁰ recognises the importance of a reliable and accessible transport system in supporting health and wellbeing,

¹⁰ <https://www.nelincs.gov.uk/assets/uploads/2025/05/7.-DRAFT-North-East-Lincolnshire-Joint-Health-and-Wellbeing-Strategy.pdf>

enabling residents to access key services such as healthcare, employment, education and social opportunities. North East Lincolnshire faces significant transport challenges, particularly in rural areas, where limited public transport can leave residents isolated and unable to access essential services. An aging population and financial barriers further impact mobility, increasing the risk of poor health outcomes and social exclusion. Some of the key transport-related proposals from the strategy are as follows:

- **Healthcare Access:** Collaborate with healthcare providers to ensure transport services align with healthcare needs, offering options for older adults and individuals in rural areas who require consistent, reliable access to medical services.
- **Improved Public Transport Services:** Work with local transport companies to expand public transport routes and schedules to meet the needs of both rural and urban communities. Emphasise access to employment centres, schools, and community hubs, ensuring affordable options that promote equitable access.
- **Community Transport Solutions:** Develop community-based transport options such as shared services or subsidised taxis for residents with limited access to public transit, especially in rural areas where options are often limited.
- **Active Transport and Infrastructure:** Promote walking, cycling, and accessible pathways, connecting key areas to support physical activity and reduce reliance on cars.
- **Digital and Mobile Resources:** Implement accessible information tools, like mobile apps, to improve route planning, schedule updates, and service availability, making transport easier to navigate for all age groups.

2.4 The transfer of Local Transport Authority (LTA) responsibilities from North East Lincolnshire Council (NELC) to the newly formed Greater Lincolnshire Mayoral County Combined Authority (GLMCCA) represents a significant shift in governance and strategic planning, with direct implications for the Infrastructure Delivery Plan (IDP) and related functions, which will be considered further in the next stages of the Local Plan and IDP preparation.

Highways

2.5 The highway network is a vital part of North East Lincolnshire's infrastructure, 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 Local Transport Plan Delivery Plan 2023/26¹¹ identifies the schemes that will be delivered over a three year period to address the eight local transport challenges as set out in the LTP Strategy document. The Delivery Plan is one of four elements that together comprise North East Lincolnshire Council's Local Transport Plan. It has a medium term look ahead of three years with greater certainty of delivery for those schemes in the early years of the programme.

2.6 The challenges are grouped into four broad headings:

¹¹ [NELC LTP Delivery Plan](#)

- Supporting economic growth:
 - Enable sustainable growth through effective transport provision.
 - Improve journey times and reliability by reducing congestion.
 - Support regeneration and employment opportunities by connecting people to education, training and jobs.
- Accessibility: Enable disadvantaged groups or people living in disadvantaged areas to connect with employment, health, social and leisure opportunities.
- Safety, security & health:
 - Improve people's physical and mental health by encouraging and enabling more physically active travel.
 - Provide safe access and reduce the risk of injury or death due to transport collisions.
- Transport & the environment:
 - Improve the journey experience for people using local transport networks
 - Ensure that transport contributes to environmental excellence, including, managing air quality and reducing transport related greenhouse gas emissions

2.7 LTP funding is not specifically ring-fenced, and it is up to local decision makers to decide how much of the grant from Central Government is spent on local highway and transport projects. Funding allocations are split between maintenance and integrated transport blocks. Since there are many competing demands on available funding each year careful appraisal of schemes takes place during the development of each year's LTP programme. This approach is geared towards prioritising activities that involve statutory duties and those actions that deliver against the LTP transport challenges.

2.8 Highways England is responsible for the Strategic Road Network, including the M180 (to the west of NELC), A180 (West of Pyewipe Roundabout) and A160. North East Lincolnshire Council is responsible for the local highway network, including the main A roads (A180 - East of Pyewipe Roundabout, A46, A16, A18, A1173, A1234, A1031, A1098, A1136).

2.9 The highway network also continues to be vital to ensuring competitiveness of North East Lincolnshire's two ports at Grimsby and Immingham. Planned expansion of the Ports of Grimsby and Immingham, and new housing developments within the Borough have been estimated to lead to growth of 3.85% in 10 years¹². The Local Transport Plan Highways Strategy¹³ notes that the North East Lincolnshire highways network has been built up over a long period of time, and during this time demand has grown beyond the design capacity of some junctions due to historically geographical gaps being infilled with development. This in turn limits the ability of improving the design standards of particular links and junctions as the area has built up around the network.

¹² North East Lincolnshire Council, (2021). *North East Lincolnshire's Asset Management Strategy for Highway Services*. Available at: [North East Lincolnshire's Highway Asset Management Strategy](#)

¹³ North East Lincolnshire council, (2016). *North East Lincolnshire Local Transport Plan Highway Strategy*. Available at: [Highway-Strategy-2016.pdf](#)

- 2.10 Work is progressing on an updated Transport Plan that will put greater emphasis on active travel and public transport.

Passenger Rail

- 2.11 There are three main train operators within North East Lincolnshire, connecting to the wider area and rail network. These are Northern Rail, East Midlands Railway and TransPennine Express.
- 2.12 The East Coast Main Line provides hourly services to Doncaster, Sheffield and Manchester. This is a busy passenger and freight line which supports bulk fuel imports from Immingham to power stations in Yorkshire and Trent.
- 2.13 The Cleethorpes – Liverpool link (Northern Rail) is supplemented by East Midlands Railway services between Cleethorpes – Leicester via Lincoln and between Barton-upon-Humber & Cleethorpes (Part of this line is designated as a “Community Rail Partnership Line”). Northern Rail also runs the ‘Brigg’ line, which is part of the Sheffield – Cleethorpes route. The TransPennine Express runs from Preston to Cleethorpes via Manchester, Sheffield and Doncaster.
- 2.14 There have been previous attempts to provide a direct rail link from Cleethorpes to London Kings Cross, including stops at Grimsby Town and Habrough in North East Lincolnshire as part of a longer service to Edinburgh. The most recent application by Alliance Rail was refused by the Office of Road and Rail, although ORR recognised the benefits that further competition would bring and Alliance Rail has committed to re-visit the applications¹⁴. There is currently the option to travel from Cleethorpes to London Kings Cross via Lincoln with London North East Railway.
- 2.15 The rail lines in NE Lincs have been described in Network Rail’s 2024 Framework Capacity Statement, as having some spare capacity at certain times, which is in part based on the single line section between Brocklesbury Junction - Cleethorpes¹⁵.

Rail Freight

- 2.16 Port facilities at Immingham and Grimsby are well served to move freight by rail. Immingham in particular has the ability to handle containers by rail and there is a gauge cleared route to the East Coast Mainline at Doncaster. However, growth in this movement of freight may be constrained by the ability to accommodate additional freight on the East Coast Mainline¹⁶. At Grimsby, the main access point onto the freight terminal is no longer on the docks, but on Railway Street, which could potentially constrain growth in future.

¹⁴ Alliance Rail, (2016). *ORR Turns Down GNER’s Long Standing Applications for New Services*. Available at: <https://alliancerail.co.uk/news-2>

¹⁵ Network Rail, (2024). *Framework Capacity Statement 2024*. Available at: <https://www.networkrail.co.uk/wp-content/uploads/2024/09/2024-Framework-Capacity-Statement.pdf>

¹⁶ Transport for the North, (2022). *Freight & Logistic Strategy*. Available at: <https://www.transportforthenorth.com/publications/freight-and-logistics-strategy/>

Bus Services

- 2.17 Stagecoach is the main bus provider in North East Lincolnshire. During 2024/2025, Stagecoach carried over 5.8m bus passengers. The bus network in Grimsby and North East Lincolnshire totals around 100 km of routes – around 35km each for ‘core’, and other, Town routes, and additional 10km each for services to Europarc, Immingham, and the LTA boundaries - using over 75 vehicles (Bus Service Improvement Plan, 2024). Bus patronage in North East Lincolnshire is still only around 88% of pre-covid levels but it is expected that these numbers will continue to rise to pre-covid levels by 2035¹⁷.
- 2.18 Major bus stops in North East Lincolnshire have been fitted with Real Time Information (RTI) signs, which improves the user experience by calculating the arrival times based on the current traffic conditions and journey times.
- 2.19 26.4% of households in North East Lincolnshire do not have access to a car¹⁸ (ONS, 2021) so access to good quality public transport options is essential across the Borough. The NEL Satisfaction Survey (Transport Focus, 2025) has outlined that the majority of bus trips in 2024 were for the purpose of commuting to work (29%), followed by shopping (28%), visiting friends/relatives (14%), leisure trip (10%) medical or other appointments (6%), and commuting to education (5%). These figures highlight the importance of having access to public transport for essential journeys where other means of transport are not available.
- 2.20 There are currently over 800 stops or shelters in North East Lincolnshire. 199 bus stops provide bus shelters that are owned and maintained by North East Lincolnshire Council. Clear Channel own and maintain an additional 85 bus shelters as part of a Bus Shelter Advertising Contract. There is a focus on encouraging bus usage by providing quality waiting facilities, stop-specific timetable information, and signs with ‘text for bus’ information at many stops. Over the last few years, improvements have been made to the quality of bus stops in the area. New stops and shelters have been installed and raised kerb bus stops are making it easier for everyone to get on and off buses.
- 2.21 Developers can be required to provide new bus stops and bus shelters, or upgrade existing facilities as part of new developments. For major developments, the Council seeks the provision of a package of high-quality bus stops and bus shelters. The Council endeavours to ensure these are located in the best possible location, with minimum visual impact¹⁹.
- 2.22 Funding for a new bus interchange in Grimsby has been committed, with demolition work having commenced at the time of writing. The new interchange will improve the current situation where buses use a number of stops in the town centre. It will also provide an intermodal hub with connections to the existing railway station.

¹⁷ North East Lincolnshire Council & Equans, (2024). *North East Lincolnshire Bus Service Improvement Plan 2024*. Available at: <https://www.nelincs.gov.uk/assets/uploads/2024/06/North-East-Lincolnshire-Bus-Service-Improvement-Plan-June-2024.pdf>

¹⁸ <https://www.ons.gov.uk/explore-local-statistics/areas/E06000012-north-east-lincolnshire/indicators>

¹⁹ Provision of Bus Stops and Bus Shelters in North East Lincolnshire – Guidance Document (NELC, 2023)

2.23 NELC received less funding than originally budgeted, therefore the authority, in partnership with Stagecoach East Midlands, undertook a prioritisation process. This process enabled the Council to deliver the below revised programme, within the budget available for the 2025/26 financial year:

	2025/26 Financial Year	
Scheme	Capital	Revenue
Bus Priority Measures	£938,380	
BSIP Resource		£40,000
Branding/Marketing, Promotions & Events		£70,000
Public Transport Infrastructure	£3,821,136	£4,200
Monitoring, Evaluation & Studies		£39,670
Improvements to Fares & Ticketing		£657,120
Bus Service Enhancements		£1,537,359
Total	£4,759,516	£2,348,349
Overall Total	£7,107,865	

Table 1: 2025/26 Delivery Programme

2.24 It is envisaged that the Council will publish an updated BSIP, and associated Enhanced Partnership Plan and Scheme in 2026.

Active Travel

2.25 City Science was commissioned by North East Lincolnshire Council to produce their Local Cycling and Walking Infrastructure Plan (LCWIP), aligned with their emerging Local Transport Plan. The LCWIP covered the entire local authority area, with a particular focus on the key urban areas with the greatest potential for modal shift to walking and cycling in Grimsby, Cleethorpes and Immingham. A number of challenges were identified in relation to walking and cycling infrastructure. Namely, physical severance caused by the A180, restricting access to employment opportunities on the south Humber bank, fragmentation of existing cycle routes and inconsistency of levels of provision along corridors and limited physical space for delivering walking and cycling infrastructure due to the need to consider all highway users²⁰.

²⁰ North East Lincolnshire Council, (2019). *In Brief, Local Cycling & Walking Infrastructure Plan (LCWIP)*. Available at: <https://www.nelincs.gov.uk/wp-content/uploads/2019/05/12.-Local-Cycling-and-Walking-Strategy-Update.pdf>

2.26 The study identified priorities for upgrading walking infrastructure within the identified Core Walking Zones of Grimsby, Cleethorpes and Immingham town centres through consideration of key barriers and funnel routes.

2.27 An appraisal method was applied to prioritise identified future cycle route delivery based on an effectiveness & needs-based module alongside a deliverability module (including approximate scheme costs). This followed an innovative and automated process and was underpinned by 20 bespoke metrics to provide an objective, robust and evidence-led method. Using the outcomes of this process, delivery recommendations based on short (2022 – 2024), medium (2024 – 2027), long (2028 – 2032) and very long (2032+) timescales were proposed. The technical note will inform the emerging Local Transport Plan. The highest scoring schemes identified were:

- A1173 between Immingham town centre and the Stallingborough SHIP site.
- A1173 Manby Road between Immingham town and the Westgate access to Immingham Docks.
- A180 Westgate between Lockhill Roundabout and Westgate Roundabout.
- A16 Peaks Parkway link between Weelsby Road and New Waltham
- A1098 Taylors Avenue between Hewitts Circus and Chichester Road
- A46 Corridor between Bradley Crossroads and Isaacs Hill, Cleethorpes
- Freshney Parkway between Grimsby West development site and Humber Bank

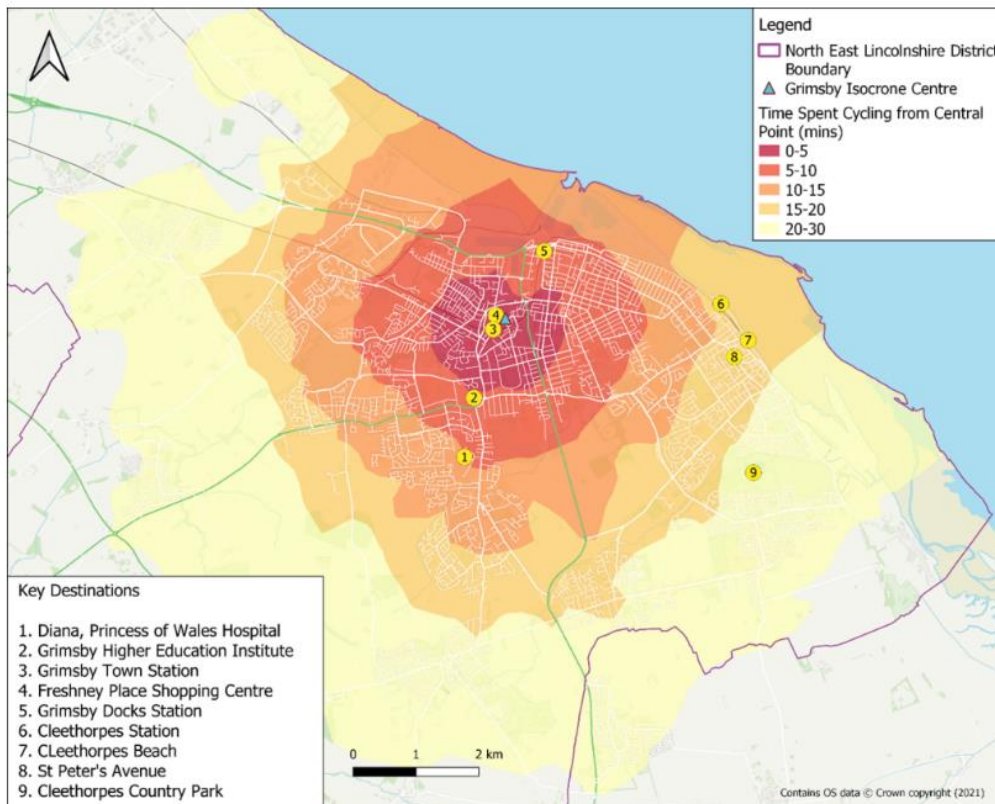


Figure 2: City Science network planning for cycling analytics

- 2.28 The Rights of Way Improvement Plan 2021 – 2031²¹ noted an increase in use of the Public Rights of Way Network during covid, although there are some barriers to use for disabled users. The focus of the plan is on maintaining and improving the rights of way network, including enhanced accessibility for all users, creating additional bridleways, improving connectivity between paths and addressing safety at road crossings.

Ports

- 2.29 The Port of Grimsby and Port of Immingham are operated by Associated British Ports (ABP). Both ports are commercial operations and as such new facilities will be developed as required and in line with proposed investment. ABP have continually invested in both Ports and a number of improvements and new facilities are planned.

The Port of Immingham

- 2.30 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.

- 2.31 Facilities remain the same at the Port of Immingham however there are two new recently consented facilities that have been going through the NSIP process;

- Immingham Eastern Ro-Ro Terminal (IERRT) – granted October 2024 – proposed new roll-on roll-off jetty infrastructure with associated land side storage
- Immingham Green Energy Terminal (IGET) – granted February 2025 – new liquid bulk jetty with first customer being Air Products with associated hydrogen production landside facility.

- 2.32 In addition, ABP acquired 228 acres of the Pioneer Business Park (now renamed Helm at Immingham) in December 2023 as part of a major port expansion for the ports of Immingham and Grimsby. Since acquiring, ABP have submitted the following:

- Outline planning application for 96 acres of the site to be targeted towards the automotive sector.
- Reserve matters application for 103,000 square feet of speculative multi-let industrial and logistics space at the site. The units are intended for small to medium size enterprises.

The Port of Grimsby

- 2.33 Grimsby benefits from a number of key facilities which support the business operations carried out at the 550 acre site. The 'New Automotive Logistics Centre' line within table 5.5 of the 2016 IDP, is no longer a facility owned and operated by ABP as it is now owned by Kia.

²¹ North East Lincolnshire Council, (2021). *Rights of Way Improvement plan (2021 – 2031)*. Available at: <https://www.nelincs.gov.uk/streets-travel-and-parking/public-rights-of-way-and-public-space-protection-orders-highways/policy-and-improvement-plan/>

2.34 Additional facilities at the Port of Grimsby are as follows:

- Grimsby River Terminal – Opened in 2013, the Grimsby River Terminal is a two-berth facility capable of handling ro-ro vessels and its predominately utilised for the import and export of vehicles.
- Grimsby Automotive Terminal (Moody Lane) – Phase 1 completed in 2019, the Grimsby Automotive Terminal has planning consent under DM/0304/17/FUL to be utilised for open car storage associated with the import and export of vehicles. Phase 3 has been recently discharge with works beginning early 2026.

2.35 South Humber Industrial Investment Programme Site (SHIIP) has potential to unlock 189 hectare of land for industrial development between Immingham and Grimsby. The three main elements of the project are Pioneer Business Park, Humber Bank Link Road and ecological mitigation sites.

2.36 The growth of the ports will continue to benefit NELC as a whole and support the growth in the resident population by providing locally accessible job opportunities. Where necessary, the ports may be required to provide infrastructure to meet the capacity needs of their development. Examples of this can be seen in the proposed S278 Eastgate works as part of the IERRT DCO scheme, even though this wasn't as a direct result to the scheme, it has supported efficiencies and improvement to the facility.

Port Connectivity

Highways

2.37 Humber Link Road is a hugely positive scheme from a Ports perspective, whilst completion of the link along Laporte Road could also be beneficial.

2.38 In the previous IDP, Eastgate Link was referred in the Highways section; however the latest advice is that this is no longer planned. AB Ports have indicated that this would be hugely beneficial as the Port of Immingham expands beyond its traditional boundary and would encourage private led investments within the Eastgate area (Laporte Road, Kings Road, Kiln Lane, SHIIP) to support off-port activities. The Eastgate Link would be more beneficial now than ever with the areas highlighted above alongside such facilities as the Border Control Post (Queens Road) outside the port boundary and provides more operational flexibility to increase efficiencies and drive growth. The A1173 will continue to be key route within NELC to the east gate of the Port of Immingham and support future growth within the region.

Bus Provision

2.39 The Ports sector recognise the challenges associated with bus provision due to the irregular working patterns of the workforce that often doesn't support high levels of bus usage. However, improvements can be made to increase bus usage by improving connectivity links with existing provision. Immingham provides further challenge due to its isolated nature away from existing routes, however combining with services that serve facilities such as HETA & Catch as well as the build out of the South Humber Bank could make this a possibility for the future.

Cycling

- 2.40 The development of new cycling infrastructure will continue to play a prominent role in the Ports sector to support traditional sustainable transport modes via green corridors and improve connectivity between our ports and their associated urban hinterland.
- 2.41 There are a number of previously proposed services:
- Route 9: Docks to Grimsby Town Centre
 - Route 10: Immingham Docks (Eastgate) to Immingham Town Centre.
 - Route 11: Immingham Town Centre to Immingham Docks (Westgate).
- 2.42 These previously proposed routes would still be hugely beneficial to provide the option of sustainable transport modes to the workforce employed at both the Port of Grimsby and Port of Immingham. Increased modal shift via the implementation of infrastructure provides options to the workforce whilst also reducing vehicle trips on high traffic routes.
- 2.43 Both ports within the NELC boundary have appropriate on-site cycling provision via the implementation of cycle routes ready to tie into the external Public Highway network. Dedicated cycle corridors, particularly in Grimsby, further support the regeneration aims of the Port of Grimsby.

Walking

- 2.44 Improvements to walking infrastructure from the Port of Grimsby to the Town Centre will support regeneration within the port itself as well as compliment Town Centre regeneration. Furthermore, a walking green corridor would assimilate well with the heritage corridor leading from heritage assets within the port down Alexandra Dock South, following the original river basin of the Grimsby Haven (the “Haven Heritage Corridor”), incorporating Victoria Mill, Corporation Road Bridge, the Fishing Heritage Centre to the Town Centre.
- 2.45 Similarly to bus and cycle provision, the Port of Immingham has remained isolated in terms of off-site walking provision however has good on-site walking provision within the port. Introduction of off-site provision will further improve the connectivity between the port and the urban hinterland. The introduction of the King Charles III England Coastal Path provides further justification for a new and improved pedestrian link, with Natural England currently reviewing proposals for this section of the Coastal Path.

Airports

- 2.46 There are no airports within North East Lincolnshire Council's administrative boundary; however, the area is served by a number of airports in the wider area. The nearest airport is Humberside International Airport located in North Lincolnshire. Manchester airport is also accessible by direct train services within the Borough.
- 2.47 The delivery of housing and employment does not directly rely on access to airports; however, at the moment direct connectivity to Humberside International Airport

by public transport has been identified as a shortfall. The nearest train station is located at Barnetby, approximately 3 miles away from the airport. Barnetby lacks a frequent bus connection to the airport throughout the day.

- 2.48 The continued growth of Humberside Airport has the potential to support the growth of employment sectors particularly 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. Humberside Airport has capacity to grow based on current constraints and infrastructure according to the analysis included in the UK Aviation Projections, indicating that the airport will likely be dealing with 3 million passengers per annum by 2050.

3. Utilities

Energy

- 3.1 The latest energy strategy for North East Lincolnshire was published in May 2016 and will require further update in terms of the position as this is a fast changing environment and particularly within the Borough as it hosts a range of opportunities in this area. As well as providing some of the UK's biggest port opportunities and being at the centre of a major concentration of process industries, North East Lincolnshire is also an expanding hub of renewable energy and continues to thrive in food manufacturing, storage and distribution. In 2016, it was reported that 28% of local energy consumption already comes from renewables, the highest in the UK.
- 3.2 The vision from the energy strategy placed strong emphasis on NELC being nationally and internationally recognised as the UK's leading region for low-carbon energy and the UK capital of the renewable energy industry by 2032. New developments should therefore be less reliant on traditional energy sources and become more self-sufficient to provide greater energy security as well as a cleaner solution.

Electricity

- 3.3 The main electrical infrastructure in North East Lincolnshire is operated by Northern Powergrid and as a regional Distribution Network Operator (DNO) they are required to produce a Long Term Development Statement (LTDS) giving details of the present and proposed status of their network. Electricity supplies are funded by developers. When a request for a supply is received, developers are quoted a Connection Charge. If the connection requires reinforcement of the network, then a Reinforcement Charge may also be applied.
- 3.4 It is the lack of electricity capacity at primary substations that pose the biggest obstacles to development, as the triggering of works to upgrade or provide new primary substations can result in costs in the millions of pounds being passed on from Northern Powergrid to the developers. The primary substations feed a network of distribution substations throughout North East Lincolnshire. These distribution substations have varying capacities depending upon the extent and demands of the premises they supply.
- 3.5 There is some competition in the provision of new connections and associated infrastructure which enables Independent Distribution Network Operators (IDNO) to design, install, own and operate independent systems. This approach can often significantly reduce capital costs for connections because IDNOs can invest in a more flexible manner than DNOs which allows IDNOs to be more commercially orientated and competitive.
- 3.6 The report 'Energy Options Analysis for Greater Lincolnshire' (2023)²² looked at current and proposed developments in the Greater Lincolnshire area (including North East

²² River Levett Bucknall, (2023). *Energy Options Analysis for Greater Lincolnshire Final Report*. Available at: <https://lincolnshire.moderngov.co.uk/documents/s58835/8.1%20Appendix%20A%20-%20Greater%20Lincolnshire%20Energy%20Options%20Analysis%20-%20Final%20Report%20V4.pdf>

Lincolnshire) to estimate future electricity demand. Information was gathered from Local Plans in the area including data on residential, commercial and industrial developments along with projected future energy demand. This allowed total estimated demand to be determined for each primary substation, along with available headroom over three time periods (1-3 years, 4-11 years and 11+ years). The results for North East Lincolnshire are show below:

Substation	Demand Headroom Availability (MVA)			
	Baseline	Priority 1 (1-3 Years)	Priority 2 (4-10 Years)	Priority 3 (11+ Years)
Binbrook	5.65	5.57	5.23	4.46
BTP	5.43	5.43	5.43	5.43
Convamore Road	9.69	8.66	5.93	1.99
Conyard Road	14.30	12.45	8.58	3.98
Doughty Road	3.40	-5.42	-8.31	-21.04
Great Coates	4.99	-8.55	-70.83	-192.41
Grimsby Docks	20.75	20.26	16.77	11.38
Marsden Road	1.49	-5.65	-6.76	-9.28
Queens Road	15.57	-69.77	-313.63	-617.38
Scarcho	3.41	-2.29	-13.82	-37.72
Wesley Crescent	9.84	5.08	-2.53	-13.00
Yarborough Road	9.64	8.03	2.20	-9.00

Table 2: Primary Substation Constraints – North East Lincolnshire

3.7 The report noted that currently the primary substations in the area are all operating with headroom capacity. However, in future the substations within the Immingham area show significant constraint due to employment growth, which is expected to be the biggest driver of demand for electricity in the area. In the urban areas of Grimsby and Cleethorpes, despite high levels of planned residential development, primary substations in the area maintain sufficient capacity over the study period (20 years).

3.8 The first stage of public consultation on National Grid Electricity Transmission (NGET) grid upgrade proposals for a new electricity transmission line between a new substation at Grimsby and Walpole, along with three further new substations along the route was released in January 2024. Stage 2 consultation took place June to August 2025 for the proposal for the Grimsby to Walpole upgrade include:

- approximately 140 km of new 400 kV overhead transmission line
- a new 400 kV substation to be built in the vicinity of the existing Grimsby West 400 kV Substation in North East Lincolnshire (to be referred to as New Grimsby West Substation). The existing substation would be decommissioned, in full, or part. The extent of decommissioning will be determined and reported in the Environmental statement
- two new 400 kV Lincolnshire Connection substations located south-west of Mablethorpe in East Lindsey (to be referred to as Lincolnshire Connection Substation A and Lincolnshire Connection Substation B)

- up to two new 400 kV substations in the vicinity of the Spalding Tee-Point in South Holland District (to be referred to as Weston Marsh Substation A and Weston Marsh Substation B)
- a new 400 kV substation in proximity to the existing Walpole Substation west of the village of Walpole St Andrew and north of the town of Wisbech, in King's Lynn and West Norfolk District (to be referred to as "Walpole B Substation")
- replacement of short sections of existing 400 kV overhead line and local changes to the lower voltage distribution networks to facilitate the construction of the new overhead line and substations.

3.9 Further information and updates for the upgrade can be found at National Grid²³.

3.10 According to the Greater Lincolnshire and Rutland Strategic Infrastructure Delivery Framework 2023 Lincolnshire is an important region for green energy investment and is a key contributor to the UK energy network. For example, the National Grid's Viking Link is an on-going major infrastructure project to provide a 1,400MW high voltage direct current (DC) electricity link between the British and Danish transmission systems, connecting at Bicker Fen substation in Lincolnshire. The interconnector will enable the more effective use of renewable energy, access to sustainable electricity generation and improved security of electricity supplies. Future planned investment will strengthen green energy production for the UK, boost opportunities for economic growth both nationally and locally, and support the journey to Net Zero.

Gas

3.11 The local gas distribution network in the North East Lincolnshire area is owned by National Grid (NG) and supplied by the National Grid regional transmission network. The gas industry is regulated by Ofgem. In November 2020, The Prime Minister's Ten Point Plan for a Green Industrial Revolution set out a new direction for Britain's gas networks in a Net Zero future, building on much of the work already undertaken through Energy Networks Association's Gas Goes Green programme, setting out the role Britain's gas networks can play in delivering hydrogen and biomethane to homes, businesses and communities across the country.

3.12 New gas transmission infrastructure developments (for example pipelines and associated installations) are periodically required to meet increases in regional demand and changes in patterns of supply. Developments to the network occur as a result of specific connection requests, for example power stations, and requests for additional capacity on the network from gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall regional demand growth rather than site specific developments.

²³ [Our proposals | National Grid](#)

Water Supply

Domestic Potable (Drinking) Water Supply

- 3.13 Anglian Water have developed the Water Resource Management Plan (2024)²⁴ (WRMP) which sets out how a sustainable and secure supply of drinking water will be maintained over the period of 2025 to 2050.
- 3.14 It shows how the supply demand balance will be maintained over the next 25 years, as well as dealing with the longer-term challenges presented by population growth, climate change and environmental needs.
- 3.15 North East Lincolnshire is within the East Lincolnshire Water Resource Zone which extends from the mouth of the Humber Estuary to the Wash. North East Lincolnshire is covered by two Anglian Water Planning Zones, PZ01 (Barnoldby) and PZ04 (Grimsby). In the northern part of the RZ, supplies are primarily groundwater abstractions from the Lincolnshire Chalk, Lincolnshire Limestone and Spilsby Sandstone. There is also surface water abstraction from the Louth Canal into the Covenham pumped storage reservoir.
- 3.16 In developing the WRMP24 Anglian Water identified that by 2050, there will be 38% less water to supply customers due to:
- The implementation of further abstraction licence capping across the region (ie less water can be taken from ground water sources as there are increasing environmental impacts).
 - The need to achieve enhanced resilience to drought, building on previous investments to become robust to an extreme 1 in 500 year drought.
 - Adapting to climate change, and the impacts of the hotter, drier summers and warmer, wetter winters on our water resources.
 - Population growth across the Water Resource Zone.
- 3.17 The WRMP24 explores a three way approach to increase water availability:
- Demand management
Encourage customers to be wiser with their water usage and completing the rollout of the smart meters by 2030. Reduce plumbing leakages and losses. Upgrading the treatment works to improve abstraction process efficiency and resilience. Development of the Lincolnshire Reservoir and Fens Reservoir. The additional water supply from these will be available in the late 2030s. It is not currently planned that water from the new reservoirs will be utilised by residents or businesses in North East Lincolnshire, instead the additional supply that they provide will assist in easing the pressure for water across the wider Anglian Water region reducing demands in the northern Water Resource Zones which in turn could benefit North East Lincolnshire.

²⁴ Anglian Water, (2024). *Our Water Resources Management Plan 2024*. Available at: https://www.anglianwater.co.uk/siteassets/household/about-us/wrmp/revised_draft_wrmp24_main_report.pdf

- Reuse

Previously used and treated water would be cleaned using membrane technology, for example and either supplied direct as a non-potable supply or returned to resources such as rivers and reservoirs for future abstraction as potable water. Monitoring against strict water quality standards before discharging and storage will ensure raw water storage reservoir storage can be mixed with water abstracted from watercourses.

- Desalination

Anglian Water modelling verified by the Environment Agency demonstrates that abstraction reduction from existing resources and population and employment growth will require additional water resources will need to be delivered to meet future demands for potable water. Anglian Water's preferred supply side option after optimisation of other supplies is a desalination plant at Mablethorpe in Lincolnshire. Anglian Water is planning on the plant providing 50 million litres /day that could be supplied across the distribution network. It is estimated that this will need to be operational by 2034.

Annual review

- 3.18 As part of the WRMP Process, it is a statutory requirement to produce an annual review which provides an update on the delivery of the WRMP, highlighting in year-performance against the WRMP forecast 20. This was undertaken in June 2024, and identified that three of the Water Resource Zones covered by Anglian Water were in a very marginal Supply Demand Balance (SDB) deficit²⁵. However, this was not the case for the East Lincolnshire WRZ, which showed a positive Supply Demand Balance.

Commercial Water Supply

- 3.19 Supply of water for industrial and commercial use is not a statutory requirement for water companies, Anglian Water are working with industrial operators in North East Lincolnshire to look to jointly develop options to provide water that is suitable for industrial processes. Commercial (non-domestic) water supply has been identified as a particular challenge. One solution for the increasing supply for water for industrial use is the reuse of the treated water from Pyewipe (Grimsby) WRC which is currently discharged into the Humber Estuary. There is potential to intercept this treated water before it is discharged, and utilise a new advanced treatment facility to process and condition the water to a standard suitable for industrial use(s). Subject to investor agreement, regulator approval, permitting and planning consents Pyewipe could provide 20 million litres/ day of non- potable supply.

²⁵ Anglian Water, (2024). *WRMP Annual Review Data Template – Water Balance Components*. Available at: <https://www.anglianwater.co.uk/corporate/strategies-and-plans/water-resources-management-plan/>

Waste Water Treatment

3.20 Anglian Water have produced forecasts of demand and capacity across the wastewater system, taking into account a range of factors across the short, medium and longer term, including the impacts of climate change, population growth and expanding urban environments. There are five Water Recycling Centres (WRC) that are located within and serve North East Lincolnshire.

Water Recycling Centres (WRC)	Settlements within Catchment	Estimated capacity with 2023 housing figures
Tetney-Newton Marsh	Ashby Cum Fenby, Barnoldby Le Beck, Beelsby, Bradley, Brigsley, Cleethorpes, Hatcliffe, Humberston, New Waltham, Tetney and Waltham	Significant capacity for Growth
East Ravendale	East Ravendale	Descriptive permit WRC and so has no capacity unless developer(s), working with the Environment Agency, demonstrate possible flow and environmental capacity based on a full year's monitoring.
Grimsby- Pyewipe	Great Coates, Grimsby, Healing and Stallingborough	Significant capacity for Growth
Immingham New	Immingham	Capacity for growth. Surface water removal to be increased by 5%.
Laceby	Aylesby, Irby Upon Humber and Laceby	No capacity Anglian Water has no investment plans before 2030 and would object to planning applications

Table 3: Water Recycling Centre Capacity (Anglian Water data)

3.21 If upgrades to WRCs are required during the Local Plan period to meet the planned growth the timing of any infrastructure improvements would be dependent upon the phasing of any development(s). The current five- year cycle of Water Company plans means that where there is no capacity, or this headroom is used up, then Ofwat would only approve new investment from 2030 onwards. That investment is not automatically approved by Ofwat when/ if growth is planned or occurs and delivery of additional capacity is dependent on Environment Agency permit approval and planning approval from either North East Lincolnshire and/ or Lincolnshire County Councils.

3.22 Water companies are only permitted to discharge from a storm overflow where they can demonstrate there is no local adverse ecological impact. Government targets are:

- By 2035, at least 75% of storm overflows, discharging into or close to high priority sites, are expected to achieve this, and by 2045, 100%. All remaining storm overflows to meet this target by 2050.
- Water companies must significantly lower the amount of harmful pathogens from storm overflows going into or near designated bathing waters by 2035, either by applying disinfectant or reducing the number of discharges to meet the Environment Agency's (EA) spill standards.
- By 2050, storm overflows will not be permitted to discharge more than, on average, 10 rainfall events per year.
- Water companies required to ensure all storm overflows have screening controls.

3.23 Anglian Water work closely with the Local Authority and Developers to ensure that any improvements are aligned to the phasing of new development. Developers should therefore contact Anglian Water at the early stages of designing any proposals to ensure that there is an understanding of proposed housing trajectories and projected build out rates that can then inform demand forecasts for the WRC that will be servicing the development.

4. Telecommunications

- 4.1 North East Lincolnshire's ICT and Digital Strategy 2022–2025 underpins the Council's commitment to enhance digital infrastructure, support service transformation, and improve connectivity across the Borough. The strategy helps support the Council's broader goals of a stronger economy and stronger communities by promoting digital inclusion and improving connectivity.

Broadband/Mobile phone infrastructure, digital

- 4.2 Telecommunication refers to the networks that allow information to be exchanged by electronic means. This specifically relates to telephone and internet connectivity. Multiple operators own and maintain the existing telecommunication network that connects the country through telephone and broadband.
- 4.3 The Government's Digital Strategy²⁶ has set out its roadmap to achieve digital transformation, and inclusion. Key to achieving this is ensuring connectivity in the most remote, low-income areas and supporting the growth of public infrastructure to allow society-wide access to digital services. The Department for Digital, Culture, Media and Sport (DCMS) is leading an ambitious programme of work to both accelerate the commercial delivery of nationwide gigabit broadband and ensure rural areas are not left behind. Industry is investing over £30 billion in one of the fastest broadband rollouts in Europe with the aim of achieving at least 85% gigabit coverage by 2025 and at least 99% gigabit coverage by 2030 (DCMS, 2021).
- 4.4 Beyond 4G, the ambition is that the majority of the population will have access to a 5G signal by 2027. DCMS has invested almost £200 million in UK telecoms innovation through the 5G Testbeds and Trials programme (5GTT), helping to establish global leadership in this area, and supporting industry, academic institutions, and local authorities to realise the benefits of 5G.

²⁶ GOV.UK, (2022). *UK Digital Strategy*. Available at: <https://www.gov.uk/government/publications/uks-digital-strategy/uk-digital-strategy>.

North East Lincolnshire Superfast and Fibre Coverage

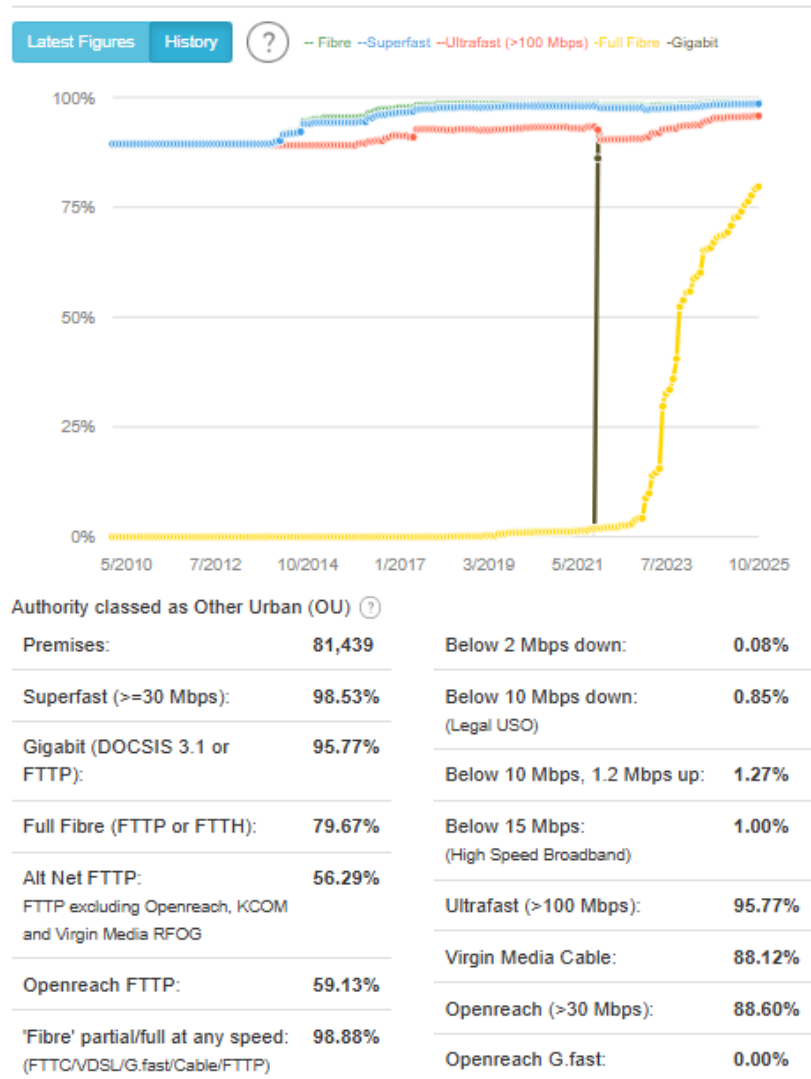


Figure 3: Source: [Broadband Coverage and Speed Test Statistics for North East Lincolnshire](#)²⁷

4.5 Within NELC, there has been a very significant increase in full fibre broadband since the end of 2022. The latest figures are as follows (October 2025):

- Superfast (>30 Mbps): 98.53%
- Gigabit: 95.77%
- Full Fibre (FTTP/FTTH): 79.67%
- Fibre (VDSL2 + FTTH + Cable): 98.88%
- Ultrafast (>100 Mbps): 95.77%

²⁷ Think Broadband, (2024). *North East Lincolnshire Superfast and Fibre Coverage (History)*. Available at: <https://labs.thinkbroadband.com/local/E06000012>

4.6 Greater Lincolnshire Local Enterprise Partnership have developed a Local Industrial Strategy²⁸ in partnership with government in order to further build on competitive advantages and to provide a test bed for some nationally important incentives. Within their economic plan for growth, there is a strong emphasis on digital infrastructure and innovation across industry and to enhance opportunities across rural communities and businesses. ERDF Digital grant funding has been used in the past to support homeworking implementation, whilst there is a need to secure future funds and continue to innovate.

²⁸ <https://www.greaterlincolnshirelep.co.uk/priorities-and-plans/strategies-and-plans/local-industrial-strategy/>

5. Flood Risk and Drainage

5.1 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.

5.2 The main causes of flooding are generally categorised as:

Tidal flooding: flooding beside the sea or an estuary caused by high sea levels especially during high tides, sometimes influenced by high waves, and storm surges;

Coastal breach flooding: occurs when a natural barrier (such as a gravel ridge or narrow dune field) or a human-made defence (such as a stopbank) is breached (i.e. water flows over or through it). Breach flooding is more likely to occur on open sections of coast that are exposed to larger waves and swell.

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.

Sewer flooding: flooding that occurs when sewage or foul water leaks from the sewerage system or floods up through toilets, sinks or showers inside a building. This usually happens due to blockages in the pipes; or the system being overwhelmed in a continued heavy rainfall event. The drainage and sewerage systems being overwhelmed by heavy rainfall is the most common flood risk in North East Lincolnshire with extensive flooding to highways and some flooding to property resulting.

5.3 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.

Coastal Flooding

5.4 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.

5.5 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 Cleethorpes, Stallingborough North Beck and Oldfleet Drain in the Humber Employment 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.

- 5.6 A significant proportion of the South Humber Bank area is at risk from flooding. Flood defence is important here as the area contains major infrastructure and key industrial facilities that are of great importance to the local economy and employment.

Flood Alleviation and Defence

- 5.7 In North East Lincolnshire there are four main partners in flood risk management in the borough. The partners are the Environmental Agency (EA), who oversee flood and coastal erosion matters in England; Anglian Water, the water and sewerage undertaker for the borough; the Internal Drainage Boards who are responsible for the draining of the low-lying areas of the borough, and, the Council.

- 5.8 Work is on-going between North East Lincolnshire Council, the Environment Agency (EA) 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.

- 5.9 There is recognition that the Grimsby and Ancholme flood catchment covers much of both North East Lincolnshire and North Lincolnshire flooding Council areas. Therefore, flooding from common sources is an issue which crosses local authority boundaries, for this reason North East Lincolnshire has worked closely with neighbouring North Lincolnshire Council. The two Councils have produced a Strategic Flood Risk Assessments (SFRA)²⁹.

- 5.10 Other organisations that are responsible for managing flood risk are the Department for Environment, Food and Rural Affairs (DEFRA), the Environment Agency. Internal Drainage Boards also provide important review and maintenance of critical infrastructure within their areas and private companies, including Associated British Ports (ABP) assistance where flood defences and management regimes are on land they manage.

- 5.11 An Internal Drainage Board (IDB)³⁰ 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 Management (WLM) organisations. DEFRA is the Government Department responsible for IDBs.

- 5.12 As a Lead Local Flood Authority (LLFA), North East Lincolnshire Council (NELC) is responsible for coordinating the management of local flood risks – surface water, ordinary watercourses and groundwater. A number of documents have been produced by the council and others which provide further information on flood risk management³¹

²⁹ <https://www.nelincs.gov.uk/assets/uploads/2022/09/202206-SFRA.pdf>

³⁰ https://www.ada.org.uk/member_type/idbs/

³¹ <https://www.nelincs.gov.uk/keeping-our-area-clean-and-safe/flooding/flood-strategies-and-investigations>

in the Borough. These studies are undertaken as there is a significant proportion of the Borough that has the potential to be impacted by flood, including 36,000 properties.

5.13 A number of works were undertaken across the Borough as a result of historic flooding events, particularly the summer floods of 2007. These works include:

- Waltham - construction of an earth flood defence embankment protecting the properties that flooded in June 2007.
- North Immingham - programme of works to restore the land drainage systems to the appropriate standard, enhanced by overflow swales and channel realignment.
- Habrough - a new surface water drainage system was installed along West End Road along with extensive cleaning and repairs to the existing village surface water drainage systems
- Humberston - maintenance of land drainage and the construction of a flood storage area around Coniston Crescent and replacement of an under capacity surface water public sewer in Humberston Avenue. Replacement of part of the Humberston Fitties flood defences in 2010/2011.
- Installation of a new surface water drainage system and property level resilience measures around Willingham Street in Grimsby.
- Installation of a new surface water drain to protect low-lying property in St. Nicholas Drive, Grimsby.
- Extensive maintenance and drainage improvement works at Saltings Allotments in Grimsby. This was to protect adjacent property against the effects of groundwater flooding.
- Strengthening of the stretch of sea wall between Grimsby and Immingham since publication of the Humber Flood Risk Management Strategy 2008.
- Improvements to sea defences around the Grimsby Docks.
- Replacement of groyne at the beach at Cleethorpes.

5.14 These and other improvement works undertaken by the Council have resulted in reducing the risk of flooding to many properties across North East Lincolnshire.

5.15 The draft Local Flood Risk Management Strategy Appendix B provides a list of actions to be undertaken in the future, many of which are projects to achieve improved sustainable drainage.

5.16 There is also acknowledgment in the document that coastal defences will need to be monitored and where necessary improved due to aging infrastructure and the impacts of climate change.

5.17 For capital works, the main funding source is the EA Grant in Aid programme. There is also funding available from Anglian Water if their drainage infrastructure is a factor causing an unacceptable level of flood risk.

The Humber 2100+ Strategy

5.18 The EA and 11 Local Authorities from around the Humber, including NELC, are working in partnership to develop a new strategy that will address the tidal flood risk at the Humber Estuary and enable sustainable growth now and for the next 100 years.

The 2013 tidal surge gave the EA better evidence for how flood water will behave and has made the case for the new Strategy to be developed.

5.19 The Humber 2100+ Strategy³² will replace the current flood risk management strategy, 'Planning for the Rising Tides' which was put in place in 2008.

5.20 Projects are continuing to be delivered however, one project which has commenced is the Stallingborough Phase 3 sea defence improvements which will see a large amount of granite rock placed along the current sea defences. The Mawmbridge pumping station improvement scheme is also being delivered as part of the project. Another initiative being delivered is 'Flood Ready Eddie' which is an AI chatbot that provides information on how to be prepared for flooding and sign up for alerts.

Flamborough Head to Gibraltar Point Shoreline Management Plan

5.21 The Flamborough Head to Gibraltar Point Shoreline Management Plan³³ is overseen by the Environment Agency and was reviewed in early 2024. The sections relating to NELC are East Immingham to Cleethorpes and Humberston Fitties.

5.22 For the East Immingham to Cleethorpes the management plan for this area is for 2025-2055 is where protection is currently provided by coastal defence structures or managed beaches, and the intention is to retain a defence along approximately the current alignment. This will involve replacing defences when needed. Defence type, method and standard of protection may be modified over time.

For the Humberston Fitties section the management plan is for 2025-2055 is where protection is currently provided by coastal defence structures that might be maintained or repaired if funding allows, but not replaced if they fail or reach the end of their design life.

Surface Water Drainage

5.23 The most common type of flooding that occurs in the borough is surface water, also called pluvial flooding, where the rate, or volume, of rainfall overwhelms the Borough's urban drainage systems. There are occurrences of pluvial, or surface water flooding every year in the Borough. The Council works to maintain and improve the urban drainage network to reduce the risks of flooding to residents and businesses; however, new development can have impacts on the existing network.

5.24 Therefore, Sustainable Drainage Systems (SuDS) have to be agreed through the planning application process. This means developers will need to agree their SuDS with North East Lincolnshire Council and developers will need to meet certain SuDS standards, as set out in Planning Practice Guidance (PPG). The guidance includes a hierarchy of acceptable discharge solutions with infiltration to the ground the most preferred and connection to sewers the least preferred (but still permissible). Given the

³² Environment Agency, (2025). *Humber 2100+*. Available at:

<https://engageenvironmentagency.uk/engagementhq.com/humber-2100/widgets/119541/faqs#31071>.

³³ Humber Estuary Coastal Authorities Group, (2010). *FlameBorough Head to Gibraltar Point Shoreline Management Plan*. Available at: <https://environment.data.gov.uk/shoreline-planning/shoreline-management-plan/SMP3#downloads>

susceptibility of areas of North East Lincolnshire to flooding from a variety of sources developers should devise a SuDS system early in the design of any development and not leave it to the latter stages of design.

Impact of Development Proposals

- 5.25 North East Lincolnshire Council will expect all new development to be designed to meet Environment Agency (EA) guidance, with raised floor levels where required and a place of evacuation. All developments must also meet national and any local Sustainable Drainage Systems (SuDS) guidance to tackle surface water flooding.
- 5.26 North East Lincolnshire Council will work closely with developers to agree appropriate flood management approaches through the delivery of site specific Flood Risk Assessments. This will include agreeing mechanisms to slow the flow of surface water from sites, particularly around Laceby and Waltham, where the available discharge points are already subject to flooding issues.

6. Waste Management

6.1 Planning for waste management is guided by following legislation, policies and guidance:

- National Planning Policy for Waste (2014)
- Planning Practice Guidance (2015)
- Resources and Waste Strategy for England (2018)
- Waste Management Plan for England (2021)
- Environment Act (2021)

6.2 Consideration of any proposed reforms to the National Planning Policy Framework (2024 – 2025) to better integrate sustainability and circular economy principles also need to be continually observed.

6.3 The core principles of national policy indicates that all Local Planning Authorities, to the extent appropriate to their responsibilities should look to drive waste up the waste hierarchy. The waste hierarchy prioritises preventing and re-use over other recovery and disposal (see Figure 4 below).

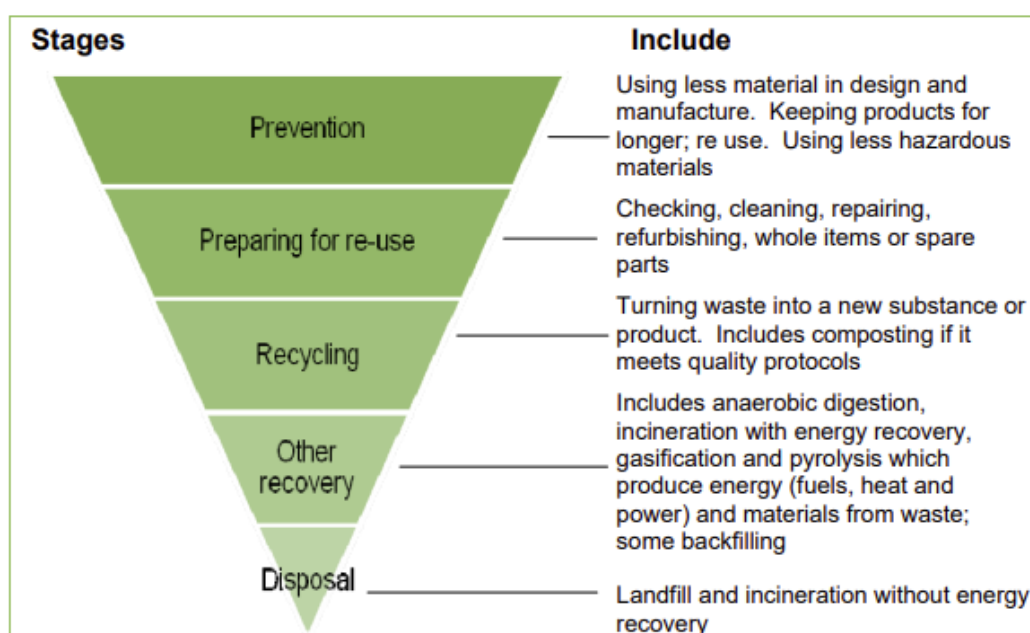


Figure 4: The Waste Hierarchy³⁴

6.4 The Resources and Waste Strategy for England (2018) advocates for a circular economy, which aims to use resources more efficiently, and reduce the amount of waste we create as a society by prolonging the life of the materials and goods utilised. The Environment Act (2021) introduced a framework to enable these circular economy principles, including:

³⁴ DEFRA, (2014). *Guidance on Applying the Waste Hierarchy*. Available at: <https://assets.publishing.service.gov.uk/media/5a795abde5274a2acd18c223/pb13530-waste-hierarchy-guidance.pdf>

- Extended Producer Responsibility
- Deposit Return Schemes
- Simpler Recycling (consistent recycling collections)

6.5 A legally binding target to reduce the amount of residual waste produced (waste that is not reused, recycled or composted) by 50% per capita by 2042 compared to 2019 levels.

6.6 North East Lincolnshire have responded to the aspirations and targets set out by the Government by developing the North East Lincolnshire Waste Management Strategy 2020 – 2035. As a unitary authority, North East Lincolnshire oversees waste collection, waste disposal and waste planning. The Council continually monitor and review policy, procedure and strategy, aiming to achieve government commitments such as the introduction of food waste collection, reducing carbon footprint and net zero.

6.7 The current Waste Management Strategy 2020 – 2035 aligns well with national goals, particularly:

- Localised waste processing
- No export of municipal waste
- Integrated waste infrastructure
- Commitment to the circular economy

6.8 North East Lincolnshire have several waste management sites within the Borough. In 1999, North East Lincolnshire signed a 25-year contract with New Lincs Development (Energy from Waste Plant or EfW) to manage household and municipal waste arising in North East Lincolnshire. This contract has recently been extended to 2029 and also includes management of household waste and recycling materials from both of the Borough's Community Recycling Centres. As the EfW plant is within the Borough of North East Lincolnshire, it therefore supports the specific aim of reducing North East Lincolnshire's carbon footprint.

6.9 Other waste management facilities include biological treatment facilities operated by Anglian Water, independently operated commercial waste facilities, recycled aggregate facilities and facilities to manage hazardous waste. North East Lincolnshire also has one landfill site at Immingham.

Municipal Waste

6.10 All municipal waste and recycling collected from North East Lincolnshire is recorded using a waste data flow system, which enables reporting by UK local Authorities to government to monitor progress towards national and local targets, produce national statistics on municipal waste and provide an evidence base to guide government policy. Waste Data Flow is also accessible to other organisations and the public.

6.11 To remain compliant and align with future targets and legislation, North East Lincolnshire have implemented or are currently focusing on:

- Simpler Recycling Legislation (effective between March 2025 and March 2027), ensuring all council properties separate recyclable waste.
- Promoting and supporting separate collections of recyclable waste streams from domestic households through education and collaborative working in partnership with housing associations, developers and landlords (the Separation of Waste (England) Regulations 2025).
- Planning and implementing weekly food waste collections to all domestic households, addressing government concerns previously set out and aims to reduce food waste by 2030.

6.12 Residual waste is that which cannot be reused, recycled and composted and therefore must either be disposed or sent for energy recovery. Residual municipal waste is that which residents do not segregate for recycling, and in North East Lincolnshire it is used to produce energy.

6.13 Residual waste in the Borough during 2025 was 41,360.17 tonnes, which is 3,492.8 tonnes less than in 2021. An overall reduction in residual waste collected is in line with the national strategy to minimise waste produced by households and create a circular economy in England. Consistent communications since the publishing of the Waste Management Strategy 2020 – 2035 have helped residents reduce waste and manage it in an environmentally responsible way. This work will be continued in order to minimise domestic waste across the Borough wherever it is practicable and feasible to do so.

6.14 One of the key targets of the North East Lincolnshire Waste Management Strategy 2020 – 2035, is to achieve a recycling rate of 55% by 2025, 60% by 2030 and 65% by 2035, in line with national targets. Despite an initial increase in recycling rates following the adoption of the Waste Management Strategy, in 2024, the Council achieved a recycling rate of 38.22%, down by 0.51% on the previous year and a decrease of 0.8% since 2021. Although there has been a small local decrease in recycling rates, this is comparable to the national picture where the 2022 national recycling rates (most recent figures available nationally) have been reported to have decreased year on year by 0.5%, demonstrating that there are national challenges to enabling people to recycling as well as local ones.

6.15 To better understand why recycling rates have stagnated since the initial increase in recycling rates following the adoption of the Waste Management Strategy, the North East Lincolnshire waste team are working with the North East Lincolnshire Insights team to identify local barriers to recycling and the impact of national challenges on the Borough's recycling rates, as well as how to enable people to recycle more.

6.16 It is worth noting that as the introduction of food waste collections is nationally implemented in 2026, and the introduction of a deposit return scheme in 2027, this will have impacts on recycling rates.

6.17 Waste to landfill levels in the Borough are low. The national target for waste to landfill is 10% of all waste produced by 2030. In 2024, North East Lincolnshire sent only 35.36 tonnes of waste to landfill, which is the lowest tonnage of waste that has ever been send to landfill over the course of a year. This is well below the 2030 target for waste being send to landfill, at less than 1%.

- 6.18 Energy from Waste rates increased slightly in 2024, which can be accounted for by the decrease in recycling rates in this year. It is possible that the decreased recycling rates are due to contaminated recycling waste being unsuitable for recycling, but still able to be treated at the EfW plant. Although the EfW rate increased, the overall tonnage of waste sent to the EfW plant decreased by 528.108 tonnes. This is likely due to the combination of a reduction in overall residual waste being produced in North East Lincolnshire.
- 6.19 In continuing the trend towards a circular economy, where it is not feasible to recycle material, as much residual waste as possible will be converted to energy, minimising waste to landfill. EfW rates are likely to decrease further as progression towards meeting the national recycling target by 2035 is made.
- 6.20 2024 saw an increase in the number of people visiting the Community Recycling Centres (CRCs) when compared with 2023. CRC visits increase by 11,764 to a total of 223, 981 visits. The sites provide a valuable service for residents dealing with occasional increases in waste and recycling or dispose of unwanted items that are not suitable for the wheeled bin collection.

Commercial and Industrial

- 6.21 No trade/business waste collection service is currently offered by North East Lincolnshire Council and landfill reliance remains high for C&I waste. However, there are many independent commercial waste and recycling companies within the borough for commercial and industrial use.
- 6.22 North East Lincolnshire projections for C&I waste by 2032 remains at 341,000 tonnes (roughly 1% of England's total).

Construction and Demolition Waste

- 6.23 Based on DEFRA estimates, North East Lincolnshire is predicted to produce 193,000 tonnes of CD&E waste by 2032. This is less than 0.3% of the national figure, and the Borough is nearly self-sufficient in managing this waste via independent registered waste companies.

Hazardous Waste

- 6.24 The Environment Agency publishes the Hazardous Waste Interrogator annually, and waste last updated in September 2025 (with 2024 data). It includes data on hazardous waste received and removed from permitted sites across England, including North-East Lincolnshire. The 2024 dataset confirms:
- Over 62,000 tonnes of hazardous waste were managed in North East Lincolnshire facilities.
 - 15 sites in North-East Lincolnshire were managing hazardous waste in 2024.
 - Much of this waste is imported from other regions, from as far away as Cornwall and Scotland.

Waste Needs Assessment

- 6.25 Commissioned by North-east Lincolnshire and prepared by BPP consulting, the Waste Needs Assessment (2015) concludes that no additional capacity is needed for principal waste streams. A need for some additional hazardous waste management capacity was identified, but not significant enough to justify an economically viable facility. Consequently, no additional waste management facilities are being planned for in the emerging draft Local Plan. However, locational criteria are proposed to allow for development to come forward where it is commercially viable and justified. It is understood that a new Waste Needs Assessment is being progressed, which will give an updated position going forward.

Social & Community Infrastructure

7. Education

- 7.1 All Local Authorities have a statutory duty to ensure sufficient and suitable pupil place capacity and high quality educational provision for primary, secondary and special educational needs children and young adults, as well as early years' provision. Residents currently have a good choice of schools with high standards, with a majority of North East Lincolnshire schools rated Good or Outstanding.
- 7.2 Overall, North East Lincolnshire currently has sufficient high quality 0-5 childcare places available to meet the needs of parents and carers, including 20 Day Nurseries & two Nursery Schools.
- 7.3 North East Lincolnshire schools are a mix of mainstream schools administered through the local authority and academies. As of October 2024, within North East Lincolnshire, there are:
- 10 Secondary Academies
 - 38 Primary Academies
 - 3 Primary Schools
 - 3 Junior Academies
 - 2 Infant Academy
 - 1 Infant Schools
 - 2 Nursery Schools
 - 2 Specialist Academies
 - 2 Pupil Referral Units
 - 1 Independent Schools
 - 1 14 to 19 Provision
- 7.4 There are also two colleges within North East Lincolnshire and two of the Secondary Academies offer sixth form provision.
- 7.5 An important, statute role for the Local Authority is pupil place planning, as this is essential for the strategic management and supply of sufficient and suitable school places across the Borough. Together with the Department for Education (DfE) the Council produces pupil forecasts enabling school place planners to have up-to-date data upon the overall capacity required within the schools in the Borough, and ensuring that strategic decisions can be made regarding how many school places within locality are likely to be required.
- 7.6 North East Lincolnshire forecast demand for school places is based upon groupings of local schools (known as Education Planning Areas), that reflect local geography, reasonable travel distances and patterns of supply and demand.
- 7.7 This information informs whether existing provisions need to be expanded (if the school site is of sufficient size to increase capacity) or if a new school is required to meet the demand for school places which result from new development.

7.8 For new development proposals, North East Lincolnshire Council currently sets its education provision requirement of:

- 1 primary school place per 4 dwellings.
- 1 secondary school place per 5 dwellings.

7.9 However, DfE published a pupil yield during 2022, which estimates likely pupil yields from development³⁵. The dashboard indicates that for North East Lincolnshire in 2021/22³⁶ the student yield split is 0.07 for Early Years; 0.28 for Primary; 0.17 for Secondary School and 0.01 for Special School/AP.

7.10 A Post 16 yield is not available in 2021/22, however in 2020/21 the yields were: Early Years 0.08; Primary 0.3; Secondary 0.16; Post 16 0.06 and Special Schools/AP 0.01³⁷.

7.11 In the majority of cases a combination of pre-existing school place surpluses and the expansion of existing schools are likely to provide a sufficient number of places to accommodate this increased demand. However, where there is a large urban extension new schools may need to be delivered as part of the development.

Primary School Provision

7.12 North East Lincolnshire is well served by primary providers, with 47 schools/academies spread across the geographic area. For the purpose of Primary School pupil place planning, the Borough is split up into 16 Pupil Place Planning Areas and split into individual primary providers.

Education Planning Area	Sub Area	Schools	Expansion Opportunities
Immingham	Estuary Zone	Pilgrim Primary, Coomb Briggs Primary, Eastfield Primary and Canon Peter Hall CE Primary Academies	Two sites have been chosen as suitable for expansion, Eastfield and Pilgrim. Should expansion of these schools be required this would be funded through developer contributions (S106 or CIL).
Humberston	Western and Southern Arc	Humberston CE Primary and Humberston Cloverfields Primary Academies	Both sites who serve this area could be expanded. Should expansion of these schools be required this would be funded through

³⁵ [Pupil Yield Data Dashboard \(shinyapps.io\)](https://shinyapps.io/pupil-yield-data/)

³⁶ Pupil Yields for number of bedrooms set to all, housing type set to all and tenure set to all for properties completed up to 2021/22.

³⁷ Pupil Yields for number of bedrooms set to all, housing type set to all and tenure set to all for properties completed up to 2020/21.

			developer contributions (S106 or CIL).
Cleethorpes Area 1	Urban Area	Bursar Primary, Elliston Primary, Middlethorpe Primary, Signhills Junior, Signhills Infant, St. Peters CE Primary, Thrunscoe Primary and St. Josephs RC Primary Academies	Bursar Primary has relocated to the former Matthew Humberstone Secondary Lower School site. The school now occupies a site, which has sufficient space to increase in provision from a 315 provider to up to a 630 place provider or a new school may be required funded from developer contributions (S106 or CIL).
Cleethorpes Area 2	Urban Area	Queen Mary Avenue Infants and Nursery School, Reynolds Primary and William Barcroft Junior Academies	There is one site with the ability to increase by a further 105 places if required. Should expansion of this school be required this would be funded through developer contributions (S106 or CIL).
Grimsby Area 1 North East of Grimsby	Urban Area	Old Clee Primary, Strand Community, St Mary's CP and Weelsby Primary Academies	There is only one site within this planning area that could be expanded using developer contributions (S106 or CIL).
Grimsby Area 2 west of the Port of Grimsby	Urban Area	Edward Heneage Primary, Lisle Marsden CE Primary and Welholme Community Primary Academies	There are no sites in this place planning area with the ability to grow further, however increased capacity at the former Matthew Humberstone site (Cleethorpes Area 1) will alleviate pressure on existing schools in Grimsby Area 1.
Grimsby Area 3 North West of Grimsby.	Urban Area	Littlecoates Primary, Macaulay Primary and South Parade Primary Academies	There is one site within this planning area that could be expanded using developer contributions (S106 or CIL).

Grimsby Area 4 North and South West of Grimsby	Urban Area	Great Coates Primary, Willows Primary and Wybers Wood Primary Academies	The Grimsby West site is located in this planning area. To meet demand for new primary school places the existing primary schools/academies could be expanded and the developers of the site have been asked to make provision upon the development for a new primary school. This will be funded through developer contributions (S106 or CIL).
Grimsby Area 5 South West of Grimsby.	Urban Area	Grange Primary School, Laceby Acres Primary Academy, Western Primary School and Yarborough Primary Academy	There are three sites which could expand to accommodate increasing numbers. This will be funded through developer contributions (S106 or CIL).
Grimsby Area 6 South West of Grimsby.	Urban Area	Woodlands Primary School Nunthorpe Community Primary Academy	No current capacity issues and no expansion requirements at present
Scartho	Urban Area	Fairfield Primary, Scartho Infants', Scartho Junior and Springfield Primary Academies	In the Scartho area there are two primary providers that have been identified as able to expand. This will be funded through developer contributions (S106 or CIL). Due to demand for provision as a direct result of new developments the LA has in 2025 constructed a new 210 place primary academy.
Waltham Village	Western and Southern Arc	Waltham Leas Primary Academy	Due to demand for provision within the village as a direct result of new development the LA has constructed in 2025 a new 210 place primary academy.

New Waltham	Western and Southern Arc	Enfield (New Waltham) Primary and New Waltham Primary Academies	Both sites could grow. This would be funded through developer contributions (£106 or CIL).
Healing and Stallingborough	Rural Zone / Western and Southern Arc	Stallingborough CE Primary School and Healing Primary Academy	No current capacity issues and no expansion requirements at present
Laceby Village	Western and Southern Arc	Laceby Stanford Infants and Junior Academy	No current capacity issues and no expansion requirements at present
Wold Villages	Rural Zone	East Ravendale CE Primary Academy	No current capacity issues and no expansion requirements at present

Table 4: Primary School Capacity and Expansion Opportunities

Secondary School Provision

Education Planning Area	Schools	Expansion Opportunities
Planning Area 1	Oasis Academy Immingham, Immingham.	There is sufficient spare existing capacity at the secondary site to cope with any pupil yield from new housing development.
Planning Area 2	Cleethorpes Academy, Grimsby.	Cleethorpes Academy currently has sufficient capacity.
	Havelock Academy, Cleethorpes.	Havelock Academy currently has sufficient capacity.
	Healing School a Science Academy, Healing.	Healing Academy has recently removed end of life mobile classrooms from its site which has reduced the site's capacity.
	Ormiston Maritime Academy, Grimsby	Ormiston Maritime Academy currently has sufficient capacity
	Humberston Academy, Humberston	Humberston Academy currently has sufficient capacity but areas of the site are undersized and in poor condition, plus the site is short of some specialised provision
	Oasis Academy Wintringham, Grimsby	Oasis Wintringham Academy currently has sufficient capacity.
	Tollbar Academy, New Waltham.	Tollbar Academy currently has sufficient capacity, however there are shortfalls in some specialised provision

	John Whitgift Academy, Grimsby	John Whitgift Academy currently has sufficient capacity.
	Beacon Academy, Cleethorpes	Beacon Academy has in 2025 been rebuilt by the DfE as a 750 place provider.

Table 5: Secondary School Capacity and Expansion Opportunities

Special Education Needs and Disability (SEND)

7.13 Special educational needs and disabilities (SEND) can affect a child or young person's ability to learn. They can affect their:

- behaviour or ability to socialise, for example they struggle to make friends
- reading and writing, for example because they have dyslexia
- ability to understand things
- concentration levels, for example because they have attention deficit hyperactivity disorder (ADHD)
- physical ability

7.14 The [SEND Code of Practice](#) categorises SEND into four broad areas of need – children may have difficulties in one area, or may have a range of needs (sometimes referred to as complex needs). The four areas are:

- *Cognition and learning*
How children learn and think.
- *Communication and interaction*
How children communicate with others, their relationships and social skills.
- *Sensory and/or physical needs*
Sensory issues include hearing and visual impairments (or sometimes both), Physical problems include physical disabilities, and motor skills difficulties.
- *Social, emotional and mental health (SEMH)*
SEMH covers a range of problems, including mental health difficulties, ADHD or social anxiety, confidence or self-esteem issues.

7.15 The Department for Education's Delivering Better Value (DBV) in SEND programme aims to support local authorities and their partners to improve the delivery of SEND services for children and young people whilst working towards financial sustainability.

7.16 North East Lincolnshire has developed Special Educational Needs and Disabilities and Alternative Provision (SENDAP) Sufficiency Strategy 2024 – 2029³⁸, a DBV and Other Strategic Work with an ambition for inclusion for children and young people with SEND and their families have the opportunity to be included in everything in their local community.

³⁸ [SENDAP Sufficiency Strategy 2024-2029](#)

7.17 Findings from the DBV analysis identified:

- Needs of children and young people are changing and there is a lack of local provision.
- There are opportunities to intervene more effectively earlier and capacity needs increasing in some services
- Some parents, carers and professionals feel confused with the SEND system.
- There are challenges with inclusion that are driving demand for higher cost services.
- We need a better way of tracking the impact of investment on demand and outcomes for children and young people.
- There is no more capacity in special schools
- SEMH needs specialist provision within the District.
- Development of additional provision is needed to support inclusion in mainstream schools
- Refocusing of support and increasing capacity is required to support children and young people meaning they do not require education, health and care plans (referred to as EHC's).

Provision of SEND in North East Lincolnshire

7.18 Currently, specialist placements in North East Lincolnshire consist of four main types of provision:

1. Enhanced resource specialist provision located on mainstream school sites.
2. Special school academies located in North East Lincolnshire.
3. Academies and maintained special school provision located in other local authorities.
4. Special schools in the independent non-maintained sector (in NEL and outside area).

7.19 As with other areas of the country NEL is experiencing an increase in the need for SEND provision. It has been identified that too many of North East Lincolnshire's vulnerable learners are losing vital attachments and links with their own localities because they have to travel outside the authority to receive their education.

7.20 Following insights gained from families, children, young people, professionals and the community it has been identified that there is a need to increase the range and number of high needs school places available for children with EHCPs across North East Lincolnshire, reducing the overall demand for Independent Non- Maintained Special School Places and personalised packages of support.

New Schools

7.21 To meet current known future demand there are a number of new school projects happening in Grimsby, Scartho and Waltham.

7.22 The Government has approved the proposal for a new specialist school in Grimsby (Social, Emotional, Mental Health (SEMH) Specialist Free School), and allocated funding from its Special Free School Revenue Fund. The school will have 150

pupil places for students aged from 8 to 19 with Education, Health and Care Plans (EHCPs) for their social, emotional and mental health needs. The Department for Education (DfE) has been working with the Council to find land suitable for this school. They have also received applications from organisations interested in running the new school. The DfE is aiming to start work in the summer of 2025 with the hope the school will be open for September 2027.

7.23 Two new primary schools are being built in Scartho and Waltham. Lincolnshire Gateway Trust was announced by the DfE as the Multi-Academy Trust chosen to run both primary schools. The schools will have 210 (1FE) pupil places for students aged 4 to 11. This includes places for 12 children with Education, Health and Care Plans (EHCPs) and Social, Emotional and Mental Health (SEMH) needs to enable access to the mainstream curriculum but with specialist support in one place.

7.24 The Grimsby West Strategic Site has reached the Masterplan stage with developers proposing a new community with around 3,500 homes. Extensive forecasting of school places across the Education Planning Area has occurred to understand the need for additional school places across the proposed delivery timetable of the whole proposed development. The current forecasting indicates that for primary education the existing schools will be able to absorb the primary aged children in the first phases of the development. A new Two Form Entry (FE) school is to be provided, on land identified for this purpose in the Masterplan, in the final phases of the development. For secondary education the forecasting indicates that the existing secondary schools in the area should be able to accept the secondary aged children from the early phases but after that a secondary school should be delivered, the land for which is identified in the Masterplan. Further details will be confirmed as the application progresses through the planning process.

7.25 In all of the proposed growth areas developers will be expected to contribute to the provision of schools in North East Lincolnshire, this may include s106, CIL and /or the provision of land for a school. Developers should discuss the likely requirements for education with the Council early in the design process to ensure they are understood and can be factored into the viability of the development.

8. Health and Wellbeing

8.1 North East Lincolnshire Place is part of the Humber and North Yorkshire Health and Care Integrated Care System (ICS). The ICS is made up of many partners, including Local Government, Voluntary, Community and Social Enterprise (VCSE) organisations and the NHS. The Integrated Strategy for Wellbeing and Health³⁹ sets out the ambition for working in partnership.

8.2 The Humber and North Yorkshire Integrated Care Board (ICB) is responsible for planning health services for their local population. The ICB manages the NHS budget and works with councils, local providers of NHS services, such as hospitals and GP practices.

8.3 The North East Lincolnshire Health and Care Partnership (HCP) covers a registered practice population of approximately 175,000 people and exists to improve health and wellbeing outcomes for local people by bringing together local health and care providers, VCSE partners, North East Lincolnshire Council and Humber and North Yorkshire ICB.

8.4 The HCP 'vision for health and wellbeing is holistic, reaching beyond traditional health and care to the whole North East Lincolnshire system. By focusing on the wider determinants of health, aiming to create a more integrated and supportive environment that enhances collaboration and alignment across sectors.'

8.5 The HCP is built on collective values:

- Partnership working
- Open and honest
- Listening and person-centred
- Innovative
- Compassion, respect and empathy
- High quality care
- Patient empowerment
- Employee focused

8.6 The HCP aims to improve outcomes for all local people and using a data and insights led approach has identified four priority cohorts for dedicated programmes of work:

- First 1001 days (up to the age of 3)
- Young People's resilience and transition into adulthood (teenage years)
- Adult experiencing health inequalities
- People Living with frailty (including palliative and end of life care).

³⁹ <https://humberandnorthyorkshire.org.uk/wp-content/uploads/2024/08/Strategy-New-June-30.7.24-FINAL-PowerPoint-slides-.pdf>

- 8.7 There are also a number of enabler workstreams including, estates, digital, communication and engagement and workforce development to help drive the work forward.
- 8.8 The North East Lincolnshire Joint Strategic Needs Assessment⁴⁰ (JSNA) is a suite of assessments regarding local health and wellbeing needs, covering a wide range of topics that influence the health and wellbeing of our residents across the life course, including the many wider social determinants of health and behaviours which affect health. The JSNA is a statutory requirement, identifies local health inequalities, and the evidence from the JSNA is used to inform commissioning to improve the health and wellbeing of the local population. The approach to wellbeing in the Borough is built around 'Stronger economy, Stronger communities' delivered by a place-based outcomes framework of learning and skills, investing in the future, vitality and health, economic recovery and growth and sustainable and safe.
- 8.9 North East Lincolnshire Joint Health and Wellbeing Strategy was published in August 2025 and clearly states from the outset the importance of our homes, schools, workplaces, communities and supporting infrastructure in shaping health outcomes. The strategy is also built on partnership, across health, local government, education, business, and the voluntary and community sector.
- 8.10 As noted, the strategy recognises the importance of environmental sustainability in shaping health and wellbeing. This emphasises the need to create and maintain sustainable environments that support all aspects of life. Key areas of focus include promoting green travel options and reducing carbon emissions. Sustainable practices, such as green transport and local food systems, contribute to healthier lifestyles and communities to ensure that environmental health is not siloed but integrated across the wider determinants of health and wellbeing. Furthermore, inclusion health (or social exclusion) is an issue that can also be tackled by removing barriers from access to essential services, which includes health infrastructure as well as wider accessibility challenges.

Hospital Care

- 8.11 Humber Health Partnership which is one of the largest groups in the NHS, with a budget of over £1.6 billion, employing 19,000 staff. Made up of two Trusts – Hull University Teaching Hospitals NHS Trust (HUTH) and Northern Lincolnshire and Goole NHS Foundation Trust (NLAG). There are five main hospital sites: Castle Hill Hospital, Diana, Princess of Wales Hospital, Goole and District Hospital, Hull Royal Infirmary, and Scunthorpe General Hospital. They deliver a wide range of community services across North and North East Lincolnshire, including physiotherapy, psychology, podiatry and specialist dental services.

⁴⁰ <https://www.nelincsdata.net/jsna-state-of-the-borough/#/view-report/08e64f7b74ac412e9c86ee93a92f9d68/E06000012>

- 8.12 In North East Lincolnshire the Diana, Princess of Wales Hospital in Grimsby offers a range of hospital services including: 24 hour Emergency department, children and family (including maternity) services.

Community Health and Care Services

Care Plus Group

- 8.1 Care Plus Group is an organisation working in communities across North East Lincolnshire. They are a social business that provides community health and care services for adults of all ages and exists to support people to achieve their best quality of life. Services are wide ranging and include community nursing, community urgent care, carers and adult learning disability services.

Freshney Pelham Care

- 8.2 Freshney Pelham Care is an organisation which also provides community nursing services for a portion of the NEL population, working alongside the Primary Care Network.

Primary Care Centres and General Practitioners

- 8.3 A number of years ago there was significant investment in NEL primary care estate, which overall remains in good condition. A primary care estate review in July 2023 across 15 premises highlighted the range of services delivered across the primary care estate and some areas for improvement e.g. reviewing of leases and identifying opportunities for co-location and integration. Since then, the NHS 10 year plan⁴¹ has been developed which details the development of Neighbourhood Health Centres and NEL are part of Wave One for the Neighbourhood Implementation Programme⁴², where we have started to explore where our Neighbourhood health Centres could be located. Further work is required to understand the utilisation of our primary care estate and how this can be optimised and re-purposed for the delivery of neighbourhood health services (providing more joined up care out of hospital). Work will also need to be undertaken to determine what primary care and wider healthcare services will be required to support an increase in housing provision and in the context of the 10 year plan.

- 8.4 Across North East Lincolnshire there are 32 Pharmacies, 21 Dental Practices and 25 GP practices which includes 6 branch surgeries. Many are co-located within the same buildings.

⁴¹ <https://www.england.nhs.uk/long-term-plan/>

⁴² <https://neighbourhood-health.co.uk/about>

Ward	Primary Care Health Facilities in North East Lincolnshire		
	GP Practices (including branch surgeries)	Dental Practices	Pharmacies ⁴³
Croft Baker	3	1	4
East Marsh	6	5	4
Freshney	3	1	3
Haverstoe		1	
Heneage	2	1	1
Humberston and New Waltham	1		3
Immingham	1	2	2
Park	3	1	2
Scartho	1	1	1
Sidney Sussex	1	4	2
South	1		2
Waltham			1
West Marsh		2	3
Wolds	1		2
Yarborough	2	2	2
Total	25	21	32

Table 6: Primary Care Health Facilities in North East Lincolnshire

Dental Practices

8.5 There are 15 dental practices providing NHS general dental services across North East Lincolnshire. An out-of-hours dental service is available in Grimsby and two dental practices are offering additional urgent access appointments during core hours, in Cleethorpes. Orthodontic services continue to be offered by four practices in the area. Following procurement exercises for referral-only dental services, community dental services continue to be available to patients living across the area, however Intermediate Minor Oral Surgery (IMOS) is now available out of Scunthorpe. There does not appear to be any existing capacity within NHS dental practices and no practices within North East Lincolnshire are currently accepting NHS patients. Some practices however do on occasion accept additional patients should a space become available. Patients are signposted to NHS 111 for urgent dental needs or to the Find a Dentist website⁴⁴.

8.6 providing NHS dental services across North East Lincolnshire, one of which is a Minor Oral Surgery provider. A community dental service and an out-of-hours dental service are available in Grimsby. Correspondence with the Primary Care Commissioning Support Manager for North Yorkshire and the Humber confirmed that there does not

⁴³ Pharmacies Needs Assessment 2022-2025

⁴⁴ <https://www.nhs.uk/service-search/find-a-dentist> to search for details of dentists in their area.

appear to be any existing capacity within NHS dental practices and no practices within North East Lincolnshire are currently accepting NHS patients. Some practices however do on occasion accept additional patients should a space become available. However, on-going assessment of dental year end performance indicates that most practices are fulfilling their contract.

Pharmacies

- 8.7 A Pharmaceutical Needs Assessment⁴⁵ was undertaken in 2022 after examining the access of the community to pharmacies, the report concluded that the current provision of 32 pharmacies will be sufficient to meet the future needs of the residents during the three-year lifetime of the pharmaceutical needs assessment.
- 8.8 The Assessment was based on the latest information available at the time, including the population demographics, housing projections, and the distribution of pharmacies and dispensing practices across the area.
- 8.9 The health and wellbeing board did not identify any services that would secure improvements or better access, to the provision of pharmaceutical services, either now or within the lifetime of the pharmaceutical needs assessment.
- 8.10 It should be noted that the Pharmaceutical Needs Assessment has been reviewed in 2025 and the consultation period is due to end on Friday 21st November 2025. It is hoped that the final report will inform the final IDP report.

Mental Health

- 8.11 According to the Joint Strategic Needs Assessment the percentage of adults who self-reported on wellbeing and mental health with high anxiety was 20.1% which is below the average for England at 23.3%
- 8.12 The North East Lincolnshire Mental Health Strategy 2023-2028, produced by the North East Lincolnshire Health and Care Partnership⁴⁶, sets the priorities of:
- A culture of kindness
 - Focus on prevention
 - Better communication
 - Reducing stigma around mental illness
 - No wrong door approach
 - Person centred care
 - Waiting well
 - Shared training offer across all organisations

⁴⁵ North East Lincolnshire Council et al., (2022). *North East Lincolnshire Health and Wellbeing Board Pharmaceutical Needs Assessment (PNA) October 2022 – September 2025*. Available at: https://www.nelincsdata.net/wp-content/uploads/NEL_PNA_2022_Final.pdf

⁴⁶ North East Lincolnshire Health and Care Partnership, (2023). *Mental Health Strategy 2023 – 2028*. Available at: https://humberandnorthyorkshire.org.uk/wp-content/uploads/2024/10/MH-Strategy-Refreshed_final.pdf

- 8.13 Navigo, which is a not for profit social enterprise commissioned by the NHS, deliver mental health services across North East Lincolnshire. A range of mental health services is offered, including acute and community facilities; specialist support such as older adult's inpatient services; rehabilitation and recovery; community mental health; and an outstanding specialist eating disorder facility.

Adult Social Care

- 8.14 North East Lincolnshire has significant health and social care needs, with considerable health inequalities between different areas of the Borough. Overall, the population is ageing; however, with an ageing population comes a range of social and economic challenges, and these place particular demands on public services, since for adults in general, care needs increase with age. Other key challenges in adult social care (ASC) are rising chronic health conditions and multi-morbidity, often linked to deprivation and increasing mental health issues and complex needs in younger populations.

- 8.15 The Future of Adult Social Care in North East Lincolnshire (2025) report sets out the forecast ASC demand up to 2035 and recommendations on transformational change in care delivery. Public health has a critical role to play; however it should also be recognised that to successfully address the needs of an aging population, it will require the collective efforts from across the breadth of the health and social care system. Public health has a wide remit and can work across systems to join up partners and agree optimal pathways. This involves working with a wide range of stakeholders including planners, transport, housing providers and developers, to ensure the needs of an aging population are fully provided for and accommodated in future designs.

- 8.16 Some of the key care needs and issues identified in the report include the following:

- Care Home Residents: Nearly 2,000 people aged 65+ will live in care homes by 2035.
- Unpaid Carers: Over 5,900 people aged 65+ will provide unpaid care.
- Daily Living Support: Around 12,700 people aged 65+ will need help with domestic tasks.
- Dementia: Over 3,250 people aged 65+ will be living with dementia.
- Cardiovascular Disease: Nearly 14,000 people aged 65+ will be affected.
- Falls: Over 11,700 people aged 65+ will experience falls; 1,500 will be hospitalized.
- Sight Loss: Over 2,600 people aged 75+ will have moderate/severe visual impairment.
- Hearing Loss: Over 35,500 adults will have some hearing loss; 4,000 will have severe loss.
- Obesity: Around 13,000 adults are projected to be obese by 2035.

- 8.17 Overall, the forecasts above are likely to have significant implications in terms of additional delivery challenges to services due to rising demand and workforce pressure. Preventative measures will be key and will need to be considered in all urban areas and growth areas across the Borough. Data-driven planning and digital infrastructure is also essential to adapt services and allocate resources effectively.

9. Sport and Leisure

Playing Pitch & Sports Provision

9.1 The operation of the Council's Leisure Facilities transferred to Lincs Inspire Ltd., a not-for-profit organisation in April 2013, Lincs Inspire Ltd. manages six sporting facilities, four libraries, as well as an arts and sports development service and a public archive function.

9.2 Planning permission has been granted to convert the western end of Freshney Place and create a new cinema, leisure, and entertainment space. Regional cinema operator Parkway Entertainment Ltd has already announced its plans for a five-screen complex, and there will be other leisure outlets, along with space for community events. To make way for this change Flottergate Mall has been emptied along with the units that sit just outside the centre in the Bull Ring area.

Council Facility	Provision
Grimsby Leisure Centre	25 metre 8 land swimming pool, specialist learner pool, a gym and fitness studio, and sauna and steam room
Health and Wellbeing Centre (Grimsby)	Sports hall, indoor bowls green, gym including equipment for persons with health conditions
Cleethorpes Health Suite	Swimming Pool including as wave machine and slide, gym, sauna and steam room, sports hall for badminton, and a wRECK Room for 8-15 year olds
Immingham Swimming Pool	Swimming Pool, sauna and steam room, gym and fitness studio
Bradley FDC	Football Development Centre – community facility dedicated to developing grass roots football. Grass and 3G pitches and a injury management clinic
King George V Stadium	8-lane 400-metre international athletics track with a spectator stand holding up to 800 people, as well as two 3G five-a-side pitches.

Table 7: Council facilities summary

9.3 The North East Lincolnshire Indoor Sports Facilities Strategy (2017)⁴⁷, is the most recent assessment of assets and needs in the Borough with regards to indoor sports provision; however, this is in the process of being updated and is likely to be finalised in 2026. Further update on this will be provided in the full IDP document to accompany the Regulation 19 Local Plan.

⁴⁷ North East Lincolnshire Council, (2017). *North east Lincolnshire Indoor Sports Facility Strategy 2017 – 2030*. Available at: <https://www.nelincs.gov.uk/wp-content/uploads/2018/04/Indoor-Sports-Facility-Strategy-2017-2030.pdf.pdf>

Delivery

9.4 Current key delivery to note includes existing provision of leisure facilities operated by Lincs Inspire remain at:

- Grimsby Leisure Centre
- Grimsby Health & Wellbeing Centre
- Cleethorpes Leisure Centre
- Immingham Swimming Pool
- King George V Athletics Stadium
- Bradley Football Development Centre

9.5 There are however challenges with maintaining the ageing stock of public leisure facilities with funding challenges both in terms of a back log of maintenance and revenue pressures due to utility cost rises and operator challenges.

Playing Pitches

9.6 The Playing Pitches Strategy 2020⁴⁸ contains the following objectives; however, this is also in the process of being updated and further information will be provided in the full IDP document published alongside the Regulation 19 Local Plan.

Protect: The strategy seeks to make sure that the right amount of playing pitches and ancillary facilities of the right quality are in the right place. It promotes the protection of existing provision and recognises the benefits of multi pitch sites.

Enhance: Key partners such as NELC, Parish Council's, local schools, Private and Voluntary Sector Sports Clubs, and National Governing Bodies for each individual sport must work together to maximise the full potential of playing pitch assets and the long-term sustainability of these assets and recognise that an improvement in quality and ongoing maintenance can have an impact on the capacity of use.

Provide: In times of public sector austerity, investment needs to be directed at sites which will provide the best impact and highest increase in participation. It is the policy of NELC to support projects and sports clubs that are able to: demonstrate sustainable long-term development, increase participation and have achieved the appropriate accreditations e.g. Clubmark and / or Charter Standard providing player and sports development pathways.

⁴⁸ North East Lincolnshire Council, (2020). *Playing Pitch Strategy 2020 – 2032*. Available at: <https://www.nelincs.gov.uk/assets/uploads/2021/03/NEL-Playing-Pitch-Strategy.pdf>

10. Community & Culture

Libraries

10.1 Lincs Inspire manages four libraries and a public archive facility on behalf of North East Lincolnshire Council, each library also serves as a community hub.

- Cleethorpes Library
- Grimsby Central Library
- Immingham Library
- Waltham Library
- North East Lincolnshire Archives

10.2 Lincs Inspire Libraries also provide a free monthly home library service to housebound people and their carers who are unable to get to the library. Community run libraries are also at:

- Scartho Community Hub
- Gingerbread House Library

Museums and Art Galleries

10.3 Muesums in North East Lincolnshire include:

- Fishing Heritage Centre
- Time Trap Museum (located in Grimsby Town Hall)
- Immingham Museum (adjoining Immingham Library)
- Tin Town Heritage Centre
- Museum of Rural Life

10.4 The following locations also provide for the display of art within the district:

- Our Big Picture
- Turntable Gallery
- The Albert Room (located within Cleethorpes Library)
- Grimbsy Minster

Theatres

10.5 A number of theatre and performance spaces are available in North East Lincolnshire:

- Grimsby Auditorium
- Grimsby Central Hall
- Caxton Theatre
- Docks Academy,
- John Whitgift Academy Theatre

10.6 Lincs Inspire is responsible for the operation of Grimsby Auditorium, a multi-use theatre and conferencing centre. This is a key asset that stages a number of stage shows throughout the year. The building is considered to be in good condition for its age and whilst there is no funding gap specifically relating to its operation, Lincs Inspire regularly investigates alternate funding streams to support ongoing operation.

10.7 The North East Lincolnshire Creativity Strategy (2022 – 2027)⁴⁹ outlines a five-year framework setting out the key ambitions and strategic aims for creativity under the themes ‘creativity for all’, ‘creative economy’ and ‘creative working’. Over five years it seeks to embed creativity across all sectors, and foster collaboration and opportunities in the area. The strategy highlights that there is a perception of a lack of dedicated physical spaces for the display of art, museum collections or other materials.

10.8 The strategy will be implemented by Create North East Lincolnshire which is funded by the Council, the Arts Council, the Lottery Heritage Fund and the UK Government with the aim to connect and champion heritage, arts & culture with other sectors for skills, jobs and opportunities, providing tools for growth and success and with the shared goal to evolve the creative landscapes of North East Lincolnshire.

Community Meeting Spaces

10.9 In addition to the museums, gallery and theatre spaces within the district, there are also the following community meeting places that may hold informal shows and events, and also provide locations for community groups and events:

- Albert Room (located within Cleethorpes Library)
- Waltham Library Meeting Room
- Immingham Civic Centre
- Great Coates Village Hall
- New Waltham Village (Pavillion) Hall
- Brigsley Village Hall
- Old Clee Church Hall
- Holy Trinity Parish Hall
- Willows Community Church Hall
- St. Andrews Church Hall
- Scartho methodist Church Hall
- Harbrough Village Hall
- Laceby Temperance Hall
- Healing Village Hall
- Stallingborough Village Hall
- Ashby cum Fenby Church Hall
- Wendover Hall/Queen Elizabeth Hall (Humberston)
- Cafe Aspire Freeman Street, Grimsby
- Grimsby Central Hall

⁴⁹ Beam, (2022). *North East Lincolnshire Council Creativity Strategy*. Available at: <https://www.nelincs.gov.uk/assets/uploads/2022/08/NEL-Creativity-Strategy.pdf>

10.10 There are also Council-Managed Business Centres⁵⁰, which offer meeting and conference room hire for 5–100 delegates and are suitable for community, training, and business events.

- Alexandra Dock Business Centre
- Cleethorpes Business Centre
- Europarc Innovation Centre
- Humber Seafood Institute
- Poplar Road Business Centre

Heritage

North East Lincolnshire Heritage at Risk⁵¹

10.11 Heritage assets are important to the community as they can provide a sense of identity and place for residents as well as offering community assets, such as places of worship and community facilities (where they are in public ownership). Research⁵² has established the importance of heritage to place attachment and a sense of belonging. Where the historic assets are open to the public and easy to access for instance, historic sites can offer opportunities to decompress, by providing a sense of permanency, familiarity and comfort.

10.12 North East Lincolnshire has a diverse historic environment that offers a variety of attractions and provides a wealth of knowledge regarding the history of the area and Britain as a whole. The historic assets provide a distinctive character and the individuality for the local area, that can contribute to the area's cultural interest, economy and tourism. The assets can include:

- Buildings
- Monuments, and
- Landscapes.

10.13 The table below lists the sites where it has been identified as being the most at risk of being lost as a result of neglect, decay or inappropriate development.

⁵⁰ <https://www.nelincs.gov.uk/business-and-investment/business-centres-and-business-units/>

⁵¹ [Historic England - Heritage at Risk Register 2023, Midlands](#)

⁵² [People's Attachment to Historic Places and the Benefits | Heritage Counts | Historic England](#)

Name	Heritage Designation	Condition	Priority Category/ Trend
Grimsby Haven Lock and Dock Wall 58 metres Long adjoining to West, Lock Hill	Listed Building grade II*	Poor	C (C)
The Grimsby Ice Factory, Gorton Street, Grimsby	Listed Building grade II*	Very bad	A (A)
Former Heavy Anti-Aircraft Gun Site, Keelby Road, Stallingborough	Listed Building grade II*	Very bad	C (C)
Sir Moses Montefiore Synagogue, Holme Hill, Heneage Road, Grimsby	Listed Place of Worship grade II, CA	Poor	C (New entry)
Civil War earthwork fort 350m north east of Walk Farm, Irby	Scheduled Monument	Generally satisfactory but with significant localised problems	Declining
Premonstratensian priory chapel 170m south west of Priory Farm, West Ravendale	Scheduled Monument, LB grade II	Generally satisfactory but with significant localised problems	Declining
Waltham Windmill	Listed Building grade II*	Immediate risk of further rapid deterioration or loss of fabric; solution agreed but not yet implemented	Poor
Central Area, Grimsby	Conservation Area, 25 LBs	Very bad	No significant change
Central Sea Front, Cleethorpes	Conservation Area, 12 LBs	Very bad	Improving
Holme Hill, Grimsby	Conservation Area, 8 LBs	Very bad	Deteriorating significantly
The Kasbah	Conservation Area, 8 LBs	Very bad	No significant change
Victoria Mills, Grimsby	Conservation Area, 3 LBs	Very bad	Improving
Wellow, Grimsby	Conservation Area, 27 LBs, Registered Park and Garden grade II	Very bad	Deteriorating

Table 8: Heritage at Risk

10.14 The historic environment is not limited to the built environment and archaeological sites, but includes landscapes, both rural and urban, identified as having a degree of significance by virtue of their historic, archaeological, architectural, cultural

or artistic interest: all contribute to local identity. North East Lincolnshire's Scheduled Monuments are listed in Table 8. Investment in their maintenance and management could be required to ensure they are not lost or damaged by development.

Name	List Entry Number	Location
<u>Ash Holt long barrow</u>	1013890	Beelsby
Premonstratensian priory chapel 170m south west of Priory Farm, West Ravendale	1019867	West Ravendale

Table 9: Scheduled Monuments

11. Emergency Services

Ambulance

- 11.1 Ambulance services in North East Lincolnshire is provided by the East Midlands Ambulance Service, with the main ambulance station located in Grimsby. There are also several ambulance stations near to the North East Lincolnshire border – Louth fire and ambulance station and Scunthorpe ambulance station. The area is also served by the Lincs & Notts Air Ambulance service. In addition, there are private ambulance and medical transportation services in the district.
- 11.2 The East Midlands Ambulance Services Strategy 2023 – 2028⁵³ notes that demand for health and care services (including mental health needs), is greater than pre-covid levels due to pent up demand as people's medical needs were not being met during this time. Demand is also driven by population growth and an ageing population. Hospital discharges are delayed due to a lack of domiciliary and care home capacity, with the lack of available hospital bed space having a direct impact on A&E performance and ambulance handover and response times.
- 11.3 The Strategy highlights driving increased efficiencies through (*et alia*) partnership working, and maximising opportunities for sharing premises with other blue light responders. The underlying Business Services Sub-strategy and Annual Business Plan 2025-2026 outline that the trust will undertake a strategic estates review with a view to reduce the total estate, enabling centralisation (hub and spoke approach). As such, additional facilities within North East Lincolnshire do not look likely over the course of the strategy, with more services likely to combine with other NHS and blue light organisations.

Fire

- 11.4 Fire services in North East Lincolnshire are provided by the Humberside Fire & Rescue Service (HFRS). There are four fire stations in the district at Immingham East, Grimsby, Cleethorpes and Waltham, with HFRS operating two full-time stations with five engines in total. The two on-call fire stations have two Tactical Response Vehicles (one at each station) with Cleethorpes holding one of the two welfare vehicles in HFRS.
- 11.5 HFRS's Marine Response is that of an assessment team which is made up of a minimum of two marine trained tactical officers who will travel out to a ship within the Humber.
- 11.6 As detailed below, HFRS operate within NELC area a boat team, have an aerial asset, welfare vehicle, Tactical Response Vehicles, environmental protections asset, foam, rope rescue, water technicians, animal rescue, Manitou, marine firefighting teams and commanders and bulk water for wildfire incidents.

⁵³ East Midlands Ambulance Service, (2023). *Our Strategy 2023 – 2028*. Available at: https://www.emas.nhs.uk/application/files/7916/9762/4524/9713_EMAS_strategy_2023_2028_final.pdf

Cleethorpes: One Tactical Response Vehicle, One Welfare Vehicle. The station is crewed by on-call firefighters.

Peaks Lane (Grimsby): The station is crewed full-time and is the largest station in the Humberside Fire and Rescue Service. It has three Fire Engines, one Aerial ladder platform and one Boat. It operates mud rescue capabilities and water technicians. Staff are also trained within the specialism of marine firefighting

Waltham: One Tactical Response Vehicle; the station is crewed by on-call firefighters.

11.7 The Humberside Fire and Rescue Service Community Risk Management Plan (2025 – 2028)⁵⁴ outlines the main areas of risk that fire services are equipped to deal with:

- Accidents and system failures (major fires, explosions)
- Natural and environmental hazards (severe flooding, extreme weather)
- Societal risks (public disorder, riots, mass crowds etc)
- Terrorism (terrorist attacks, chemical attacks)

11.8 The strategy notes that the number of fires in homes and businesses is getting smaller each year, however while fire-related incidents have decreased, other non-fire emergencies are rising and consequently the fire and rescue service is seeing an evolving role shift and responding to a wider range of emergencies. Assisting other agencies has seen a +300% rise in the past five years. The Humber region has the most COMAH (Control of Major Accidents and Hazards) sites in the UK, and as new industries emerge within the region this is likely to grow. Flood and safety risks are also high due to the extended coastline of the Humber estuary.

11.9 Project seven from the Community Risk Management Plan aims to use predictive data and factors such as population growth and local demographics to inform decisions around where future facilities would be best placed to serve the community. The Humberside Fire Authority Medium Term Resource Strategy 2025/26 – 2029/30⁵⁵ confirms that in terms of building schemes, investment in estate and infrastructure is planned over the next five years.

Police

11.10 Police services in North East Lincolnshire are provided by Humberside Police. Police stations include the main police station at Grimsby, which is staffed 7 days 8am – 8pm and Immingham Police Hub, which operates from the Civic Centre and is staffed Tues – Friday during office hours.

11.11 The crime rate in North East Lincolnshire from Jun 2024 – May 2025 was 122.7 cases per 1,000 population, which was higher than the Yorkshire & Humber rate of 99.9

⁵⁴ Humberside Fire Authority, (2025). *Community Risk Management Plan 2025 – 2028*. Available at: <https://humbersidefire.gov.uk/about-us/our-vision-and-plans>

⁵⁵ Humberside Fire Authority, (2025). *Medium Term Resource Strategy 2025/26 – 2029/30*. Available at: <https://d85dsqxzgf719.cloudfront.net/images/Medium-Term-Resource-Strategy-2025-26.pdf>

cases per 1,000 people⁵⁶ (NE Data Observatory) and the England total of 67 per 1,000 people. Grimsby is noted in the top 20 most dangerous major towns in England, Wales and Northern Ireland⁵⁷.

11.12 A new Police and Crime Plan (2024 – 2029)⁵⁸ was published by Humberside Police & Crime Commissioner in 2024. This notes that between 2021 – 2024 the Humberside Police gained over 300 additional police officers (the highest number of police officers for over a decade). A new force control room has also been built in Melton. Two police stations have returned to 24/7 cover, and a new police station is planned for Scunthorpe in North Lincolnshire.

11.13 The Plan includes three objectives to ensure the police force is equipped to meet community needs:

- Sustain Humberside Police with a workforce that is skilled, flexible and has capacity and capability to meet local needs, whilst ensuring a diverse and inclusive workforce which represents local communities
- Invest in modern IT and buildings to meet future needs within Humberside police
- Ensure Humberside Police has the capability to respond to emerging threats.

11.14 The Office of the PCC includes a commissioning cycle, which reviews community demand and the overall impact of services in managing existing services and additional projects to drive further improvements. The Police and Crime Plan focuses on crime prevention and minimisation, as well as increased partnership working and driving efficiencies. Further engagement will be undertaken with the Police Service to determine the impacts of growth on crime and overall resourcing of services in the area.

⁵⁶ North East Lincolnshire Council, (2025). *Crime report for North East Lincolnshire*. Available at: <https://www.nelincsdata.net/crime-and-community-safety/#/view-report/48facb1714aa4261a67cbe7d59bfec28/iaFirstFeature/G3>

⁵⁷ Brighton Analytics Ltd., (2025). *UK Crime Rates, Jun 2025*. Available at: <https://crimedata.co.uk/>

⁵⁸ Humberside Police and Crime Commissioner, (2024). *Humberside Police and Crime Plan 024 – 2029*. Available at: <https://d11mpji0e63yt.cloudfront.net/files/2024-29-PoliceCrime-Plan.pdf>

Green Infrastructure

12. Green Infrastructure and Open Space

Green Spaces Strategy 2016 - 2021

12.1 The Green Spaces Strategy for NE Lincs⁵⁹ was published in September 2016 to establish the role of the Council and its partners in directing the management of green spaces in North East Lincolnshire, whilst guiding the future development of its parks and open spaces, making sure they continue to evolve to meet the changing needs of the community. The Green Spaces Strategy has important links with other strategies, plans and practices within the Council.

12.2 North East Lincolnshire has many quality green spaces which provide places where people of all ages can relax, play, enjoy nature and take part in recreation activities as well as sports. These green spaces greatly add to people's satisfaction with their local area and they help to bring communities together.

12.3 The Council is responsible for maintaining and improving the existing network of open spaces to ensure that those that live, work and visit the Borough experience the wide range of positive benefits associated with health and well-being, quality of life that parks and open spaces can provide.

12.4 A high quality public environment makes a positive contribution to the urban landscape and benefits biodiversity by creating wildlife havens and corridors. While parks, squares, gardens and other public green spaces can make the built environment more visually pleasant they can also provide opportunities for sustainable drainage and offer shade and other urban cooling that can assist in managing the impacts of climate change. In town centres, a pleasant and well maintained environment can also support the local economy and can also assist in the creation of cohesive communities. Green spaces are therefore recognised as an integral and essential part of everyday life that contribute to the health and well-being of everyone living and working within North East Lincolnshire.

12.5 The Green Space Vision for North East Lincolnshire is

'To ensure that every area of North East Lincolnshire has green and open spaces of a high quality for all current and future generations to use and enjoy'.

12.6 The aims and objectives that assist in the realisation of this vision are:

Aim 1: To promote the central role that green spaces play in contributing to the Borough's health and well-being.

Objective 1: Promote our green spaces and encourage local people to use them to benefit their health and wellbeing.

Objective 2: Promote the health benefits of parks and open spaces, encourage active and healthy life-styles and promote social inclusion.

⁵⁹ North East Lincolnshire Council, (2016). *Green Spaces Strategy 2016 – 2021*. Available at: <https://www.nelincs.gov.uk/assets/uploads/2022/05/Green-Space-Strategy.pdf>

Objective 3: Raise people awareness of Green Spaces, and make sites and activities within them safe, accessible and attractive to all groups and individuals, increasing use and satisfaction and contribute to health, learning, wildlife and community cohesion.

Aim 2: Provide and maintain quality green spaces in appropriate locations and ensure they are protected for future generations.

Objective 4: Ensure parks and open spaces are managed to an appropriate level within the allocated budget and ensure they meet the grounds maintenance outcome specification standards.

Objective 5: Continue to work in partnership with Planning to ensure we continue to meet the planning and policy regulations in respect of open spaces.

Objective 6: Encourage responsible use of sites and take effective action with partners to combat anti-social behaviour.

Aim 3: Use green spaces as a community resource that encourages active outdoor participation.

Objective 7: Explore and expand on the opportunities for and from the education sectors

Aim 4: Promote the important role that green spaces play in contributing to the biodiversity, climate change, sustainability, culture and heritage within the Borough.

Objective 8: Manage all public spaces, where appropriate, to protect and enhance their potential value for wildlife, habitats and biodiversity

Aim 5: To ensure everyone living, working and visiting North East Lincolnshire has access to green spaces.

Objective 9: Ensure all resident can access a range of green spaces within a reasonable distance.

Objective 10: Ensure that the Green Spaces Strategy issues are feed into the Local Plan. Objective 11: Ensure provision for children and young people

Aim 6: Allow local people to understand and influence the way the Green Spaces are developed and managed.

Objective 12: Actively involve communities in decision making, development and managing open spaces locally.

Aim 7: Agree objectives for good design, management and maintenance, and provision in new housing sites.

Objective 13: Ensure new facilities adopt Council set standards and criteria and encourage and recognise the wide habitat value of the site.

12.7 To achieve the vision, aims and objectives the Council has identified Green Space Standards

Open Space Typology	Current Local Provision Standard	Current Local Accessibility Standard
National Green Space	1ha/1,000 population	Informal amenity space within 200m Local recreational area – within 400m Borough Park within 1,000m Major Park – within 3,000m
Children's play	0.8ha/1,000 population of which 0.1 ha should be designated equipped playing space	Within 800 m
Outdoor Sports	1.6ha/1,000 population	Within 1,200m
Allotments	0.2ha/1,000 population	No local standard has been set.
Woodland	No local standard has been set	No local standard has been set

Table 10: NELC Current Green Space Standards Table (Green Space Strategy 2016–2021)

12.8 These targets equate to an on-site provision requirement by applying the following formula:

- It is estimated that 1,000 population equates to 455 homes, with an average occupancy rate of 2.2 people per home.
- 455 developed at 30dph equates to 15.2ha.
- A 70% net developable area equates to gross development site area of 22ha.
- The Local Standards per 1,000 population will therefore apply to a gross development site of 22ha.

12.9 Developers are expected to contribute a proportionate amount of open space based on the above formula.

12.10 North East Lincolnshire has over 60 parks and open spaces. They offer a wide collection of parks, woodland, biodiversity sites and play areas across the Borough ranging from small grass play areas to a Country Park covering over 150 acres as well as 40km² of land in the Lincolnshire Wolds National Landscape.

12.11 Across the parks and open spaces are a variety of recreational opportunities from large formally grassed areas that people can picnic on and enjoy informal games to areas with cafes and children's play areas as well as croquet and bowling greens. There are also opportunities to follow local heritage trails.

12.12 Other open spaces offer lake fishing and access to nature with accessible woodland and grassland. Several of these areas are also nature reserves which are important for local biodiversity.

12.13 The below parks are managed by the Council and further details of the activities and facilities offered for each can be found on the Council's website⁶⁰:

- The Saltmarsh
- Weelsby Woods
- People's Park
- Cleethorpes Boating Lake
- Cleethorpes Country Park
- Barretts Recreation Ground
- Haverstoe Park
- Grant Thorold Park
- Duke of York Gardens
- Bradley and Dixon Woods
- Sidney Park
- Sussex Recreation Ground
- Sea Front Gardens
- Capes Recreation Ground
- Poplar Road Open Space
- Sutherland Park
- Quantock Park
- Fords Avenue Open Space
- Neville Turner Way Open Space
- St Christopher's Open Space
- Nunsthorpe Recreation Ground
- Wingate Open Space
- Sixhills
- Kingston Gardens
- Hardys Recreation Ground
- Rose and Crown
- Scrivelsby
- Pilgrim Park

12.14 A summary of the facilities provided are:

Category	Quantity
Equipped play areas	45
Multi-use games areas	7
Skate parks	3
BMX tracks	3
Youth shelters	8
Bowling greens	8
Tennis Courts	10

Table 11: Summary of Council managed facilities

⁶⁰ [Parks and open spaces | NELC](#)

Allotments

12.15 The Council manages allotments on the following sites

- Carr Lane
- Littlecoates
- Peaksfield
- Saltings
- Springfield
- Weelsby
- Winchester

12.16 Other allotment sites which are not managed by the Council can be found at the following locations:

- Beacon Hill
- Immingham
- Humberston (Parish Council)
- New Waltham (Parish Council)

Natural Assets Plan 2021

12.17 The North East Lincolnshire Natural Assets Plan 2021⁶¹ sets out eight areas for improvement based on current challenges, and several outcomes are identified for each theme. The following themes and outcomes are relevant to green infrastructure provision:

- Planning our future land use
Outcomes:
 - Our land use policies provide opportunities to highlight environmental issues and how we intend to balance the need for development with environmental needs.
 - Outcomes for nature are integrated into developments, ensuring access to nature is improved and delivering a wide range of health and other benefits.
- Managing our open spaces
Outcomes:
 - Trees, open spaces, playgrounds, and other open land support the wellbeing of our community.
 - Our land contributes to the recovery of nature at every opportunity.
- Biodiversity and special sites
Outcomes:
 - Biodiversity is improved in our area
 - There is a positive perception of the value of nature by our local community
 - Wildlife thrives everywhere, through improving land management and tackling sources of harm.

⁶¹ North East Lincolnshire Council, (2021). *North East Lincolnshire Council Natural Assets Plan 2021*. Available at: <https://www.nelincs.gov.uk/assets/uploads/2022/02/Natural-Assets-Plan.pdf>

- Habitat restoration and creation is invested in to strengthen nature networks that deliver for biodiversity and climate change.
- Trees and Woodlands
 - Outcomes:
 - The tree canopy cover of the Borough is increased to at least the national average
 - Trees are valued for the positive environmental and social benefits they bring.
 - Trees are managed to increase the length of their lives and to increase biodiversity.
- Water Management
 - Outcomes:
 - Flood risk to property is reduced
 - Communities support and benefit from sustainable urban drainage solutions
 - Developers incorporate innovative drainage schemes in new designs
 - We think long-term about working with the natural environment and using nature-based solutions.

Tree Strategy 2023

12.18 The Council has also published the North East Lincolnshire Tree Strategy⁶² in June 2023. The strategy aims to protect existing trees and increase the level of tree canopy cover, in order to mitigate the effects of climate change, contribute to the obligations of the Natural Environment and Rural Communities Act, and help deliver the aim of the Government's 25 year Environment Plan of leaving our environment in a better state than we inherited it.

12.19 The tree canopy cover for North East Lincolnshire in 2020 was estimated at 10.5%, below the national average of 15.8%. The strategy aims to increase tree canopy cover to at least the national average by 2050 through the following actions;

- Use of planning conditions and obligations in Development Management
- Working with community partners on funding bids
- Using opportunities within the design of council schemes to increase tree planting
- Working with agencies such as the Woodland Trust and Forestry Commission
- Giving advice, encouragement and raising awareness
- Developing a NE Lincs Trees website.

12.20 For new development, the strategy identifies a presumption that trees on development sites meeting BS5837 categorisation A or B will be retained unless there are exceptional circumstances to justify their removal. Use of planning conditions will also be employed to limit potential damage to trees through soil compaction, direct damage, or overcrowding. Detailed landscaping schemes will be subject to a 5-year

⁶² North East Lincolnshire Council, (2023). *North East Lincolnshire Tree Strategy Part One*. Available at: <https://www.nelincs.gov.uk/assets/uploads/2023/08/2a.-Tree-strategy-2023-PART-ONE.pdf>

management regime, although 20 year management schemes may be pursued for extensive landscaping proposals.

Biodiversity Net Gain

- 12.21 Biodiversity Net Gain (BNG) became mandatory in 2024 and requires most new development to provide a measurable increase in biodiversity (exemptions apply). The 'Net Gain Hierarchy' requires BNG to first be provided onsite before exploring offsite options. The delivery of onsite BNG should also help to increase the amount of green infrastructure delivered by development in the Borough going forward.

Local Nature Recovery Strategy

- 12.22 Local Nature Recovery Strategies will guide action for nature recovery, by identifying current challenges and priority actions and areas for nature restoration and enhancement. The Greater Lincolnshire Local Nature Recovery Strategy (LNRS) has been in production since January 2024. Lincolnshire County Council, the Responsible Authority for the Greater Lincolnshire Local Nature Recovery Strategy have confirmed that the LNRS will be published in March 2026, following public consultation in Nov-Dec 2025. This will assist to identify priorities for development, and provide a focus for Biodiversity Net Gain.