

**NORTH LINCOLNSHIRE HOUSING AND EMPLOYMENT LAND ALLOCATIONS DEVELOPMENT PLAN DOCUMENT
TUESDAY 13 JANUARY 2015**

**UPDATE ON GOVERNANCE, CROSS BOUNDARY COLLABORATION, INFRASTRUCTURE DELIVERY AND THE
SOUTH HUMBER BANK**

GOVERNANCE, LOCAL ENTERPRISE PARTNERSHIPS AND THE DUTY TO COOPERATE

North Lincolnshire Council has established robust partnerships and formal governance arrangements to deliver sub regional strategic economic growth and to ensure effective cross boundary cooperation on planning, infrastructure delivery and land use matters.

North Lincolnshire Council led work on the formation of the Humber Local Enterprise Partnership (Humber LEP). The Humber LEP is a formally constituted partnership established in 2011 comprising the unitary councils and business interests of North Lincolnshire, North East Lincolnshire, Kingston upon Hull and the East Riding of Yorkshire.

The vision of the Humber LEP is to become a national and international centre for renewable energy capitalising on the areas natural assets. The priority is to create jobs and growth in three key sectors of renewable energy, ports and logistics and chemicals. This LEP coordinates public and private sector activity on a plan Humber level to secure growth. Key activities include the development of a Humber Spatial Plan that brings together key infrastructure requirements necessary to secure economic growth. The Humber Spatial Plan reflects the major infrastructure and strategic transport priorities within the North Lincolnshire Core Strategy including delivery of the A160, the South Humber Bank (including Able Marine Energy Park) and the Lincolnshire Lakes. The spatial plan also supports the coordination of the strategic environmental compensation and mitigation measures and flood protection necessary to deliver major estuary developments including the South Humber Bank and the Lincolnshire Lakes.

Partnership arrangements across the Humber have matured further since the establishment of the Humber LEP with the creation of both a Humber a Leaders Board and a Humber Transport Board (comprising the Elected Leaders of the four Humber unitary authorities together with the Chair and private sector representative of the LEP). A formally constituted 'Joint Committee' of the four Humber councils has also been set up on similar lines to a combined authority with formally agreed requirements to cooperate on spatial and economic issues across the area. The Joint Committee, Leaders Board and LEP are served by a Joint Strategic Unit comprising the leads on transport, planning and economic development to ensure cross boundary cooperation and collaboration occurs.

The Humber LEP and its partners signed up to a Humber City Deal on 13th December 2013 with the Cities Minister Greg Clarke MP. As part of this deal the Humber gained a commitment from government agencies to support the development of a Humber Spatial Plan and to deliver accelerated ways of working with statutory agencies to secure planning consents and deliver major developments more quickly across the Humber. This 'Single Conversation Group' is chaired by the Chair of the Humber LEP, Lord Haskins and meets monthly bringing together senior representatives of the Highways Agency, Marine Maritime Organisation, Environment Agency, English Heritage and Natural England together with the Humber unitary authorities to fast track strategic developments. All the major development priorities within the North Lincolnshire Core Strategy including the South Humber Bank, A160, Lincolnshire Lakes, Humberside Airport etc are brought to the Single Conversation Group to ensure priority of delivery.

The Humber LEP has also developed a Strategic Economic Plan (Appendix 1) and an Investment and Delivery Plan (updated annually) that reflect the key priorities within the North Lincolnshire Core Strategy. The Strategic Economic Plan (SEP) also concurs with the need to deliver its housing requirement in line with the North Lincolnshire Core Strategy including 6,000 homes on the Lincolnshire Lakes. The LEP also has successfully bid for two 'Local Growth Fund' deals that provide funding to support the key infrastructure requirement of the Core Strategy including:

- Lincolnshire Lakes Flood Defences - £13.2 million
- South Humber Bank Rail Gauge Enhancements - £7.2 million

- Westcliff Precinct Regeneration – £0.5 million

The growth potential for offshore wind and renewable is fully recognised and supported by Government. The Humber LEP has been awarded the greatest amount of Enterprise Zone areas in the country – some 484 hectares to support and attract inward investment for offshore wind. The ‘jewel in the crown’ of the Humber’s Enterprise Zone offer is the Able Marine Energy Park (AMEP) where some 248 hectares have been designated as Enterprise Zone status. This comprises 223 hectares eligible for capital allowances on plant and machinery with up to £50 million available in order to attract large overseas manufacturers. A further 25 hectares of the Able Marine Energy Park Enterprise Zone is eligible for discounted business rates for 5 years potentially up to 400,000 Euros.

Further government commitment to the delivery of the Able Marine Energy Park was provided with an award of £14.92 million Enterprise Zone Capital Grant Fund from the £100 million made available by the Department for Communities and Local Government. This is the highest single award made to any Enterprise Zone in the country. This grant is part of a £29 million first phase general infrastructure programme for AMEP set to be completed by March 2015.

North Lincolnshire Council is also a member of the Greater Lincolnshire LEP comprising the other two top tier councils of North East Lincolnshire Council and Lincolnshire County Council. The Greater Lincolnshire Board also includes business interests from the area. The key priorities of the Greater Lincolnshire LEP include Agri-food, Manufacturing and Engineering and the Visitor economy as set out in the Greater Lincolnshire Strategic Economic Plan (Appendix 2). The Greater Lincolnshire SEP also reflects the priorities of the North Lincolnshire Core Strategy including the delivery of the Able Marine Energy Park, the Lincolnshire Lakes and supporting critical infrastructure including the A160, blue and green infrastructure for the Lincolnshire Lakes and associated highway works, the development of Humberside Airport, the Brigg Relief Road, and Sandtoft Business Park. The SEP accepts the North Lincolnshire Core Strategy housing requirement and identifies a total of 100,000 dwellings to be provided within the Greater Lincolnshire LEP area.

In support of the North Lincolnshire Core Strategy the Greater Lincolnshire LEP Growth fund seeks to prioritise:

- Lincolnshire Lakes - £2 million for blue and green infrastructure
- Lincolnshire Lakes - £2.9 million for Berkeley Circle highway improvements
- Scunthorpe Town Centre – £4 million for new business developments

The work of the Greater Lincolnshire LEP is also overseen and constituted by a Leaders Board/Joint Committee comprising the Leaders of North Lincolnshire Council, Lincolnshire County Council and North East Lincolnshire Council. Collaboration takes place on strategic planning and economic development including the commissioning of joint studies and research and intelligence.

ABLE MARINE ENERGY PARK – KEY MILESTONES

June 2009 – Environmental Surveys and Design Work

July 2010 – AMEP informal consultation

January – March 2011 - AMEP formal consultation

December 2011 - AMEP application submitted to the NSIP process

January 2012 – NSIP application ‘accepted’ and examination commences

November 2012 – Examination concludes

February 2013 – Planning Inspectorate passes recommendation to approve to Secretary of State for Transport

May 2013 – Secretary of State (SoS) for Transport delays decision to enable conclusion of Crown Estate arrangements

August 2013 - SoS for Transport announces further 3 month delay to seek clarification on issues from Network Rail / Natural England but minded to approve AMEP

December 18 2013 - SoS for Transport authorises the grant of the AMEP Development Consent Order

February 2014 – permission 'laid' before Parliament

March 2014 – Associated British Ports petitions in respect of Special Parliamentary Procedures (SPP)

April 2014 - hearing to determine SPP progresses

June 2014 – SPP Committee Agreed

July 2014 – SPP scoping hearing

November 2014 – end of SPP. Joint Committee rejects Associated British Ports' petition. SoS confirms Development Consent Order for AMEP.

December 2014 - ABP initiates Judicial Review (JR)

February 2015 – Courts to consider ABP JR. End of process if decision is to reject

April/May 2015 – Court hearing to determine ABP Judicial Review

If AMEP is successful and Judicial Review is rejected

Summer 2014 - AMEP land side developments to proceed

Spring 2015 – Cherry Cobb Compensation site to be developed

Spring 2016 – AMEP quay and marine works to commence

2018/2019 - First quays become available and development completed latter end of year.

A160 UPDATE

The £72 million A160/A180 scheme is currently going through the National Infrastructure Directorate (NID) process for Nationally Significant Infrastructure Projects (NSIPs) with the examination ongoing. It is expected that construction should begin in April 2015 and take approximately 18 months to complete and involves works to the A160 between the junction with the A180 at Brocklesby Interchange and the Port of Immingham. The proposal is to widen the existing single carriageway section of the A160 to dual carriageway, with associated works to junctions along the length of the route. The Secretary of State's decision is due by 6th February 2015.

A160/A180 Scheme

The length of the project is approximately 5km and the main aspects include:

- Upgrading Brocklesby interchange to an oval two bridge roundabout layout, including a dedicated left turn lane for vehicles travelling from the eastbound A180 to the A160;
- Upgrading the single carriageway section of the A160 to dual carriageway standard;
- Relocating Habrough Roundabout to the west of its current position, with new link roads provided from the A160 to Ulceby Road, Top Road and Habrough Road;

- Closing the central reserve gap at the junction with Town Street and partially closing the gap at the entrance to the oil refinery;
- Provision of a new road bridge at Town Street to provide vehicle and pedestrian access between the two parts of South Killingholme;
- Provision of a new gyratory carriageway system between Manby Road Roundabout, Rosper Road Junction and the Port of Immingham, requiring the construction of a new link road and bridge beneath the railway; and
- Localised diversion of third-party gas pipelines that cross beneath the existing A160.