



## **Meeting of the Greater Lincolnshire Combined County Authority - Business and Infrastructure Board**

**Date:** Wednesday, 25 June 2025

**Time:** 10.00 am

**Venue:** Council Chamber, Municipal Offices, Town Hall Square, Grimsby, North East Lincolnshire DN31 1HU

### **Membership:**

#### **Mayor**

Dame Andrea Jenkyns DBE

#### **Constituent Members**

Councillor Sean Matthews, Lincolnshire County Council\*

Councillor Ingrid Helen Sheard, Lincolnshire County Council

Councillor Rob Waltham MBE, North Lincolnshire Council\*

Councillor Neil Poole, North Lincolnshire Council

Councillor Philip Jackson, North East Lincolnshire Council\*

Councillor Stan Shreeve, North East Lincolnshire Council

\*Lead Member

#### **Non Constituent Members**

Councillor Craig Leyland, East Lindsey District Council

Councillor Naomi Tweddle, City of Lincoln Council

Councillor Nick Worth, South Holland District Council

Councillor Richard Wright, North Kesteven District Council

**Members of the Greater Lincolnshire Combined County Authority are summoned to a meeting as set out above to transact the following business as set out in the agenda. Attendance of all Members is expected.**

Yours sincerely

A handwritten signature in dark ink, appearing to read 'L. Sirdifield', is positioned at the top left of the page. The signature is written in a cursive, flowing style.

Lee Sirdifield  
Interim Chief Operating Officer

**GREATER LINCOLNSHIRE COMBINED COUNTY AUTHORITY - GREATER  
LINCOLNSHIRE BUSINESS AND INFRASTRUCTURE BOARD AGENDA  
WEDNESDAY, 25 JUNE 2025**

<b>Item</b>	<b>Title</b>	<b>Pages</b>
<b>1</b>	<b>Apologies and Substitutions</b>	
<b>2</b>	<b>Declarations of Interest</b>	
<b>3</b>	<b>Chairman's Announcements</b>	
<b>4</b>	<b>Business Strategy</b> <i>(To receive a report from Lee Sirdifield, Interim Chief Operating Officer, which updates the Board on existing frameworks relating to infrastructure for Greater Lincolnshire and national emerging priorities from the Government's National Ten-Year Infrastructure Strategy)</i>	5 - 124
<b>5</b>	<b>Housing Pipeline Update</b> <i>(To receive a report from Lee Sirdifield, Interim Chief Operating Officer, which provides the Board with the Housing Context of Greater Lincolnshire, the Housing Readiness work completed to date, and the next steps to develop a GLCCA Housing Strategy)</i>	125 - 134
<b>6</b>	<b>UK Steel Charter</b> <i>(To receive a report from Lee Sirdifield, Interim Chief Operating Officer, which brings the UK Steel Charter to the Board for approval)</i>	135 - 140
<b>7</b>	<b>CONSIDERATION OF EXEMPT INFORMATION</b> In accordance with Section 100 (A)(4) of the Local Government Act 1972, the following agenda item has not been circulated to the press and public on the grounds that it is considered to contain exempt information as defined in paragraph 3 of Part 1 of Schedule 12 A of the Local Government Act 1972, as amended. The press and public may be excluded from the meeting for the consideration of this item of business.	
<b>8</b>	<b>Grant Allocation to the Greater Lincolnshire Combined County Authority</b> <i>(To receive an exempt report from Lee Sirdifield, Interim Chief Operating Officer, for the Board's consideration)</i>	141 - 144

## **Information about this meeting**

### **Members of the Public – Rights to Attend Meeting**

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### **Contact**

Persons wishing to obtain any further information on this meeting or for details of access to the meeting, please contact: Lincolnshire County Council Democratic Services: [DemocraticServices@lincolnshire.gov.uk](mailto:DemocraticServices@lincolnshire.gov.uk)

Greater Lincolnshire Combined County Authority, c/o County Offices, Newland, Lincoln LN1 1YL



## Report to the GLCCA Business and Infrastructure Board

Meeting on 25 June 2025

# Moving towards an Infrastructure Plan for the Greater Lincolnshire Combined County Authority

### Purpose of the report

This report is to update the Board on existing frameworks relating to infrastructure for Greater Lincolnshire and how they might help inform development of a bespoke GLCCA Infrastructure Plan by the end of 2025, understanding priorities of our place and national emerging priorities from the Government's National Ten Year Infrastructure Strategy.

### Recommendation

It is recommended that the Board:

1. **Notes previous infrastructure planning progress made within Greater Lincolnshire**
2. **Endorses the development of a GLCCA Infrastructure Plan building on existing evidence, policy and frameworks.**
3. **Supports the approach and timescales highlighted within the report providing direction on how it would like to see activity evolving and how it would like to monitor progress made.**

### Voting and consent arrangements

Voting by simple majority to include the Mayor.  
There are no consent requirements for this paper.

## Information

### 1 Background

Improving Infrastructure across Greater Lincolnshire is a priority within the devolution prospectus and deal. In July 2023, Greater Lincolnshire and Rutland's Strategic Infrastructure Delivery Framework (SIDF) was produced and published by the Greater Lincolnshire Infrastructure Group with involvement from all Local Authorities. The group was dissolved in 2024 given emerging changes related to Devolution and subsequently the creation of the Greater Lincolnshire Combined County Authority (the Authority).

The existing framework provides an excellent starting point for the development of a GLCCA Infrastructure Plan, recognising that the geographical boundaries are now slightly different and that processes for prioritising infrastructure investment and activity have changed.

Work has begun on the GLCCA Infrastructure Plan and officers intend to share a draft version with the Business and Infrastructure Board later in the year for discussion. It is too early to develop the Plan to date in advance of understanding national infrastructure priorities and having an agreed Authority Corporate Plan in place. A 10 year National Infrastructure Strategy is due to be published in the summer.

### 2 The SIDF Framework

The SIDF looked to support strategic infrastructure which would harness the productive capacity of the areas key sectors and enable growth. It also explored how we might future-proof the region's connective assets whilst underpinning inclusive growth.

Underlying the SIDF is a strong ethos of collaboration across the local authorities and key stakeholders, born out of many years of successful cooperation. It focuses on the vital role that strategic infrastructure plays in delivering an economic, social and environmental vision for Greater Lincolnshire.

Key aims for the SIDF were as follows:

- Inclusive economic growth
- Improved health outcomes and quality of life
- Access to higher skilled and better jobs for residents
- Accelerated clean energy transition
- Increased productivity and global competitiveness, and
- Increased R&D and innovation

It is fair to say that these core aims remain relevant for the Authority in our infrastructure prioritisation considerations, however it will be important to ensure that evidence led decisions are taken when it comes to the broad infrastructure remit the Authority and its strategic advisory panels and partnerships will have responsibility for.

The SIDF focused on 7 Priority Sectors: Agri-food, Energy, Ports and Logistics, Defence and Security, Health and Care, Visitor Economy, Advanced Manufacturing and Chemicals. For the GLCCA Infrastructure Plan there will need to be a slight adjustment of these, understanding the focus agreed within the Devolution Deal relating to strategic infrastructure progression and how it will relate to our emerging Greater Lincolnshire Growth Plan, relevant crosscutting strategies developed by other bodies, and wider national policy. There is definitely a need to take a whole systems approach to our strategic infrastructure development going forward.

### 3 Our Proposal

The Authority has been tasked with developing an Infrastructure Plan routed in collaboration and sharing of best practice, but it will need to be strategic, transformational, and where possible add wider added value by relating to more than one geographical location.

It is envisaged that focus for GLCCA will be on the following:

- Transport
- Housing
- Water Management
- Energy
- Environment
- Digital Growth

The Plan will highlight the additionality that the Authority will bring to infrastructure development over the next 5 years, stating clearly what activity the Authority will be prioritising for its funding/involvement when it comes to infrastructure.

There are specific priorities already being evidenced through varied strategic routes, but essentially the Plan will be linked to the existing devolution deal, the Greater Lincolnshire Plan and our Local Growth Plan development. A pipeline of schemes will be collated starting in 2025/26 with agreed milestones for delivery, and a sizable proportion of these are likely to be infrastructure led.

### 4 Next Steps

The plan will evolve over the summer, demonstrating what the Authority is looking to invest in, being clear on mayoral priorities and the transformational impact it will deliver. It will give consideration to engagement, evidence and research, building on existing work achieved and ensuring that suggested programmes are deliverable and have full political support.

### 5 Timescales

The National Ten-Year Infrastructure Strategy is to be released in June alongside the Comprehensive Spending Review. This will be considered in the context of our place and will help inform the final drafting of the GLCCA Infrastructure Plan.

We are aiming to have a final draft version to share with the Business and Infrastructure Board in the Autumn with sign off by the GLCCA Board by the end of the Year.

### **Alternative options considered**

The Authority is required to produce an Infrastructure Plan to be championed by the Mayor of Greater Lincolnshire. There are no alternative options to consider in this regard.

### **Reasons for the recommendation**

To inform the Board of progress to date on strategic infrastructure planning and to provide timescales for development of a bespoke Authority led Infrastructure Plan.

### **Implications, advice and guidance**

The implications are set out in detail in the body of the report.

### **Public sector equality duty implications**

No implications currently.

### **Legal implications / comments**

There are no legal implications arising from this report.

### **Finance and resource implications / comments**

No financial implications arising from this report.

### **Greater Lincolnshire policy / comments**

Local and national policy review will be incorporated in the development of this plan.

### **Consultation, Boards, Overview and Scrutiny / comments**

The following have been consulted in the preparation of this report:

### **Appendices included with this report**

The following documents are included:

- Strategic Infrastructure Development Framework

**Background Papers used in the preparation of this report**

No background papers were used in the preparation of this report.


**Contact details for the report**

Report on behalf of: Lee Sirdifield, Interim Chief Operating Officer

Report prepared by: Halina Davies, Strategic Lead for Infrastructure and Economic Vision

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# Greater Lincolnshire and Rutland's Strategic Infrastructure Delivery Framework

## 2023

Produced on behalf of the Greater  
Lincolnshire Infrastructure Group



*served by One Team*





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# Executive Summary

The Greater Lincolnshire and Rutland Strategic Infrastructure Delivery Framework (SIDF) 2023 supports strategic infrastructure which harnesses the productive capacity of key sectors, strengthens and future-proofs the region's connective assets, and underpins inclusive growth, in order to present opportunities for the area's businesses and residents.

This accords with the Government's objective to deliver economic stability and stimulate sustainable economic growth and productivity by investing in high quality infrastructure.

Underlying the SIDF is a **strong ethos of collaboration** across our local authorities and key stakeholders, born out of many years of successful cooperation. The SIDF focuses on the vital role that strategic infrastructure plays in delivering the shared vision of these partners, which aligns with 'A 2050 Vision for Greater Lincolnshire'.

Greater Lincolnshire and Rutland is already:

- **An economic contributor**

We have nationally significant strengths in renewable energy, agri-food, and defence and security, and a growing importance in health and care innovation, and we are a key player in the Midlands Engine pan-regional partnership.

- **A logistical powerhouse**

The region is an international gateway for sea-borne goods with an

emerging Freeport and a burgeoning logistics sector. It is a key marker between several of the UK's primary manufacturing and trading areas, including Sheffield City Region and the major cities of the East Midlands and Yorkshire and the Humber, and is also integral to the A46 and A15 Growth Corridor and UK Food Valley.

- **A compelling investment proposition**

Greater Lincolnshire and Rutland attracts foreign and domestic inward investment with two Department for International Trade High Potential Opportunities (HPOs) for international investment focused on food and offshore wind sectors as well as supporting strong indigenous growth.

- **A quality place and destination**

The visitor economy welcomes tourists to the coast, market towns and city, as well as being home to nationally significant landscapes, arts, heritage assets and habitats.

## 1.1

To evolve beyond the status quo, we need infrastructure investment to accelerate levelling up, promote rapid growth and help those in greatest need. It will help us to create new jobs, overcome the challenges of growth and service delivery in rural and coastal areas, and capitalise on the region's economic strengths.

This investment, including in rural areas, is also crucial for achieving Net Zero at a local and national level, supporting the development of a high skill and high-wage economy, and creating social infrastructure that benefits everyone.

### Local response

The infrastructure objectives and deliverables set out in this SIDF require actions and investments to make them happen in real time.

SIDF 23 details the areas where investment is most needed in Greater Lincolnshire and Rutland. This includes:

- Transport (roads, rail, ports, aviation, rural public transport and active travel), digital, energy, water and waste infrastructure that is fit for growth
- Housing stock that is affordable, healthy, sustainable, accessible and represents an environment attractive to housing investment
- Business infrastructure that can create more high value jobs, enable innovation and increase productivity
- Prosperous, accessible high streets and market towns which showcase their unique identities and instil a sense of ownership and pride in our residents while attracting visitors to our area; and
- A healthy population with access to appropriate services and resources that help them achieve wellbeing and a good quality of life

This framework is intended as a launch pad that partners can use to gather the powers, influence and finances to make growth in the region happen, and to generate a significant contribution to local and UK growth. This will happen through prioritising projects that align to the SIDF, commissioning action plans that stimulate new activity or accelerate existing activity, and strengthening business cases to encourage investment.

### Desired Outcomes for Greater Lincolnshire and Rutland

SIDF 23 aims to support the following:

- Inclusive, green economic growth
- Improved health outcomes and quality of life
- Access to higher skilled and better jobs for residents
- Accelerated net zero transition
- Increased productivity and global competitiveness, and
- Increased R&D and innovation

# Introduction

At a time of global uncertainty, there are latent opportunities for Greater Lincolnshire and Rutland. The region is focused on economic growth and levelling up, working to identify and address opportunities and challenges through Protecting, Progressing, Prospering – Greater Lincolnshire’s Economic Plan for Growth.

Strategic infrastructure has a pivotal role to play in growth. The Strategic Infrastructure Delivery Framework (SIDF) outlines how we can make this happen. It is underpinned by 3 priorities:

- Driving economic recovery and growth
- Addressing levelling-up challenges
- Delivering decarbonisation and climate adaptation

This document provides a framework of the infrastructure opportunities and the need for investment in our region, set within the wider place context. It reflects the diverse nature of the area, including the three largest settlements of Lincoln, Scunthorpe and Grimsby; the major ports of Immingham, Grimsby and Boston; and the vast surrounding area comprising many smaller towns and rural villages.

Targeted investment will accelerate Lincolnshire’s performance in delivering economic growth across the UK.

SIDF 23 is the fourth infrastructure document produced for Greater Lincolnshire and Rutland on behalf of all 11 local authorities (including 3 represented by the South East Lincolnshire Council Partnership – SELCP) and key partners. It has been developed on behalf of the Greater Lincolnshire Infrastructure Group, which collaborates closely with the NHS,

the Environment Agency, skills and training providers, businesses and regional and national bodies including the Greater Lincolnshire Local Enterprise Partnership (GLLEP).

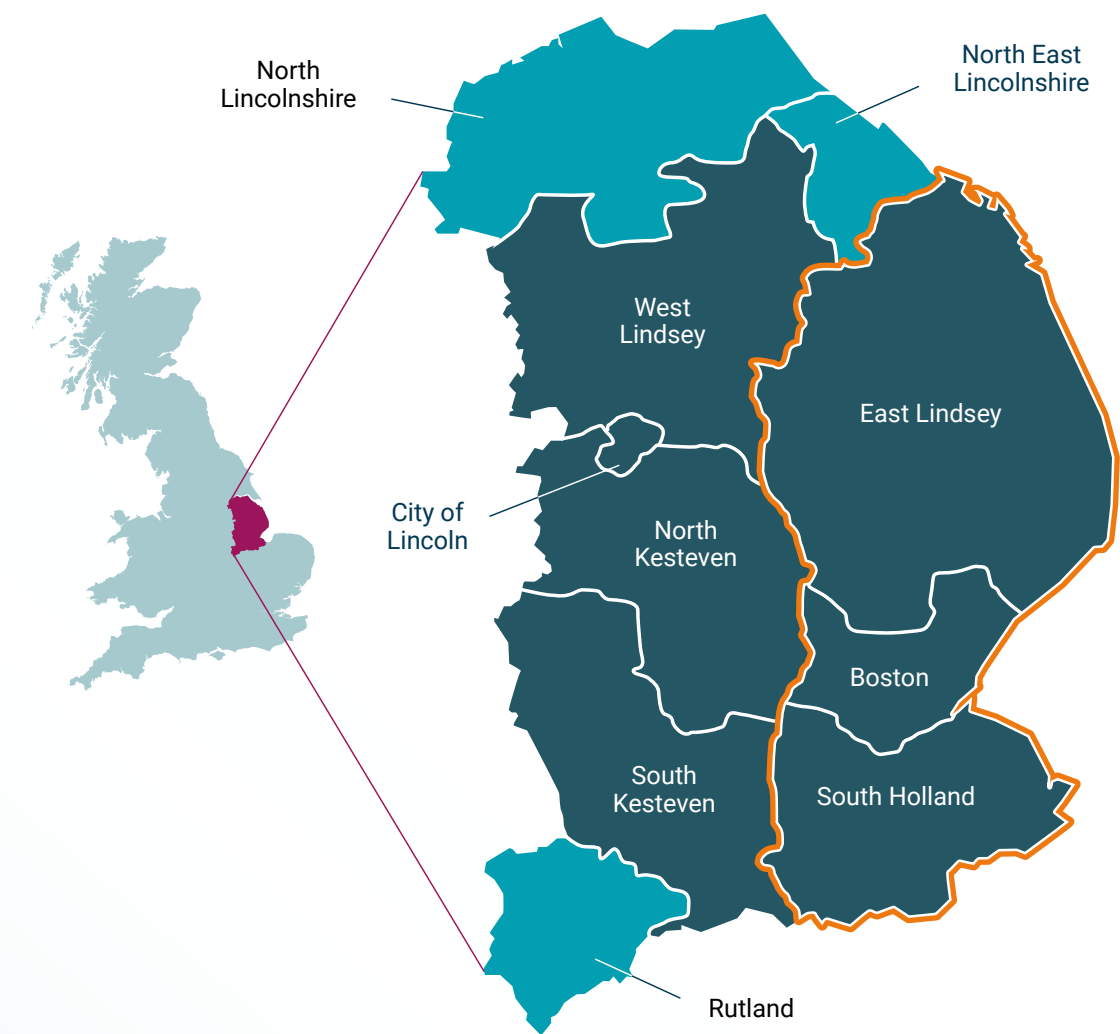
Partners and stakeholders have collaborated to produce a SIDF which:

- Captures the importance of Greater Lincolnshire and Rutland to UK PLC and showcases its key economic strengths and sectors
- Sets out the local distinctiveness of our area – including the opportunities and challenges it faces
- Embraces the region’s ambitions for inclusive growth, clearly aligning it with its infrastructure needs now and, in the future

Greater Lincolnshire and Rutland requires renewed infrastructure investment and a strategic approach to help its economy stay competitive in challenging times, to grow, to reach its full productivity potential, and to level up our communities.

By realising potential and unlocking growth in key sectors we will improve productivity and create high-skill, high-wage inclusive opportunities. These will benefit businesses and residents and in turn help drive regional and national prosperity.

Map 1: Greater Lincolnshire and Rutland Administrative Areas



Key



The SIDF 2023 focuses on growth infrastructure needs over 'business as usual' infrastructure. It is collectively ambitious and reflects the scale of investments required to create a step-change in the productive capacity of Greater Lincolnshire

and Rutland. Investments of this kind will also release major housing and employment sites that require collaboration or funding to progress.

## Greater Lincolnshire and Rutland – a critical part of UK PLC

Greater Lincolnshire and Rutland will play a unique and important role in the future success of the UK, as an essential source of clean energy, innovation in key sectors such as defence, and food security. These facts and figures offer a snapshot of the region's diversity and uniqueness.



- 70% of the UK's seafood is processed in the north of the region
- 30% of our nation's vegetables come from Lincolnshire's Food Valley, positioning us as a top 10 global food cluster
- We are home to Europe's largest agri-food tech automation and robotics cluster, 3 Food Enterprise Zones and an Agricultural Growth Zone
- The region accounts for 25% of England's Grade 1 agricultural land



- 25% of the UK's energy is generated on Lincolnshire's shores
- We are part of the Humber Energy Estuary which has received government support to attract investment and create new businesses and jobs
- Our region hosts the world's largest offshore wind farm and testbed for clean energy generation, storage and distribution



- 75% of the UK can be served within 4 hours of our ports and logistics hubs
- The Ports of Grimsby and Immingham are the second largest in the UK by handled tonnage and are a critical part of the Humber Freeport
- South Holland has the 2nd highest concentration of logistics in the UK, Boston has risen from 36th place to

10th nationally and transport and storage growth in North Lincolnshire has been faster than any other sector since 2011



- The area is fast becoming the go-to for defence innovation as a commercial response to 40% of the RAF's assets being in or near the area

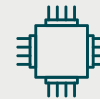


- Greater Lincolnshire and Rutland hosted over 25.4m visitors in 2021 with an economic impact of £2.03bn

- Attractions include an excellent coastline, lively resorts, Victorian piers, the Lincolnshire Wolds, nature reserves, a world-renowned cathedral and International Bomber Command Centre



- One of our 2 excellent universities is a world leader in rural health innovation



- Growth in advanced manufacturing and chemicals supported by a £42m, long term South Humber Industrial Investment Programme

Located in the East Midlands, Greater Lincolnshire and Rutland hosts the UK's second largest county by area. It offers a diverse mix of rural, coastal and urban living.

Delivering infrastructure in a large rural area with a dispersed population, including peripheral and coastal areas, can be challenging in terms of scale, cost and technical requirements. Delivering inclusive growth opportunities to urban populations with pockets of deprivation can be equally challenging. However, the economy of Greater Lincolnshire and Rutland is vital to UK PLC, so it is imperative that it receives infrastructure investment that will better connect it, both internally and with the wider world.

Greater Lincolnshire and Rutland is home to 12 major towns, key ports including the Humber Freeport, coastal resorts, historic market towns, rural hamlets and a cathedral city. It has pockets of high deprivation, areas of sparse population, and areas where the population is ageing faster in comparison to the rest of the UK.

However, due to location, core business and productive output, the area is of vital importance to the regional economies of the North, the East, and the West Midlands, and to UK PLC. Greater Lincolnshire and Rutland is critical locationally, logistically and in terms of its productive output.

Further afield, Greater Lincolnshire and Rutland is a key contributor to the global economy, with the latest figures showing an export value of £4.7bn.

## 1.2 The 7 priority sectors

Greater Lincolnshire and Rutland's economic strengths are built around 7 priority economic sectors.

### 1. Agri-food

- The sector comprises 75,000 jobs and 4,700 businesses with significant clusters in North East Lincolnshire, South Holland, Lincoln and Boston
- It comprises agriculture and food processing, manufacturing, specialist storage and distribution
- National and international processors are present, and the area has the UK's greatest concentration of food logistic companies, with up to 30% of national food shipments passing through South Lincolnshire
- There is significant cold storage capacity on the South Humber Bank supporting the seafood sector and added value sector, and
- There is a cluster of Further and Higher Education excellence in teaching and R&D centred around Riseholme College, Bishop Burton and the University of Lincoln



The efficiency, effectiveness and safety of the area's ports, the A15, A16, A17 and associated links to the strategic road network (SRN), and digital connectivity, are all critical to UK food security and supply, and to supporting the sector's innovation and growth.

### 2. Energy

- The energy sector comprises 5,900 jobs and 210 businesses
- Lincolnshire provides vital national infrastructure, which is growing through further investment from National Grid and a number of pending Nationally Significant Infrastructure Projects (NSIPs)
- £2bn of offshore wind products have been completed or are under construction on the Humber, the UK's Energy Estuary, and plans for the region account for up to 40% of the UK's total investment in offshore wind
- Our region has 36 anaerobic digester plants
- Huge innovations are emerging in carbon capture and storage, alternative fuel and energy from waste
- Of national importance is the Humber 2030 vision to decarbonise the UK's largest industrial cluster in CO2 terms and the largest decarbonisation opportunity in the UK



Energy is a sector in its own right; Greater Lincolnshire energy underpins the growth and performance of industries locally and nationally. However, energy infrastructure in Greater Lincolnshire and Rutland is still constrained by grid capacity, quality, cost and geography.



### 3. Ports and logistics

- This sector comprises 19,500 jobs and over 2,500 businesses with a combined economic value of £700m
- 12% of UK cargo is handled at Grimsby or Immingham. Some 25% of all rail freight passes through the area including the South Humber Bank ports, New Holland, Boston and Sutton Bridge
- 95% of the UK's exports and imports are moved by sea – including 50% of the country's food supplies and 25% of its energy
- The ports are critical to the success of many of our key sectors, particularly energy, agri-food, manufacturing, plus logistics and its associated supply chain. They are also pivotal to their communities, representing a key part of their local economy, culture and industrial heritage
- Investment has taken place to support rail freight growth with the Gauge Enhancement scheme from Doncaster to Immingham



The sector's infrastructure needs are focused on transport (road and rail), water supply, flood risk management and digital connectivity. There are also significant needs for investment in energy capacity to meet the needs of energy-intensive industries and for hydrogen fuel and EV fast-charging technology for the maritime and freight sectors.

### 4. Defence and Security

- There is a significant cluster of defence and security innovation in Greater Lincolnshire and Rutland. This has been generated by the area's extensive RAF presence, which includes 9,000 military personnel, bringing in associated skills and retention post-service, private sector investment and a defence supply chain
- Thanks to the opportunities for innovation in the defence sector, there is an appetite to increase Research and Development (R&D) spend in the region and boost productivity through the development of a formal defence and security cluster and a Defence and Security Accelerator (DASA)



The sector needs appropriately allocated land and premises, as well as energy and the latest digital connectivity and data security. This will enable the sector to expand and create specialist hubs of activity supported by accessibility, skills and learning.

### 5. Health and care

- This sector is made up of 62,000 workers and 2,450 businesses with an expected GVA of £1.89m by 2025
- There is an emerging cluster of medical expertise including the University of Lincoln's Medical School, the National Centre for Rural Health and Care, and pioneering 'communities of the future'

- With challenges in workforce recruitment and retention, transformation is key to support growth in the sector. With an ageing population, many living in rural and coastal areas, the sector leads opportunities to find innovative and cost-effective delivery models focusing on accessible, personalised and preventative care. Digital technology will be integral to this and these models will directly underpin the health and well-being of the wider population as well as providing growth in the sector



Infrastructure needs include sustainable energy supplies, digital connectivity, housing and transport.



The Visitor Economy sector needs better transport networks, including roads, rail services and buses – not only to travel to Greater Lincolnshire and Rutland but also to move around the area and enjoy the great outdoors through cycling and walking. The sector also needs energy supplies for attractions and to accommodate the number of visitors, as well as digital transformation (connectivity, capacity and skills) to drive business productivity. Where visitor assets and offers are concentrated on the coast, effective water management and flood defences are essential – as is the management of the increased seasonal demands on services and infrastructure.

## 6. Visitor economy

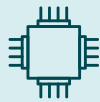
- This sector supports over 30,000 full-time-equivalent jobs, many seasonal
- We have a varied offer including 186 miles of coastline and major seaside resorts, nationally important heritage sites including Stamford and Lincoln, and walking, cycling and nature at Rutland, the Lincolnshire Wolds, and RSPB Frampton, Freiston Shore and Tetney Marshes
- The area has direct air links via Humberside Airport
- The visitor economy is made up of attractions, venues, hospitality and accommodation. In order to grow, it needs to welcome more day visitors and overnight stays and attract investment to grow and develop the offer

## 7. Advanced manufacturing & chemicals

- This sector comprises 69,500 jobs and 2,400 businesses
- Advanced Manufacturing and chemical specialisms are clustered mainly in North and North East Lincolnshire, with British Steel in Scunthorpe
- Lincoln's advanced engineering cluster benefits from a highly successful Engineering School based at the University of Lincoln and developed in conjunction with Siemens
- This sector occupies fewer locations in comparison to others, but reflects a highly

## 1.2

skilled, high-wage workforce, presenting opportunities for innovation, R&D and increased productivity



The infrastructure requirements centre around serviced land, energy and water.



University of Lincoln – the School of Engineering

# Greater Lincolnshire and Rutland's approach to inclusive growth

Levelling up needs collaboration, local leadership, and vision to identify sustainable and inclusive growth. Infrastructure investment is a prerequisite to growth, and when coordinated it becomes a springboard to a strong, flourishing economy for residents and businesses.

The SIDF 23 links infrastructure, long-term strategic vision and social investment to level up the region. It aims to make sure our left-behind neighbourhoods, rural and coastal areas, market towns and city are thriving, attractive communities that residents are proud of, providing them with improved wellbeing, opportunity and quality of living. Infrastructure is vital to attracting visitors, workers and investment and to achieving sustainable economic growth.

The SIDF 2023 builds upon the Greater Lincolnshire Plan for Growth, the extensive Local Industrial Strategy evidence base, adopted Local Plans and Local Transport Plans. It will also help deliver the Vision for Greater Lincolnshire 2050, which has been published by the same partners, and sets out the ambition for life in Greater Lincolnshire and Rutland in 2050.

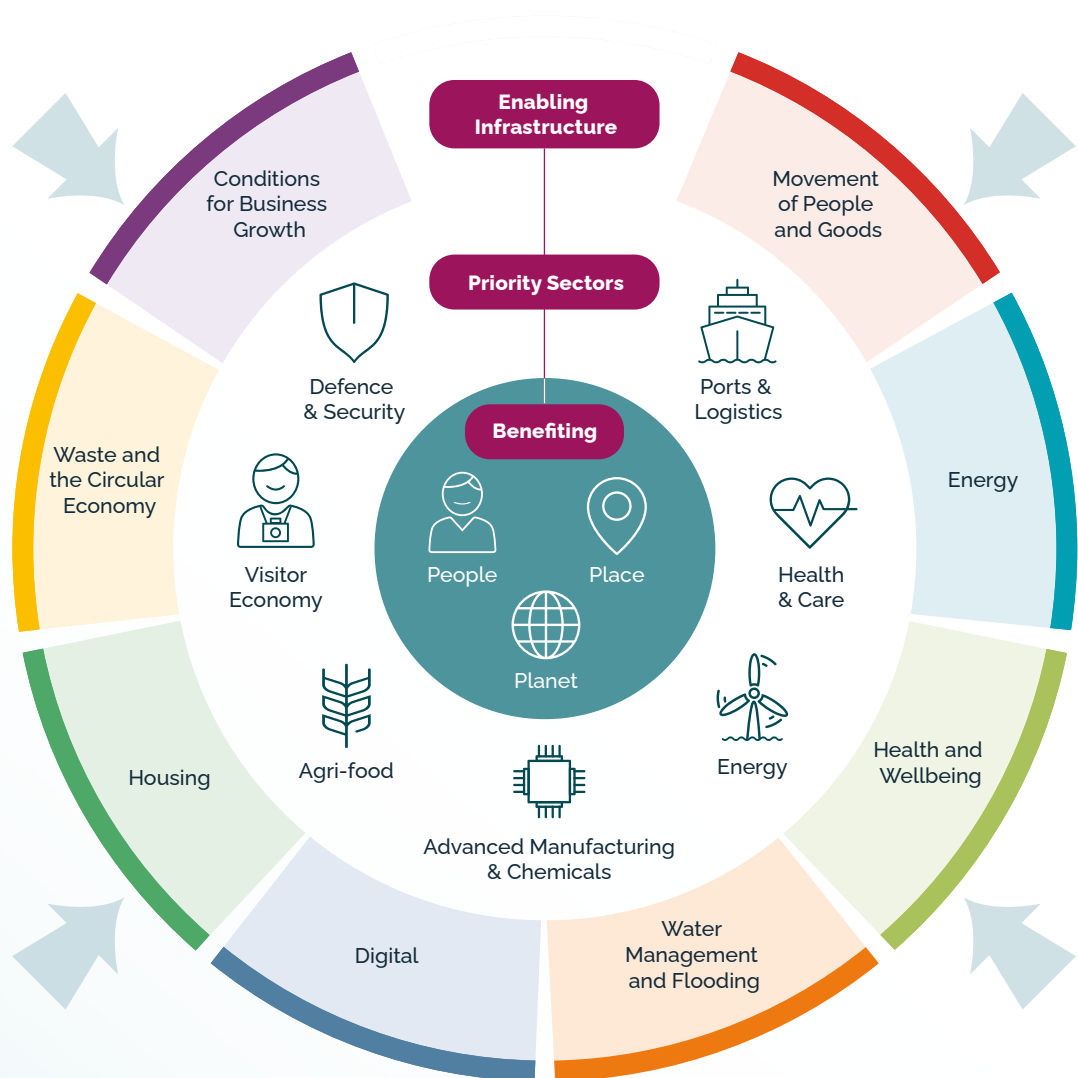
**To deliver The Vision for Greater Lincolnshire, the SIDF centres around:**

Place
Levelling up and inclusive growth to create quality places, sustainable communities, and beneficial physical environments.
People
Economic growth that helps our 1.1million residents to access well paid employment, high level skills, good quality housing and excellent health and well-being outcomes that in turn drive productivity.
Planet
Decarbonisation and other responses to climate change that support sustainable growth and help achieve Net Zero targets, while enabling innovation in low carbon technologies and renewable energy, particularly in zero emission vehicles, mass transit and the decarbonisation of rail and maritime travel.

As depicted in our ‘**SIDF 2023 – a priority sector approach**’ (**Diagram 1**), the ambition for life published in the Vision for Greater Lincolnshire 2050 sits at the centre, with growth in the Priority Sectors benefiting the people, place and planet of our region.

The enabling strategic infrastructure (the SIDF 2023 themes) are shown as driving growth in each of these priority sectors, and are therefore essential to achieving the wider Vision for Greater Lincolnshire.

**Diagram 1:** *SIDF 2023 – A Priority Sector Approach*





## 1.2

### Success Breeds Success

While there has been comparative underinvestment in the Greater Lincolnshire area in terms of strategic infrastructure, there have been significant targeted awards for town regeneration and revitalisation as part of the wider Levelling Up agenda through the Towns Fund, Future High Streets Fund and Heritage Action Zones, with a total programme value of £171m. The area has also been successful in securing Levelling Up Fund investment to a total value of £154m, while plans to utilise £46m of UK Shared Prosperity Fund and Rural England Prosperity Fund were approved by government in December 2022. This investment is outlined in Section 3.7 and Appendix 2.

This builds on the area's successful delivery of previous regeneration and European investment programmes supporting growth, rural economic development and skills, and the ongoing delivery of highways investment valued at £542m. This has seen the successful delivery of the Grantham Southern Relief Road, the Lincoln Eastern Bypass and the Spalding Western Relief Road. Furthermore, the development of the North Hykeham Relief Road (as part of the wider Coastal Highway and linking the eastern side of the A46) and the upgrading of key traffic infrastructure (Sutterton Roundabout, Riseholme Roundabout and Holdingham Roundabout) has reduced congestion, improved flow and traffic safety, and supported commercial and residential site development.

The excellent track record in delivering investment in Greater Lincolnshire and the impressive impact of funded interventions demonstrates the drive, vision and ambition of Greater Lincolnshire and Rutland partners and the wealth of delivery experience available in the area. This in turn provides confidence in the area to not only get the job done but to deliver interventions collaboratively, using sustainable and innovative delivery methods, across all sectors.

Future funding commitment to Greater Lincolnshire and Rutland would build on the delivery successes to date and accelerate partnership-led growth across the area.

### Transport and more: what is strategic infrastructure?

While transport connectivity remains a major infrastructure priority, we have taken a broader perspective on what is required to grow our priority sectors and level up Greater Lincolnshire and Rutland.

The SIDF 23 presents these needs and opportunities around **8 enabling infrastructure themes** (Table 1), these are set out in full in Section 2:



Spalding Western Relief Road in development – February 2023

Table 1

Infrastructure themes	Infrastructure needs
Conditions for business growth	<b>Infrastructure to support:</b> <ul style="list-style-type: none"> <li>– a supply of serviced land for development</li> <li>– turnkey business premises to meet demand</li> <li>– Digital connectivity:</li> <li>– innovation in key sectors</li> <li>– thriving urban areas and market towns</li> </ul>
Digital	<b>Infrastructure that ensures:</b> <ul style="list-style-type: none"> <li>– scalable, future-proofed digital provision for the region</li> <li>– digital access, speed and capacity to support businesses and residents</li> <li>– digital access in remote rural or coastal areas</li> <li>– improved digital skills and access to jobs and services – including health and care</li> </ul>
Energy	<b>Infrastructure that:</b> <ul style="list-style-type: none"> <li>– builds on nationally significant assets such as green energy from the Humber Energy Estuary</li> <li>– delivers local benefits, energy resilience and growth</li> <li>– places Greater Lincolnshire and Rutland at the forefront of energy innovation and alternative fuels as part of the wider Net Zero agenda</li> </ul>
Health and wellbeing	<b>Infrastructure to:</b> <ul style="list-style-type: none"> <li>– drive better health and wellbeing outcomes for the population of Greater Lincolnshire and Rutland</li> <li>– support innovative digital health services</li> <li>– support NHS investment in the right place with the right infrastructure</li> <li>– pilot communities of the future and extra care living</li> </ul>

Table 1 *continued*

Infrastructure themes	Infrastructure needs
The importance of housing	<p><b>Infrastructure investment to:</b></p> <ul style="list-style-type: none"> <li>– support a diverse, energy efficient and affordable housing stock throughout the area</li> <li>– support housing growth, especially in the area's Sustainable Urban Extensions (SUEs)</li> <li>– overcome barriers to housing development, helping promote the viability and investment potential of the area</li> <li>– position town and city housing offers as part of plans for regenerating and revitalising urban areas (including associated retail and leisure sectors)</li> </ul>
Movement of people and goods	<p><b>Infrastructure that:</b></p> <ul style="list-style-type: none"> <li>– provides an efficient gateway into and out of the region</li> <li>– connects our city, towns, coast and rural areas</li> <li>– enables green transport, green tourism and active travel</li> <li>– drives economic growth</li> <li>– tackles transport related rural exclusion, e.g. demand responsive bus services and wheels to work type schemes</li> <li>– supports decarbonisation</li> </ul>
Water management and flooding	<p><b>Infrastructure investment to:</b></p> <ul style="list-style-type: none"> <li>– support the supply and management of water</li> <li>– reduce flood risk</li> <li>– service key economic sectors that require high levels of water supply</li> <li>– manage flood risk to residential areas and businesses, protect key infrastructure in low lying and coastal areas and promote confidence for development</li> </ul>
Waste and the Circular Economy	<p><b>Investment for infrastructure that:</b></p> <ul style="list-style-type: none"> <li>– delivers on our emerging strategy for Greater Lincolnshire and Rutland</li> <li>– provides innovative solutions for waste to fuel our industries and residential developments</li> <li>– helps deliver our vision for Net Zero</li> </ul>



## Cross-cutting themes

The SIDF has 3 cross-cutting themes. Activity in these areas supports and enhances infrastructure investment and helps drive inclusive growth ambitions.

### *Skills*

The goal of growing the region's skills base to support higher level skills and productivity and to provide equitable access to training, education and jobs.

### *Net Zero*

The area's active plans and commitments to meet Net Zero targets including but not limited to the Humber 2030 decarbonisation plan – without which the UK cannot achieve its Net Zero targets.

### *Social infrastructure*

The development of social infrastructure to engage communities and help people realise their growth potential.

## The format of SIDF 2023

This framework brings together 'a moment in time', highlighting projects and programmes and putting them in the context of broader strategic infrastructure needs and opportunities. A selection of projects and programmes is included which, with the right investment, will deliver against the priorities of the Greater Lincolnshire and Rutland SIDF and associated national policy.

The SIDF is a suite of documents owned and promoted by the Greater Lincolnshire Infrastructure Group. For 2023, this includes:

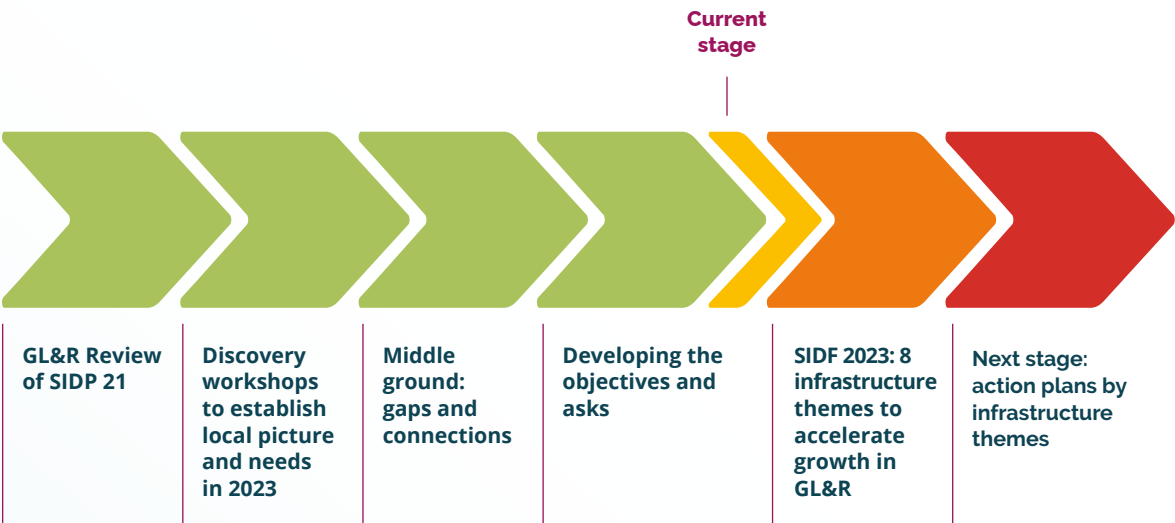
- **An entry-point summary** which will widen understanding of the economic value and diversity of the area. It communicates the role strategic infrastructure investment must play in realising current and future growth in the sub region and in the UK – capitalising on and growing the area's unique economic strengths to catalyse further growth. **This is a separate document.**

- **A more detailed analysis** of our area and its infrastructure needs by economic sector and geography. This document explores Greater Lincolnshire and Rutland’s inclusive growth objectives by infrastructure theme and indicates what can be delivered through collaboration and/or funding support. It also explains connections between the economy and its supporting infrastructure across a wider geographical area and provides sector and project spotlights to show what is being done in certain areas, sectors and infrastructure themes to showcase ‘the art of the possible’ in the region.

The SIDF will develop further and we will continue to work with our partners and the private sector to develop thematic infrastructure action plans, and we will maintain a list of infrastructure projects that meets the vision and priorities of the SIDF. We will support the development of business cases to make sure Greater Lincolnshire and Rutland receives the investment it needs to meet our region’s potential and deliver on our priorities for the local, regional, national and international economy.

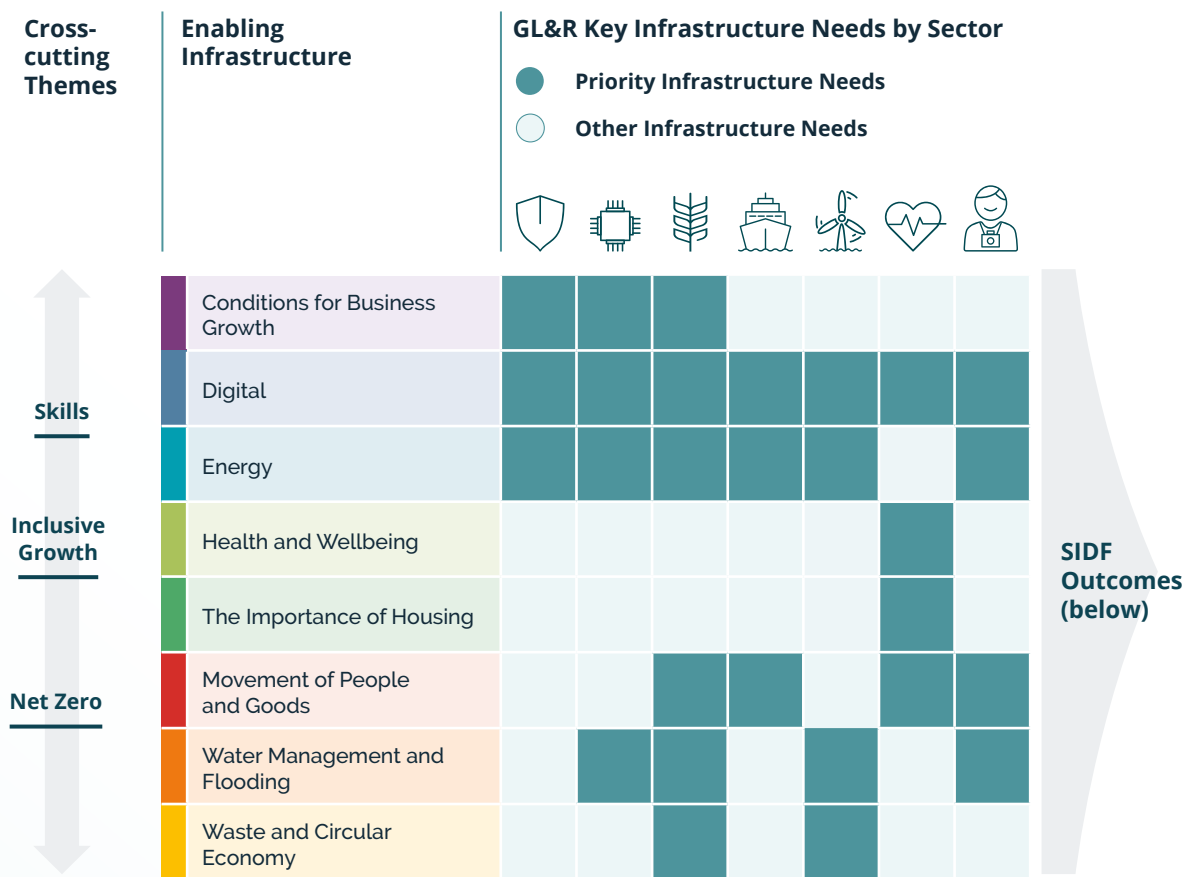
The SIDF 23 Route Map (Diagram 2) sets out the approach of partners to formulating SIDF 23 and its targeted content.

Diagram 2: SIDF 23 – Route Map



SIDF 23 Format Overview (Diagram 3) provides a visual ‘at a glance’ overview of the wider format of this document and how the enabling infrastructure drives the outcomes of the SIDF and what the main infrastructure needs by sector are.

Diagram 3: Infrastructure needs by sector



SIDF Outcomes

- Inclusive, green economic growth
- Improved health outcomes & quality of life
- Access to better skills & better jobs for residents
- Accelerated Net Zero transition
- Increased productivity & global competitiveness
- Increased research & development, & innovation

# Infrastructure Themes and Enablers of Growth

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## Conditions for business growth

### Our region in numbers



64% of Greater Lincolnshire & Rutland employment is in micro employment and SMEs – high levels of entrepreneurship and the 3rd highest LEP area for employment in SMEs.

**39,650**



39,650 VAT registered businesses are based in the region.

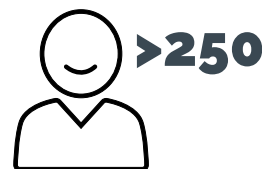
**98%**



98% of the business base in our more rural areas is made up of micro-businesses.



70+ large food producers are based here, of which more than half are part of larger international companies.



Many larger companies critical to UK PLC are based here, e.g. Siemens, Ørsted, ABP, British Steel, Wren, Young's Seafood, Bakkavor and Moy Park.

### Our objective

'To deliver focused infrastructure investment that will support business growth and job creation, and which will help realise an increased spend in business-led R&D to equate to, or exceed, the UK average. This investment will increase skilled jobs that capitalise on and grow sectoral strengths and areas of expertise, support innovative ways to address barriers to growth, and help overcome the polarity of urban/rural economic opportunity.'

## Our key considerations and guiding principles

### Land availability

Suitable sites and premises for business must be provided before economic growth can take place. Across Greater Lincolnshire and Rutland there is a reasonable supply of affordable land for business development which is attractive to inward investors, and can support indigenous business growth. Local Plan allocations demonstrate the variety of sites available, with suitable land to support growth in the agri-food, defence and security, and energy sectors. There are also development opportunities for business premises as well as some dedicated Local Development Orders (LDOs).

### Need for business premises

The property market is relatively weak, however with public sector investment, a number of successful, oven-ready developable sites have been brought to market. This has enabled new office and industrial units to come forward. However, location, accessibility, size, and servicing of sites (including energy and digital connectivity) can all present a barrier to growth. As a result, businesses are faced with a relatively limited choice of premises. Where the public sector has intervened and brought forward premises, the occupancy levels are high, showing latent demand.

### Start-ups and scale-ups require support

Greater Lincolnshire and Rutland needs to develop a supportive environment for high-growth scale-ups and start-ups. This includes access to finance, sites or premises, equipment, high-quality business support, and skills.

### Inward investment

The region has a lot to offer to businesses looking to invest in the UK. Siemens, Northrop Grumman, Ørsted and the University of Lincoln have all invested in new facilities in the area. With the new Humber Freeport secured and

the benefits to be realised from enterprise zones and knowledge clusters across the region, inward investors will be keen to explore the opportunities available.

### Infrastructure investment

The Local Plans throughout the region have allocated employment land which has been identified for investment. To unlock these opportunities, we need infrastructure investment to make them viable locations for inward investors and scale-ups. One such development is Somerby Park, highlighted as an area that will further develop advanced manufacturing in Gainsborough. It will support the flourishing SME sector and harness the town's locational advantage – it sits in the corridor between the growing Humber ports and the UK's Food Valley, and the gateway to Sheffield City Region. Investment in the local road infrastructure, active travel routes, and the first phase of industrial units will establish the market and act as a stimulus for further occupiers on the adjoining sites.

### Town centres

We have a large number of SMEs and micro-businesses operating in our city and town centres, including visitor attractions along the coast. Providing a sense of place and town centres that are attractive, accessible, and vibrant places to invest in, live and visit is essential for the town centre economies, and to attract people to live and work here. Delivering Towns Fund, Future High Streets Fund, UK Shared Prosperity Fund and Levelling Up Fund projects will be key to ensuring that Greater Lincolnshire and Rutland delivers this inclusive growth and creates a pride in place and sense of unique identity.

## Spotlight Projects

Investment in the following projects and sectors will help deliver our objective to support business growth and job creation through innovation and growing our key sectors:



### **Sector: Agri-food**

#### *South Lincolnshire Food Enterprise Zone (FEZ)*

The South Lincolnshire FEZ will provide the agri-food sector with high-tech, innovative, research-led space that will further grow the sector and consolidate its national importance. Based in Holbeach at the heart of the UK Food Valley, it will deliver around 60,000 square metres of workspace for new businesses and SMEs.

The FEZ includes the National Centre for Food Manufacturing – the UK's largest provider of training and skills to the food processing industry. It combines education with advanced research and innovation in the new £7 million Centre of Excellence.

The recently completed Hub is a multi-use space within the FEZ providing SMEs with support services, networking, catering and meeting and events space. Specifically designed for small or start-up businesses within agri-tech, it will support growth by providing access to the best support and expertise.

Investment in strategic infrastructure will enable the FEZ to launch into the next phase of innovation and growth, improving the site's connectivity to the national network, enhancing digital infrastructure, and ensuring a sustainable and green energy supply.



### **Sectors: Defence and Security, Health and Care**

#### *The Lincoln Science and Innovation Park (LSIP)*

The LSIP is a collaborative community of science and technology businesses and university researchers working in an innovative and flexible science park environment. Phase 1 of the development included the eco-friendly £7m Think Tank innovation space for start-

ups and expanding firms, The Joseph Banks Laboratories – home to the University of Lincoln schools of pharmacy, chemistry and life sciences research facilities, and the Boole Technology Centre which offers premium office, laboratory and technical workshop

## 2.1

space. The Boole Technology Centre has recently welcomed the NHS ULHT (United Lincolnshire Hospitals NHS Trust) Aseptic Pharmaceutical team in a new £1m facility.

The LSIP has strong links with the MoD and defence-related activity in Lincolnshire, operationally, academically and via technical supply chain companies. LSIP is developing as the defence and security cluster's innovation hub, providing a collaborative environment where knowledge-intensive businesses and research teams have direct access to the University of Lincoln's expertise and facilities.

Opportunities to develop a defence and security cluster business park and workspace units at LSIP are under discussion. Advanced technological and digital infrastructure

(Gigabit+), and physical infrastructure in the form of land access and assembly will be essential to delivering these possibilities. The proposed project will also have huge growth implications for the defence and security sector and will provide opportunities in manufacturing and robotics.

To date, more than £36m has been invested into the site by Lincolnshire Co-op, the University of Lincoln, Greater Lincolnshire LEP, Lincolnshire County Council, the Department for Levelling Up, Housing and Communities (ERDF) and the Department for Education. Others such as the City of Lincoln Council have made big contributions through the provision of business rate relief schemes and more recently the NHS has made an important commitment to the site.



### **All sectors:** *Sleaford Moor Enterprise Park*

Sleaford Moor Enterprise Park (SMEP) is a 37 acre (14.7ha) Strategic Employment Site within Central Lincolnshire which offers an attractive proposition for businesses within the agri-food, manufacturing and Net Zero sectors. Local intelligence identifies that businesses within the area need additional land to remain and grow as well as to make the area attractive for inward investment. The development of the site will ensure sustainable growth in Sleaford, balancing housing and employment growth.

The manufacturing sector is particularly strong in the area, with a large proportion of SMEs

who will welcome the opportunity to scale up and grow. The site offers good connectivity to the A17 (leading to the A1), especially as a focal mid-point between the south of Lincolnshire and the strategic road network (SRN).

Supporting the growth of enterprise in our more rural areas is essential to overcoming the inequity in urban/rural opportunities. This requires investment, as well as collaboration between local and national partners on prioritising growth that supports a balance of housing and employment.



## What We Will Deliver

### Through further collaboration and with sufficient investment, we will;

- i. Develop a supply of serviced land and turnkey 'future proofed' business premises, enabling Greater Lincolnshire to respond to inward investment and indigenous business growth. We will deliver land which meets the requirements of our most important sectors, including:
  - a. Further developing the scale and depth of GL's 3 Food Enterprise Zones and Agri Zone.
  - b. Responding to the growth of the UK Food Valley and the national importance of food production with support for the food sector including agriculture and processing, creating hubs of excellence and innovation.
  - c. Enabling employment sites to access the utilities/infrastructure required to facilitate business growth. This will include Somerby Park in Gainsborough, SMEP in North Kesteven, Lincolnshire Lakes in Scunthorpe and the South Humber Industrial Investment Programme, which provides a 15-year programme of investment to enable large-scale economic growth.
- ii. Build on Greater Lincolnshire's opportunities to grow our priority sectors through innovation and:
  - a. Ensure Greater Lincolnshire is a first-choice destination for Defence and Security-related industries, including investment to catalyse the development of the defence sector. This will include a dedicated Defence Innovation Centre as part of Phase 2 on the Lincoln Science and Innovation Park (LSIP) including addressing land assembly and other constraints and promoting the potential land and opportunities available at RAF Scampton.
  - b. As part of the UK Food Valley, investigate options in South Lincolnshire to establish an agricultural 'Greenport' – a cluster of greenhouses integrated with local added value processing and marketing, a technology and skills cluster and shared services. This will explore vertical farming amongst other innovations.
  - c. Continue to support the growing, internationally recognised agricultural cluster developing at Riseholme and across Lincolnshire by strengthening investment in the infrastructure required to successfully progress the Agricultural Zone; and work with Humber Freeport Innovation Liaison Group to understand innovation-led opportunities around the seafood sector.
  - d. Invest in the University of Lincoln's Centre for Innovation in Rural Health and maximise collaboration with the GL-based National Centre for Rural Health & Care, to support innovative rural delivery and service solutions in the region and beyond.
  - e. Promote investment at the Humber Freeport as an opportunity for businesses to benefit from the new operating environment, including revised customs tax and rules, and ensure the region responds to needs in the supply chain and supporting industries.
- iii. Support investments in the high streets of our busy market towns, towns and city to create diversified, vibrant places to visit and do business by:
  - a. Supporting our towns, such as Grantham, Skegness, Mablethorpe,

## 2.1

Boston, Gainsborough, Spalding, Lincoln, Grimsby and Scunthorpe, where Levelling Up Fund, Towns Fund and Future High Streets Fund investment is helping to deliver inclusive growth, by collaborating to provide infrastructure that supports these programmes to deliver their full potential and achieve value for money.

- b. Supporting the continued power and scalability of place investment and building on the impact of projects such as the Cornhill, Lincoln, with its cross-sector working and transformational change in retailing, hospitality and

public realm, linked to a transport hub delivering a state of the art bus station and multi storey car parking provision close to the central train station, and;

- c. Recognising and harnessing the role and need for evolution in the development and diversification of place-based offers catalysed by the physical growth in Higher and Further Education institutions, as well as the drive for innovation from the Higher Education sector, as embodied in the University of Lincoln's leading contribution to digital networks and associated growth in the city.



Sleaford Moor Enterprise Park development site

## 2.2 Digital

### Our region in numbers

**95%**



95% have access to superfast broadband.

**42%**



42% of premises in the region are now Gigabit-capable.

**8000 x**



8,000 rural premises now have ultrafast fixed wireless broadband, with 3,000 more to receive it.

**£6.5m**



£6.5m 'Gigahub' investment in the region to provide high speed connections to public buildings with local area spin off.

**/£5bn**



Share of £5bn for 'Project Gigabit', to provide connectivity to those not covered by commercial providers.

**9+**



9+ private sector providers investing in the region.

### Our objective

'Greater Lincolnshire and Rutland will benefit from a high quality Ultrafast universal offer with gigabit-capable broadband access to a greater proportion of residential and business properties than is the government target. This will ensure that location is not a disadvantage, that the area is future-enabled to take advantage of emerging technologies, and a place where people and businesses are enabled to use them effectively.'

## Our key considerations and guiding principles

### Quality of life

Digital connectivity is central to addressing a wide range of health, social, economic, and environmental issues and to creating a place where people want to live, work and visit. This is the core of the SIDF, and aligns to Vision 2050.

### Fibre to the Premises (FTTP)

Digital connectivity, and the speed and capacity offered by full Fibre to the Premises (FTTP), are essential to:

- Improve local people's lives
- Support the growth of local businesses
- Bring new businesses to our area
- Drive innovation and R&D
- Attract new investment
- Protect our environment and support sustainability

### Rural and remote areas

In sparsely populated and rural areas, businesses and communities are hampered by poor digital connectivity and low mobile phone coverage, and the distribution of broadband connectivity is often poor in coastal areas. Improvements in connectivity will improve productivity and help support residents in accessing digital services – including online training and skills development and health provision.

### Geographical disadvantage

Broadband can be limited on the edges of larger settlements, which is often where businesses are based. These areas can miss out on higher quality connections. Gigabit speeds are one thing, but the Government's 'workable speed' is 30Mb, and in Greater Lincolnshire and Rutland there are thousands of premises with speeds below this threshold. Without public funding to incentivise broadband providers, rural areas could be

disadvantaged, and digital exclusion could grow. Micro-businesses and SMEs, which make up 98% of our business population, will suffer.

### Sector needs

There are nationally and regionally significant sectors, including agri-food, defence and security, and healthcare, which will grow and innovate more efficiently with improved digital infrastructure and the speed, capacity, security and coverage that comes with it. This infrastructure is also critical to grow R&D investment in the Greater Lincolnshire and Rutland area.

### Investment landscape

There is increasing interest from broadband providers. If sustained, a critical mass can be achieved which will benefit the region, but the emphasis needs to be on future-proofing the digital infrastructure in terms of next generation broadband capacity, speed and latency as well as mobile and public access Wi-Fi coverage. Cutting edge digital connectivity infrastructure can then facilitate sustainable growth ambitions, drive the use of SMART technologies including the Internet of Things and support responses to climate change.

### Urban digital clusters

Our urban areas attract digital businesses and enjoy the benefits of being in a cluster, including better supply chains, R&D and attracting investment. Lincoln has a growing cluster of digital businesses which employ around 3,000 people, representing a third of all digital jobs in the sub-region. This growth is underpinned by the proximity of higher education, the defence and security cluster, and the Lincoln Science and Mosaic digital hub. However even in this context, digital connectivity across Lincoln remains a significant challenge – 25% of broadband is not yet superfast-enabled.



## 2.2

### Spotlight sectors

Improved digital infrastructure, in terms of connectivity, capacity, speed and use of the latest technology, is essential for several of our key sectors to grow, innovate and increase their contribution to UK PLC.

These include:

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**Agri-food:** to increase the international competitiveness of the sector and to boost its burgeoning role in robotics and automation, and supply chain efficiency.

---

**Ports and logistics:** to transform the ports of Greater Lincolnshire and Rutland into one of the most smart, clean and efficient port clusters in the world.

---

**Energy:** to support clean energy generation, storage and distribution.

---

**Defence and Security:** to support the specialisms of the growing sector and promote innovation through fast, secure and future-proofed digital capacity.

---

**Visitor economy:** to develop and grow the offer, visibility and productivity of SMEs – particularly those in rural areas.

---

**Health and care:** to digitally connect people to local services and transform health and care, developing new efficient and innovative models of care for a dispersed and ageing economy.

---

### Spotlight projects

Greater Lincolnshire and Rutland's ambition is to co-commission a digital strategy, supported by the Government, that drives digital innovation and commercial investment. It will be underpinned by digital infrastructure including 5G, local commissioning, full FTTP and an accelerated rural Gigabit scheme. These spotlight projects support this goal.



### **Spotlight project:** *Digital Place Programme*

Partners are exploring options for a Greater Lincolnshire and Rutland Digital Place programme, to help maximise the benefits of collaboration to deliver true digital transformation with direct social and economic benefits across all of the region's key sectors.

Digital Place is all about harnessing and embracing technology within the local area, to provide equality of access (rural and urban) to high-speed digital connectivity, applications and services. Delivered through broadband and mobile technologies, the project supports our economy and environment.

Greater Lincolnshire and Rutland will seek to provide universal gigabit capability access via fibre to all businesses and residents through Project Gigabit and Project Gigahub. In remote rural areas, connectivity may be via high-speed

fixed wireless and mobile services but will still provide the platform for business growth and enable resident access to services.

Greater Lincolnshire and Rutland will develop an infrastructure that:

- Supports growth, innovation and better data
- Facilitates remote working
- Supports SMART City concepts
- Drives digital skills and digital inclusion
- Provides environmental benefits



Gainsborough, West Lindsey





### **Spotlight project:**

*Visitor Economy, Defence & Security*

*Lincoln Be Smarter, including Lincoln Connected*

The Lincoln Town Deal Investment Plan is currently tackling the city's digital issues through two key projects – Lincoln Be Smarter (LMS = LBS) scheme and Lincoln Connected. These developments support Lincoln's growth as a Smart City, making it a place with smart networks for residents, encouraging business growth and enabling innovation in key sectors.

Led by the University of Lincoln, The LMS scheme accelerates the adoption and development of Industrial Digital Technologies (IDTs) through focused support to SMEs, helping them digitalise, grow and raise productivity.

Building on the cultural, heritage, retail and leisure offers in Lincoln, Lincoln Connected will reimagine Lincoln's High Street using digital technology to connect people with the city's assets. It will enhance visitor experiences, encourage local spend and promote a thriving city centre. Interventions will include Open Content Management, smart signage, lighting infrastructure, and grants to support digital art installations.



Brayford, Lincoln

## 2.2

### What We Will Deliver

#### Through further collaboration and with sufficient investment, we will;

- i. Work with BDUK and commercial suppliers to progress the gigabit-capable 5G fixed wireless broadband necessary to provide gigabit capability in remote rural areas, thereby overcoming cost prohibitive FTTP provisions.
- ii. Roll out Project Gigabit (Lots 10 and 23) and assess solutions for emerging gaps in connectivity.
- iii. Deliver a Gigahub scheme across GL connecting rural publicly owned 'hub sites' with high speed connections, sharing spare capacity with nearby residents/businesses to access full fibre, thereby maximising public investment and creating an environment for commercial interest.
- iv. Continue to work with commercial providers to demonstrate demand and generate further commercial provision with focus on the coast and the west of the GL area.
- v. Promote the digital needs of GL's priority sectors including the Visitor Economy, the agri-food and defence and security sectors, helping map and determine the right capacity for the right places – including which areas need 6G+ and hyper-connectivity for future-proofed growth.
- vi. Bring forward the digital infrastructure, awareness and knowledge to increase the use of smarter homes technology and drive efficient use of energy to improve environmental gains.
- vii. Take steps to address digital exclusion by driving resident and business access and take up of existing and new provision through raising the digital skills base, and
- viii. Progress the Greater Lincolnshire Local Enterprise Partnership-led Clean Growth Accelerator Fund scheme for a 5G operational testbed project in Grimsby and Skegness, providing the core high bandwidth communications backbone necessary to establish a regional based innovation ecosystem for offshore wind. With port and wind farm 5G coverage, it will offer a capability that is globally unique – complementing and generating cross-industrial use cases to other 5G testbeds in Lincolnshire (Lincoln Institute of Agri-food Technology) and nationally (Satellite Applications Catapult and Digital Catapult facilities).



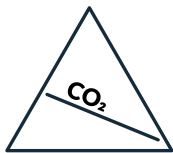
Offshore Wind Farm – Ørsted



## 2.3 Energy

### Our region in numbers

#### Net Zero



Net Zero sector – Greater Lincolnshire & Rutland is home to the Humber Energy Estuary.

**210**



210 businesses operate in the sector.

**5,900**



More than 5,900 people are employed in the sector.

**>25%**



More than 25% of the UK's energy production is connected here.

**£2bn**



£2bn of offshore wind projects completed or under construction on the Humber Estuary.

### Our objective

'Greater Lincolnshire's nationally significant energy assets in the Humber Estuary and the North Sea, combined with its rural geography, mean it is strategically placed to pioneer novel approaches that contribute to the Government's commitment to reach Net Zero UK carbon emissions by 2050.'

'Energy is a key enabler of growth, so it is also imperative that Greater Lincolnshire retains local capacity and benefits from investment, to build resilience in local supply and to support businesses and residents in minimising costs through managed usage and use of green alternatives.'

## Our key considerations and guiding principles

### Green energy investment

Greater Lincolnshire and Rutland has a nationally significant energy sector with substantial investment in various forms of energy generation, including offshore wind, use of hydrogen and electrification. There are high ambitions in the energy sector, aligning to plans such as the Humber 2030 vision, the Local Transport Plan and Vision 2050 to pioneer industrial decarbonisation.

Lincolnshire is already leading the way in the UK's economic recovery through 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.

### Growth potential

There are a significant number of proposed National Strategic Infrastructure Programme (NSIP) projects in Greater Lincolnshire and Rutland that will provide significant green energy solutions. These projects are considered on a national level due to their significance in providing national resources, demonstrating our area's importance to UK PLC.

The SIDF partners want to see this growth benefiting our local area's energy resources, and as part of the region's "roadmap" to support the use of EVs and alternative fuels in our priority sectors.

### Local challenges

Despite the region's significant role in national energy production, there are challenges on a local level that require investment, planning and collaboration to enable economic growth locally.

- Because most of the Greater Lincolnshire and Rutland's area is rural agricultural land, it has a thinly stretched, radial grid which is much weaker than the network grids found in denser urban areas (although urban areas also suffer).
- The availability of affordable sustainable energy is a serious barrier to growth, residentially and commercially.
- Low land values and low profits on developments in parts of the region mean commercial developers are often unwilling to pay for expensive upgrades to the electricity distribution network, making some projects unviable and constraining growth.

### The Net Zero energy sector

Greater Lincolnshire and Rutland is at the forefront of the UK's green industrial revolution. A combination of private and Government investment will support our energy sector's development as a global leader in the transition to Net Zero carbon emissions.

With established strengths in energy generation, energy-intensive industries, and ports and logistics, the area is home to the UK's most ambitious industrial decarbonisation project, a dynamic circular economy cluster, and the country's leading offshore renewables hub.

The Net Zero sector is thriving across the region, with proposed investment in hydrogen networks to support the agri-food sector, and innovative models of wind power being trialled within the SELCP area.

### Opportunities to grow our Net Zero energy sector

There are good opportunities for Greater Lincolnshire and Rutland to contribute to economic growth but these projects do not reflect local-level needs for energy provision or planned growth. One goal of the SIDF is to join these up.

#### *Energy Estuary*

As the Energy Estuary, Greater Lincolnshire and Rutland will play a huge role in transitioning the UK towards Net Zero, pioneering emerging green technologies and enabling innovation through the Humber Freeport and Humber Vision 2030. The region hosts large industrial sites and there is a particular concentration of high-intensity energy users in the north. This means there is an opportunity to create new green jobs based in the region and to make them accessible to residents, as well as attracting people to the area to benefit from high-skilled, desirable jobs. It also represents the UK's biggest decarbonisation opportunity with the industrial cluster emitting more CO<sub>2</sub> than any other in the country; it is essential to achieving Net Zero. It already provides world-leading infrastructure and investment, alongside innovation and technology that can be replicated around the world.

#### *Place-based energy*

There is a growing demand for local, place-based solutions and less dependence on the national grid and its operators. We need further investment to support these development opportunities both residentially and commercially, and to enable innovation within our private sector.

#### *Energy Options Analysis*

The Greater Lincolnshire Infrastructure Group has commissioned an Energy Options Analysis to understand the requirements of speculative

growth across the region over the next 20 years, and how strategic and local infrastructure should be developed to meet demand. This work makes it possible to discuss the funding and investment our region requires from Government and energy suppliers in order to satisfy demand, which will in turn deliver growth.

### Clean energy test bed

Greater Lincolnshire and Rutland is a test bed for technologies in clean energy generation, storage and distribution. Our aim is to develop innovation excellence in the priority sectors of agri-food, ports and logistics, energy, and defence and security, bringing forward locally led development of new initiatives. Greater Lincolnshire and Rutland is valued as a 'living laboratory' that creates solutions to national challenges, such as the University of Lincoln's proposed Green Lincolnshire Energy Testbed project, which can go on to have global applications.



Solar Energy

## Spotlight projects

The objectives of the SIDF will support the region's role as a trailblazer for clean energy generation, growing the Humber energy cluster, establishing the region as a global leader in smart offshore wind operations and maintenance and delivering innovative energy solutions across the region in hydrogen, electrification and other alternative energy solutions.

The spotlight projects below demonstrate where investment is required to unlock growth through investment in energy infrastructure, and the Net Zero energy sector.



### **Sector: Ports & Logistics**

#### *The Hydrogen Economy and Freight*

Investment in hydrogen to support the movement of freight is attracting interest and investment in the region to support our priority sectors. Freight decarbonisation is being driven by net zero supply chain requirements, with hydrogen currently considered to be the most suitable option for heavy freight due to weight, capacity and charging time constraints of electric battery systems.

The region is at the forefront of this emerging energy solution. For example, hydrogen powered trucks are being used in a government funded pilot project at Immingham docks, to haul shipping containers. Associated British Ports (ABP) also installed a mobile hydrogen filling station to fuel the vehicle.

Hydrogen generation and transportation infrastructure is not yet in place to easily

make the transition to using hydrogen across a wider geography. Locally we are responding to this challenge.

Lincolnshire County Council's Local Transport Plan champions freight and the opportunities for using alternative fuels – this could also benefit other large vehicles including our local bus network in the future. Moreover, the South & East Lincolnshire Councils Partnership has been working closely with a range of local businesses and inward investors to develop a hydrogen refuelling network across the sub region, with planning applications to be submitted in the next year. The driver has been to support the industry arising from the most concentrated food and manufacturing centre in the UK in delivering net zero supply chains.



### **Spotlight project:**

#### *Grantham Southern Gateway electricity supply*

This project involves the development of a SUE (Sustainable Urban Extension) at Spitalgate Heath to the south of Grantham, an area of around 224 hectares. The site has regional and national significance due to its excellent connectivity with the A1 and national road network via a new junction with the Grantham Southern Relief Road.

It unlocks significant employment development with an enterprise village on the KiNG31 site and additional employment land within the SUE. The masterplan for the site involves 3,700 new homes and will provide up to 120,000 sq m of employment floorspace adjacent to the A1.

The development will include a new primary substation and reinforcements of the existing substation to fulfil the site's energy requirements. It will underpin future-proofed electricity supply to the Grantham Southern

Gateway, offering the capacity needed to realise the project build-out rate identified in the Local Plan. It will also provide further sustainable supply security and flexibility to the wider Grantham area, and support energy supply on both sides of the East Coast Main Line without the need to cross this important transport link.

Raising the profile of investment needs into SUE's across the region is part of the SIDF objectives for the Energy and Housing themes. Working with Homes England and the private sector to secure funding to bring forward future-proofed, place-based approaches to energy distribution will help secure the potential growth for our region.



View from Grantham Spitalgate





## Sector: Energy

### *Proposed Project: University of Lincoln Greater Lincolnshire Energy Testbeds*

This proposed programme will take advantage of the area's pioneering power generation capabilities (including anaerobic digestion (AD) plants, solar photovoltaic and wind generators) and pilot the development of SMART energy infrastructure via two large testbeds:

#### *Urban testbed – University of Lincoln, Brayford Campus*

An example of a sustainable green energy model used in an urban setting which could be replicated across the region and further afield. SMART energy solutions including energy efficiency measures and onsite low carbon energy generation will supply electricity and heat, voltage optimisation and energy storage facilities to the city centre campus.

#### *Rural testbed – rural demonstration project*

A national exemplar of the novel application of smart infrastructure technology to match energy supply, balance and constraint management. From low carbon renewables generation to rural energy demand, this project will address local business energy needs. It will use power generated from anaerobic digestion or solar photovoltaic power to support local industrial needs, such as providing local capacity for industrial (last mile delivery) EV roll-out.

## What We Will Deliver

### **Through further collaboration and with sufficient investment, we will:**

- i. With the support of Government, provide a robust major infrastructure programme that supports both residential and commercial EV provision to encourage a sustainable logistics sector, support the visitor economy, and encourage more uptake of EVs in GL, especially in more remote areas.

This must include charging points and ensure energy distribution is prepared for the decarbonisation of our transport network in our urban and rural centres. The recently awarded LEVI pilot funding for Lincolnshire (in association with Midlands Connect) will help drive market responses on which we can build future provision.

## 2.3

- ii. Scope opportunity to develop local vehicle to grid trials to further support the uptake of EV.
- iii. Continue the region's commitment to decarbonisation by enabling industrial carbon capture, low carbon hydrogen production, negative emissions power and power with carbon capture.
- iv. Ensure that Greater Lincolnshire benefits from the natural assets of the area, tapping into the clean energy that lands or is generated in Lincolnshire rather than it all going straight to the grid, including offshore wind and AD plants with feed-in tariffs. As a region, we need to ensure that development is agreed on the basis that the region benefits from the energy created. As part of this:
  - a. partners will work to ensure that there is a policy for NSIPs enabling place leaders to articulate to developers the expectations and ambitions that GL has and how developers can contribute to local advantage, opportunity and legacy.
- v. Become a rural testbed for new energy technologies and their application in rural areas – and become an energy disruptor through this testbed approach.
- vi. Move to become less dependent on the utility companies and understand how a place-based approach to energy creation can create opportunities for growth. This may include expansion of independent, localised energy generation (through solar power or anaerobic digestion) and storage (through batteries) to address local capacity constraints in isolated areas which are prohibitively difficult to connect to traditional electricity grids. Where grids are constrained, it may be possible to generate, store and distribute renewable energy within microgrids (local private networks), while simultaneously driving economic growth through reduced energy costs, improved energy security and exploiting opportunities for decarbonisation.
- vii. Pilot the roll-out of the use of mixed dual fuel methane and hydrogen in the domestic heating network, which has been tested in northern Lincolnshire.
- viii. Promote and encourage investment that will provide Lincolnshire with future-proofed energy solutions for our residents and priority sectors, while delivering the national and international Net Zero ambitions. As well as those options referenced in 2.7 (Waste and Circular Economy) this will include a range of innovations or new industries to Lincolnshire including:
  - a. hydrogen production
  - b. developing Controlled Environment Agriculture (UK Food Valley)
  - c. significant development opportunities to redevelop the former gas terminal at Theddlethorpe, where options include carbon capture and storage and hydrogen production, and;
  - d. large solar farms, in the context of achieving the holistic objectives of the SIDF (People, Place and Planet).
- ix. Support an investment model for SMEs that incentivises the switch to low or non-carbon energy models.

## 2.4 Health and wellbeing

### Our region in numbers

**58,000**



58,000 people are employed in the health and care sector in Greater Lincolnshire & Rutland.

**£2bn**



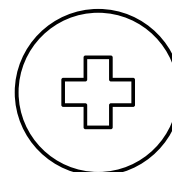
£2 billion per annum is contributed to the local economy by this priority sector.

**25%**



25% growth in over-65s is forecast between 2018-2030 – the region has an ageing population dispersed across rural areas.

**5 x**



There are 5 main acute medical sites in the region – Grimsby, Scunthorpe, Lincoln, Boston and Grantham – plus various community provisions.

### Our objectives

‘Improving mental and physical health and wellbeing is central to levelling up Greater Lincolnshire and Rutland, and to delivering inclusive growth. With spatial and health inequality and pockets of deprivation throughout the region, improved health outcomes will improve a person’s ability to fulfil their potential, by learning more effectively, being more productive at work, and enjoying life to the full.

‘Through developing an evidence-based partnership approach to improving health and wellbeing in the region, infrastructure investment can then be targeted to achieve positive health and wellbeing outcomes for the benefit of residents, support social mobility and inclusion, and collectively further the economic growth of the region.’



## Our key considerations and guiding principles

### Ageing population

Complex and routine health and care services in Greater Lincolnshire and Rutland are increasingly being delivered to an ageing population which is more rural and dispersed than the UK average.

### Inequality between regions

There is spatial inequality, with significant areas of deprivation and health inequality as well as high levels of economic inactivity, especially in coastal areas with low healthy life expectancy.

### A healthy workforce

Improving mental and physical health and wellbeing is central to levelling up in Greater Lincolnshire and to delivering inclusive growth. In particular, we need to improve services that focus on healthy ageing and maintaining a healthy and diverse workforce in all sectors.

### Accessibility

Infrastructure investment will improve access for patients and staff, especially on the east coast where access to work is a barrier to providing the right staff at the right time. For both patients and staff, the improvements required include public and community transport options, and providing services locally or digitally where possible.

### Energy supply

Some health sites are at full capacity and need innovative, local, resilient and affordable solutions to meet energy supply needs and increase their capacity. This improvement will in turn increase resilience and growth in other sites.

### Digital infrastructure

We need improved digital connectivity, capacity and resilience to serve fixed sites and support dispersed delivery models. Older or disadvantaged people also need better access

to digital services – particularly in rural and sparsely populated areas.

### Testbed for innovation

Despite its challenges and needs, the region is an ideal testbed for innovation in healthcare provision, thanks to its ageing and dispersed population. Town Deals are funding projects of this kind along the coast. For example, The Mablethorpe Connected Coast Town Deal is funding the unique Campus for Future Living which places Mablethorpe at the centre of a new cluster of health and care related jobs and businesses and will draw in the support of Nottingham Trent and Lincoln Universities.

Meanwhile, Lincoln has a significant cluster of medical expertise driving innovation in the field. Examples include the University of Lincoln's Centre for Innovation in Rural Health, the School of Life Sciences and Pharmacy, a new Medical School (opened in 2019 in partnership with Nottingham University), a Science and Innovation Park, and the National Centre for Rural Health and Care.

Greater Lincolnshire and Rutland has an opportunity to capitalise on the growing medical clusters in our urban and rural areas, and drive innovation to deploy assistive technology and rural delivery solutions.

### Skills and development

In addition to providing the correct strategic infrastructure to support growth in the sector, we need to address workforce challenges around skills and retention in health and care. We can do this by promoting alternative career pathways, attracting health care professionals, creating the right environment for innovation, attracting skills and talent and enhancing the capability of the voluntary and community sector. Enhanced infrastructure will help make Greater Lincolnshire and Rutland a place where

## 2.4

medical and care professionals want to work.

### Investment in health and leisure

Planned local-level infrastructure projects place importance on providing a more joined-up approach to addressing health and fitness by designing 'place' collaboratively across the NHS and local authorities. Examples of where this collaboration is happening include Boston's Towns Fund plans through the PE21 project where there will be multiple uses, including health facilities. Investment is also sought in Spalding to remodel leisure facilities to co-locate health, wellbeing, leisure and community space, while also increasing footfall into the town centre. We need to ensure this place-based approach to collaborative working with complimentary services attracts investment to achieve the outcomes of the SIDF.

### The bigger picture

Health and wellbeing is a golden thread running through the SIDF – better health outcomes will be delivered by improvements in the natural,

built and social environments. In turn, better health outcomes improve an individual's ability to fulfil their potential through learning and improved productivity at work, a more enjoyable life, and more meaningful engagement with their community and environment.

### The Health and Care Sector

Our health and care sector is vitally important, locally and on a national level. COVID-19 has created a backlog of operations and consultations, leading to poorer health outcomes for other conditions.

The deliverables required to grow the health and care sector include Government investment in the Centre for Innovation in Rural Health, building the support infrastructure to allow local services to deliver and grow, and providing care for the ageing population. This will help build the infrastructure required to realise the area's potential as a market leader in rural healthcare and better ageing.



(Left) Boston (Right) Cycling in Lincolnshire

## Spotlight projects

The Health and Care sector in Greater Lincolnshire and Rutland is focused on delivering innovation for high-quality, accessible medical services, as well as preventative care for our ageing population. These spotlight projects demonstrate how we are taking a collaborative approach to preventative care, which we will continue to build on to deliver the right care in a cost-effective way. They contribute to the strategic delivery of health and care services.



### **Sector: Health and care**

#### *The Hoplands Extra Care Housing, Sleaford*

Hoplands, in Sleaford, will provide 40 units of Extra Care Housing accommodation for over-55s and 12 Community Supported Living units for Working Aged Adults with learning disabilities, mental health conditions and/or physical disabilities.

Hoplands is run by Lincolnshire County Council (LCC) and North Kesteven District Council (NKDC) in partnership. LCC's 0.96 hectare site has been provided to NKDC at nil value. Construction is scheduled to begin in autumn 2023, and to be completed by autumn 2025.

This is part of a LCC/District/Housing Association partnership delivery model, reducing pressure on Adult Care revenue budgets and allowing reinvestment in preventative care.

Evidence suggests that projects of this kind will play an important part in increasing people's independence, wellbeing, and longevity, as well as helping to stop or slow down their physical and psychological deterioration.



### **Spotlight project:**

#### *University of Lincoln's International Institute for Innovation in Rural Health (LIIRH)*

Launched in 2020 and based at the Lincoln Medical School, the International Institute combines the National Centre for Rural Health and Care, the Community and Health Research Unit and the Lincoln Institute of Health.

The LIIRH aims to shine a light on the unacceptable health inequalities that exist between rural and urban communities, and the challenges of delivering modern, high-quality care to rural communities both in Lincolnshire and across the globe.

With part funding from the Greater Lincolnshire LEP, the LIIRH has been created as a new, integrated focal point for research, training and community engagement. With the input of world-renowned scholars, it provides solutions to the challenges of delivering health care and improving population health in rural settings.

The 695 square metre space shares facilities with national agencies including The National Centre for Rural Health and Care, promoting interdisciplinary research that enables the delivery of cutting-edge research from 'bench to bedside'.

This innovative approach to research in health care in a rural setting will help inform strategic infrastructure delivery plans and the required investment to deliver them by bringing forward rich analysis, critical insights and innovative solutions that will benefit the rural communities of Lincolnshire and the wider world.

## What We Will Deliver

**Through further collaboration and with sufficient investment, we will:**

- i. Support further investment in the University of Lincoln's Institute for Innovation in Rural Health (LIIRH) and maximise collaboration with the Greater Lincolnshire-based National Centre for Rural Health & Care, to support innovative rural delivery and service solutions in Greater Lincolnshire.
- ii. Build on Strategic Infrastructure Delivery Plan 21 (SIDP 21), and work with the Integrated Care System to develop the local health infrastructure to ensure that health provision is accessible, in the right place, and has the right capacity to support improved health outcomes as demand increases.
- iii. Address any infrastructure constraints to effective capital health provision, including digital connectivity, energy supply, transport and collaboration.
- iv. Pilot 'communities of the future' and extra care living for older people, with improved physical and digital connectivity to local services including health provision.
- v. Support new efficient and innovative models of care including attracting and retaining health care talent and exploring opportunities to build a cluster of local businesses, to create a critical mass using infrastructure to support start-ups and incubators, to drive efficient, sustainable and innovative models of care.
- vi. Ensure health and wellbeing outcomes are embodied in all other infrastructure activities to drive growth.
- vii. Develop the housing stock to support healthy living in comfortable, warm environments.

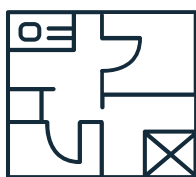


University of Lincoln Research



## The importance of housing

### Our region in numbers

**7 x**

7 Local Plans covering the whole of Greater Lincolnshire have been adopted or are in development.

**100,000**

100,000 new dwellings are to be delivered by 2031.

**23**

There are 23 planned Sustainable Urban Extensions across the region.

### Our objective

'To create a diverse, high quality housing stock that meets the housing delivery targets in Greater Lincolnshire's Local Plans necessary to support the area's growth ambitions, meets the needs of residents now and in the future, and contributes to Net Zero targets.'



The Quadrant, Boston

## Our key considerations and guiding principles

### A foundation for good living

Access to good-quality, sustainable housing is the foundation on which people can build happy and successful lives. With good housing, better places and communities can be created. Greater Lincolnshire and Rutland has ambitious plans for housing growth through developments that are sustainable, green, affordable and contribute to the Net Zero agenda.

### Attracting developers and homebuyers

Greater Lincolnshire and Rutland strives to be attractive to private sector developers who want to build new homes. Likewise, we want homebuyers to look to our area for homes that enable them to work locally and live a healthy, active life, contributing to a Net Zero society.

Viability challenges remain in some of our inner urban areas, where brownfield development is key to improving our neighbourhoods and town centres. Many sites are unviable, due to higher development costs through demolition and land remediation, set against low property values. Market-making schemes supported by public funding are required to make a step change to increase values in some of our towns.

### Access

To attract residents and businesses and encourage them to stay in the region, it is important that we provide homes in accessible locations, with good connectivity to better skilled jobs, education, and a good quality of life. Doing so will also deliver growth in our priority sectors, particularly defence and security, agri-food and manufacturing.

### Local Plans

We are preparing for an acceleration in housing delivery, with 7 Local Plans either adopted, under review or in development which are prompting sustainable housing growth to meet

need. Although nationally the pressure in the housing market is considered to be concentrated in the greater South East, too many people in Greater Lincolnshire and Rutland cannot buy a local house on the average local wage, despite the median house price remaining one of the lowest in England.

Local authorities are responding to this situation through prioritising the delivery of sustainable and affordable housing, working collaboratively with delivery partners and exploring and securing funding opportunities such as Town Fund investment, Levelling Up Fund submissions, or securing grant funding with Registered Provider partners from Homes England. Greater Lincolnshire and Rutland is planning for significant housing delivery (some areas, such as Gainsborough, are planning for increases in home numbers of up to 47%), so across the area substantial infrastructure will be required to achieve sustainable communities.

Together, the 7 Local Plans will set out our transformational plans for growth, based around the needs of the local communities and economies. These 7 plans cover the whole of Greater Lincolnshire and Rutland, delivered by 10 Local Authorities.

### Green infrastructure

Investment in strategic (green) infrastructure will support housing growth, making homes and communities more attractive and sustainable, supporting access to employment and promoting health and wellbeing for residents. Grimsby has Towns Fund investment to support town centre development, with the ambition to be a low carbon development.

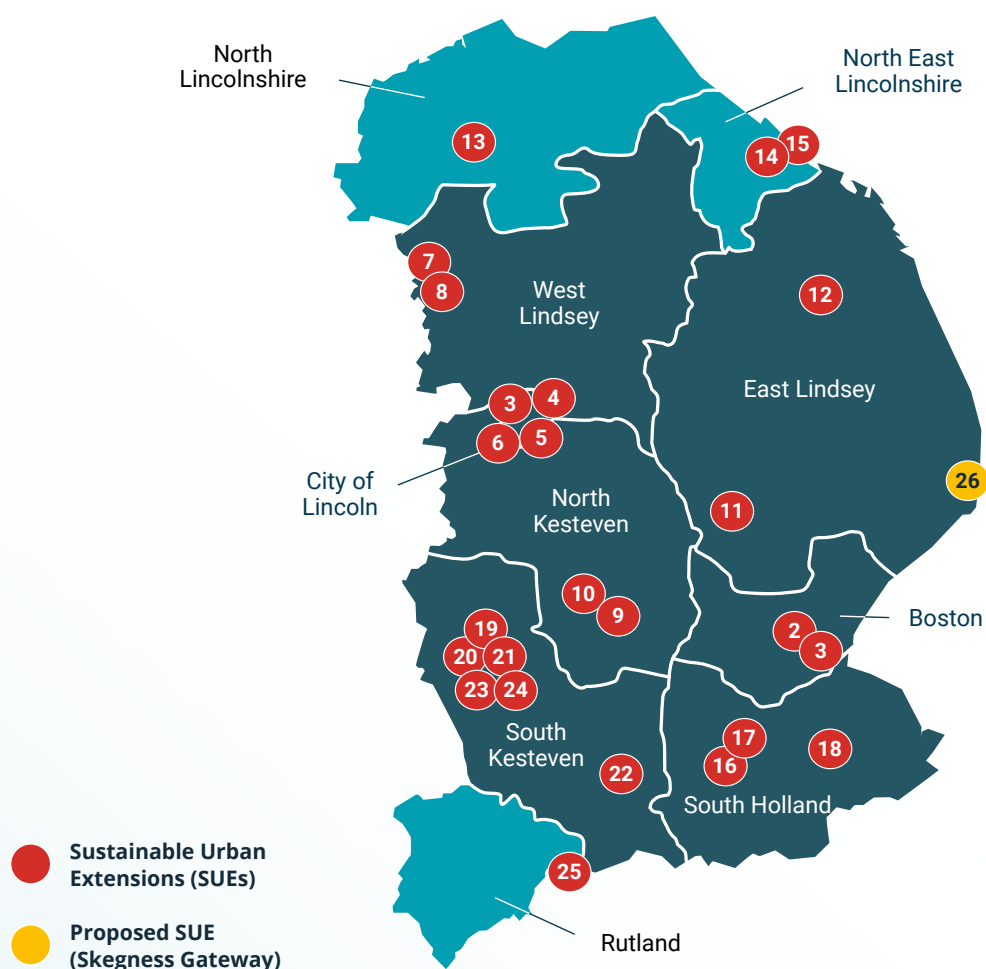
Other work to promote biodiversity, active travel opportunities and access and use of open space will also help deliver places where people want to live.

## Spotlight projects

Housing is a strategic infrastructure need and providing the right housing in the right places will deliver more growth in the region. To enable housing providers to respond to and deliver growth, infrastructure such as energy provision, transport, and water management must be in place.

The Sustainable Urban Extensions (SUEs) being planned and delivered across the region build on and encourage investment in these strategic needs, as well as delivering a raft of local needs. The SUEs map shows where major housing growth is planned and where the majority of the 100,000 dwellings to be built by 2031 will be concentrated. The need for infrastructure improvements to open up SUEs is detailed in Appendix 1, demonstrating the inter-dependencies between housing and other areas of strategic infrastructure.

**Map 2:** Greater Lincolnshire and Rutland Sustainable Urban Extensions (SUEs)





## Key

	Local Plan	SUE name	Number of dwellings
1	Boston	Land south of Chain Bridge Road (Sou006)	1,515
2	Boston	Land south of North Forty Foot Bank (Wes002)	1,138
3	Central Lincs	Western Growth Corridor	3,200
4	Central Lincs	North East Quadrant – Lincoln	1,400
5	Central Lincs	South East Quadrant	6,000
6	Central Lincs	South West Quadrant – South Hykeham	2,000
7	Central Lincs	Gainsborough Northern Neighbourhood	2,500
8	Central Lincs	Gainsborough Southern Neighbourhood	2,500
9	Central Lincs	Sleaford South Quadrant	1,450
10	Central Lincs	Sleaford West Quadrant	1,400
11*	East Lindsey	Woodhall Spa/Coningsby/Tattershall	729
12*	East Lindsey	Louth – across the town	1,204**
13	North Lincolnshire	Lincolnshire Lakes	6,000
14	North East Lincolnshire	Grimsby West	3,300
15	North East Lincolnshire	Land West of Humberston Road	1,700
16	South Holland	Holland Park SUE, Spalding	2,250
17	South Holland	Vernatts SUE, Spalding	4,000
18	South Holland	Holbeach West, Holbeach	900
19	South Kesteven	North West Quadrant SUE	3,354
20			
21			
22	South Kesteven	Elsea Park, Bourne	2,400
23	South Kesteven	Prince William of Gloucester Barracks (allocation GR3-H4)	3,500-4,000
24	South Kesteven	Spitalgate Heath, Garden Village (allocation GR3-H1)	3,700
25	South Kesteven	Stamford North	1,300
26	East Lindsey	Proposed: Skegness Gateway. See ch. 3.2	1,000

\* These developments are not designated SUEs in the Local Plan. They reflect clusters of housing developments within the Local Plan.

\*\* Number of dwellings made up from several significant developments.

## What We Will Deliver

### Through further collaboration and with sufficient investment, we will:

- i. Channel the work of the SIDF to encourage collaboration across the region, to coordinate infrastructure opportunities that will bring about housing growth. This will include working with utility companies to consider requirements at a regional rather than local level.
- ii. Collaborate with the construction sector, exploring opportunities for testing local energy solutions in strategic housing (and employment sites) focusing on SUEs, and work with Homes England to pilot low cost home energy solutions.
- iii. Identify and understand the supply chain requirements that will be a catalyst for Modern Methods of Construction (MMC) in the region, with a view to developing a centre of excellence to train and drive growth in MMC focused on creating sustainable, low carbon, local solutions to growing housing stock.
  - a. MMC & sustainability: seven Greater Lincolnshire local authorities and the LGA have jointly commissioned SQW Group to complete a study into what is desirable / realistic in a rural setting like Greater Lincolnshire. The findings of the study will be reviewed and relating actions will be delivered through the Greater Lincolnshire Infrastructure Group.
- iv. Work with Homes England to develop housing pipelines and support national, regional and local partners and suppliers to understand the opportunities for investment in housing in Lincolnshire, driving new commercial interest, and work to:
  - a. Overcome investment and other barriers, including viability, to get the housing market moving. On a local level, this could include consortia bidding for sites, and;
  - b. Address physical barriers – focused on developing a flood resilient housing stock;
  - c. Support the delivery of affordable quality homes in areas of greatest need, building the right homes in the right places.
- v. Seek powers to improve sub-standard private rented housing across Greater Lincolnshire.
- vi. Harness the drive for Net Zero by maximising opportunities for private sector-led retrofitting, to reduce embodied carbon and operational emissions, and deliver affordable warmth, and;
- vii. Maximise the impact of acquisition and disposal of One Public Estate assets to support the housing stock and regeneration of communities.



North East Lincolnshire Housing

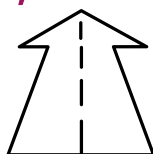
## Movement of People and Goods

### Our region in numbers



75% of the UK population is within 4 hours' drive of Greater Lincolnshire.

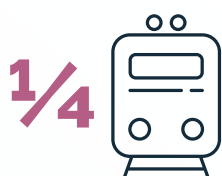
11,000km



Our region's road network is 11,000km long, with 38km of motorway, 1,374km of A roads and 9,600km of B roads.



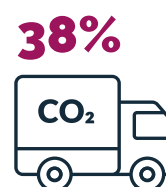
We have 5 seaports: Immingham, Grimsby, Boston, New Holland & Sutton Bridge; 1 international airport: Humberside; and 1 Freeport: The Humber.



1/4 of the UK's total rail freight traffic passes through Greater Lincolnshire's ports.



30% of businesses in Greater Lincolnshire cite poor transport infrastructure as a key factor preventing investment and growth.



38% of all carbon dioxide emissions in Greater Lincolnshire are attributed to transportation.

### Our objectives

'Through investment in the way we move people and goods within the rural and urban areas of our region, and through the gateways into Greater Lincolnshire and Rutland, we will level up and drive inclusive economic growth, and contribute to decarbonisation and climate adaptation.'

## Our key considerations and guiding principles

### Strategic and local schemes

Transport infrastructure projects in Greater Lincolnshire and Rutland vary in scale and need different levels of investment. Some need major national investment, with growth implications for the UK economy. Others are more modest local schemes that will contribute to decarbonisation, enable local growth, and achieve levelling up in Greater Lincolnshire and Rutland.

SIDF partners' strong relationships with the Sub-regional Transport Bodies (Midlands Connect and Transport for the North) are essential for delivering cohesive and prioritised investment.

### Rural transport needs

Maintaining a convenient transport system that offers choice and value for money is key. For many across the large *rural* expanses in Greater Lincolnshire and Rutland, this is likely to mean travelling by car. However, with the onset of EVs, different charging options are needed now. Greater Lincolnshire's rural public transport network, including our innovative Demand Responsive Transport services, is essential for enabling rural communities to access key services, jobs and training, but it requires future investment to ensure accessibility for all and respond to the need for greener, sustainable transport.

### Urban transport

In our *urban* areas (including our larger market towns), infrastructure plays an important role in enabling more active and sustainable travel. Shorter vehicle trips can be replaced by more active modes of transport and greater use of our public transport network. This will provide a boost to the economy and the environment by reducing congestion, improving air quality, and creating more welcoming and cleaner urban centres.

### Enabling investment and growth

Our data shows that 30% of businesses in Greater Lincolnshire believe poor transport infrastructure is a key factor preventing business growth, with 12% citing it as the single most important factor. The lack of appropriate transport infrastructure is given as a key reason for not investing in their own sites and businesses, as well as potentially restricting new investment into the area.

These figures show the potential to support business growth as we invest in our transport infrastructure, particularly if investment is linked to logistics, ports and industry clusters as well as meeting the needs of key sectors and assets – notably the expansion of the Humber Freeport, the offshore wind industry and the UK Food Valley.

### Gateways into Greater Lincolnshire

We aim to increase connectivity, both within the region and to the UK's strategic road and rail networks and ports, by focussing on improving links with other regional centres and the creation of economic corridors such as the A16 food corridor route to Peterborough; the A17 links to/from the wider Midlands area, East Anglia and the A1; and the A46 Trans-Midlands Trade Corridor. Further, the A15 is critical to improving access into Greater Lincolnshire from the west and the Sheffield City Region. Our international gateways – the ports and airport – need to be strengthened, including better access to, and investment in, the new Humber Freeport area.

To build on the significant contribution of Greater Lincolnshire and Rutland to UK PLC, we must keep working with national and regional partners such as Midlands Connect and the Northern Powerhouse to increase freight volumes, tourism and safe and effective commuting across boundaries.

**Map 3:** Greater Lincolnshire and Rutland Transport and Connectivity**Key****North-South**

Road: A1

Rail: East Coast Mainline

**Midlands-S Humber Ports**

Road: M18-A15-A46

**Midlands-East Anglia**

A52-A17

**Boston-Peterborough**

A16 (includes LUF Round 1)

**Humber Ports-Doncaster**

Freight Rail

**Airport****Major Port**

### North-South Routes including the A1, A15 and A46

Part of National Highways England's Strategic Road Network (SRN), the North-South routes including the A1 and A46 are some of the major gateways into Greater Lincolnshire and Rutland. Their role is to facilitate the efficient movement of goods and people while providing vital accessibility and connectivity for the immediate area, wider region and nation as a whole.

Many of our priority sectors operate with just-in-time business models, requiring efficient connectivity and high-quality infrastructure so that goods can reach their destinations on time. Investment in these routes is essential to improve productivity and support growth in these sectors.

Investment outside of Greater Lincolnshire is also critical to growth in the area – including National Highway's investment in a Newark bypass that will cement the A46 Trans-Midlands Trade Corridor and connect the M5 with the Humber Ports, providing greater safety, journey reliability and reduced congestion. As part of Midlands Connect Road Investment Strategy 2, a continuous dual carriageway from Lincoln to Warwick will support the growth potential of all of the Greater Lincolnshire priority sectors, harnessing the collective £115 billion value of output of those businesses located along the corridor.

### East-West Routes

Access from the A1 to the east and west of the UK provides challenges, which could lead to opening up more accessible routes. Transport for the North acknowledges the challenges faced in moving people and goods across the UK from east to west. Investment is required to improve both rail and road links and improve connectivity to the North and West cities and towns.

### Rail

Rail is important for moving both people and goods. Greater Lincolnshire and Rutland need additional network capacity and speed to grow our freight capability and benefit the area's businesses. This applies particularly to freight coming from our ports, as well as regional freight movement east to west, to hubs like Leeds, Manchester and Liverpool.

We need to balance the benefits of freight investment against the disruption of freight passing through the county and the impact on passenger services. We will lobby for increased and faster connectivity and reliability for rail passengers, including better rail services to London and the Midlands, and improved rail links from the north and south of the county, for both passengers and freight, north-south and east-west.

## Decarbonisation

At present 38% of Lincolnshire's total carbon dioxide emissions are attributed to transportation. This SIDF, in line with Lincolnshire County Council's Local Transport Plan 5, for example, advocates stronger infrastructure for future-ready, green transport, for both passengers and freight. Providing the right



infrastructure in the right places is part of this solution, as is supporting the use of electric and low-carbon vehicles, enabling active and sustainable travel. We believe in championing innovation in low carbon technologies for freight and logistics and providing a net zero public transport network.

### Freight transport

Greater Lincolnshire and Rutland's transport links have the potential to become preferred routes for logistics operators due to their location within the UK's logistics golden triangle (Midlands, East of England and Yorkshire and the Humber). Development to increase the use of alternative fuel vehicles to transport goods is essential. These operators support our priority sectors, particularly agri-food manufacturing and energy where we have businesses who are driving innovation in alternative fuels.

### EV charging points

These are becoming more available to residents but there is a need for more charging facilities across the region. Lincolnshire is leading on a Midlands-wide Local Electric Vehicle Infrastructure (LEVI) pilot in association with Midlands Connect, which will deliver over £3m of Government and private investment to provide on-street residential EV charging in largely rural areas. This will be a catalyst for higher EV ownership and innovation in delivery models, and will raise the profile of EVs across Greater Lincolnshire.

## Accessibility (moving people)

Strategic infrastructure needs to encourage the provision of local facilities, improve virtual connectivity through digital connections, and provide improvements to walking and cycling routes. We need sustainable modes of transport to connect residents to their local communities so they can contribute to the local economy and access places to work and socialise, as well as key services like education and healthcare. This will be achieved through investment in improving and extending our existing network, and through the strategic planning of Sustainable Urban Extensions (SUEs).

This SIDF advocates improving connectivity to all of these services and finding sustainable ways of doing so. Our young people aspire to better education and better job opportunities, which means we need to improve connectivity for education, training and workplaces.

## Freight

Demand for freight capacity is likely to increase, particularly from priority sectors.

Parts of Greater Lincolnshire's network, especially in the south of the county, are impacting productivity and growth. Single carriageway roads used to transport haulage and move agricultural machinery slow down traffic and, along with limited capacity on the network, are all contributing factors.

To strengthen our freight capability, we need a mixture of road and rail improvements, and access to alternative fuel provision. This will improve capacity and speed, and help us respond to growth opportunities in our priority sectors.

## Spotlight Projects



### **Sector: Ports and Logistics** *The North Hykeham Relief Road*

The region has been successful in securing funding to deliver projects that will improve connectivity in the area and support our priority sectors to move goods and access the rest of the UK efficiently. One example of this is the North Hykeham Relief Road. Funding has been secured for this development, which featured in the 2021 SIDP as a priority project.

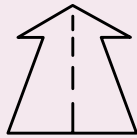
This new highway will provide an additional east-west route around Lincoln for local and national traffic, improving access between the strategically important A46 and the eastern side of Lincoln.

The route will create sustainable economic growth in the ports and logistics sector by improving access to the Humber ports, Freeport and airport. It will also boost the visitor economy, improving access to the Greater Lincolnshire coast as part of the Lincolnshire Coastal Highway. It will support delivery of the Sustainable Urban Extensions (SUEs) by providing access to the identified housing sites, and will improve a key route into the City of Lincoln.



Credit: FreshLine





## **Sector: Agri-food, Ports and Logistics**

### *The A17/A16 Economic Corridor*

Significant investment is required to deliver better connectivity in one of the key economic corridors in the region.

Industry in the south of Lincolnshire, particularly in the agri-food sector, depends on the efficient movement of freight along the A17. However, the risks along the route and its limited capacity mean that it is at significant risk of becoming a major constraint on the current growth of these industries, which are important contributors to UK PLC.

One such risk is the Cross Keys Bridge at Sutton Bridge. The Grade II\* listed swing bridge carries the A17 between Lincolnshire and Norfolk, over the River Nene, 4 miles east of Long Sutton. Around 359 times a year, the bridge opens for river traffic which means road traffic can't pass across it.

This causes delays along the route and heavy congestion in the area, significantly impacting the businesses which transport goods along this strategic economic corridor. The impact of these closures is felt daily by those in the area's growing logistics sector. Moreover, the risk of a longer closure of the bridge due to repair, maintenance or malfunction would have huge economic impacts on these businesses, which would be forced to take lengthy diversions following the A1101 and A47 via Wisbech.

While the risks posed by Cross Keys Bridge can be managed through maintenance and improvements to the bridge itself, its daily constraint on the route adds greater weight to

the need for investment along key aspects of the A17 to safeguard it as a strategic economic corridor. One objective of the Greater Lincolnshire SIDF is to ensure that the A17/A16 secures investment to improve these routes and deliver the anticipated growth.

LUF 1 investment of £20m has already been secured for the A16 corridor between Boston and Spalding, comprising junction improvements and active travel enhancements to reduce congestion, improve connectivity and open the area up for future investment.



Cross Keys Bridge, Sutton Bridge

## What We Will Deliver

**Through further collaboration and with sufficient investment, we will:**

- i. Open strategically important routes, corridors and sites, and improve connectivity throughout Greater Lincolnshire, to access the logistics Golden Triangle, improving access to the North-South and East-West of the UK and beyond. This will ensure a resilient and reliable transport system for the movement of people, goods and services.

We will do this by:

- a. ***Making improvements to the M1/A1***, to promote safer journeys and to improve capacity and route speed for freight journeys.
- b. ***Understanding the opportunities to improve the A15 route*** for freight and as an economic growth corridor, allowing access to the SRN and international gateways via the M180, recognising the importance of RAF Scampton, Hemswell Food Enterprise Zone, the Agricultural Growth Zone, and links to the Humber Ports (including the Freeport, and Europarc).
- c. ***Investing in the A17/A16***, to maximise UK Food Valley freight efficiency including access to the A1, the Trans-Midlands Trade Corridor, the national strategic road network, and international gateways.
- d. ***Understanding other gateway pinch points***, which hinder access into and out of Greater Lincolnshire and Rutland from key economic centres.
- e. ***Improving surface and potentially rail accessibility to Humberside Airport*** through improvements to the A180/M180 and investing in a new A18 bridge.

- f. ***Developing additional capacity on the rail network*** that enables freight growth with benefits for Greater Lincolnshire's businesses, as well as regional freight movement (Greater Lincolnshire to Leeds, Manchester and Liverpool). We will support improved passenger services within Greater Lincolnshire, to regional centres, and to London, including price, speed, frequency and quality of services.

- ii. Reduce transport-related carbon dioxide emissions and protect and enhance the natural and built environments, through sustainable transport solutions, supporting the introduction of low-carbon technologies, and reducing reliance on fossil fuels, by:
  - a. ***Establishing active travel routes*** that support our growth sectors (including green tourism), enable access to jobs, and boost the green economy.
  - b. ***Supporting the introduction of low carbon technologies*** and developing universal access to alternative transport fuels including hydrogen. This will include options for the development of an alternative fuel demonstrator, supported by refuelling infrastructure, to further the competitive advantage of our freight and logistics sector and to enable the effective operation of a net zero public transport and refuse fleet.
  - c. ***Supporting aviation decarbonisation opportunities at Humberside Airport***, through infrastructure provisions associated with the development and operation of the proximate Airport Business Park.
  - d. ***Developing the strategic distribution of EV charging points and energy***

## 2.6

*distribution*, to further enable the decarbonisation of Greater Lincolnshire's transport networks.

- e. **Investing to upgrade the region's bus fleet**, to improve the uptake of public transport, meet the green agenda, and create passenger growth/post pandemic recovery. This will include a pilot e-bus programme in urban areas across Lincolnshire.
  - f. **Upgrading our existing rail stations and promoting new stations** in key rural areas to enable greater accessibility to rail services and alternative commuting options. This will build on our 'Access to Stations' studies and support local journeys as well as linking to the strategic rail network.
- iii. Provide equal opportunities through improvements in accessibility to key local hubs and services by sustainable modes of transport. This will enable areas of disadvantage and remote areas to connect with employment, healthcare, social and leisure opportunities.

We will focus on:

- a. **Improved internal connectivity:** promoting focused investment to enable residents to access jobs, training and leisure opportunities within Greater Lincolnshire, including through active travel and green transport solutions.
- b. **Rurality:** using opportunities to address the associated challenges in connectivity and accessibility of safe, affordable, convenient transport. This will include providing infrastructure that allows green travel in our rural areas and local service centres (including by car), access to Demand Responsive Transport, and capitalising on opportunities to expand and develop the Midlands Connect Rural Mobility Hub Pilot in Greater Lincolnshire.
- c. **Coastal Connectivity:** enabling resident flow from the coast to essential services, including access to employment and healthcare. The visitor economy is essential to the viability of growth in the coastal areas of Greater Lincolnshire and accessibility of these resorts by car (including EV), rail and public transport is essential to help the sector thrive.



Demand Responsive Transport, Lincolnshire

## 2.7 Water management and flooding

### Our region in numbers

**186**



186 miles of coastline.



High risk of tidal and fluvial flooding.

**45%**



45% of land at risk from flooding.

**274,886**

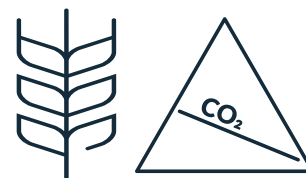


274,886 homes are in flood risk areas.

**1/3 less**



1/3 less rainfall than the UK average and one of the UK's driest regions.



Key sectors dependent on water management – agri-food and Net Zero.

### Our objective

'Working collaboratively across Greater Lincolnshire and wider to manage the effective supply and management of water, to support sustainable residential and economic growth balancing the need for a cohesive approach to east coast flood risk management and climate adaptation, while maintaining water supply to water intensive sectors during dry periods.'

## Our key considerations and guiding principles

### The water management challenge

Water management is complex in Greater Lincolnshire and Rutland – we need to keep the floods out, bring fresh water in, and manage how water is stored, recycled and drained away. This is fundamental for growth and future sustainability.

Effective water management is vital to water-intensive sectors like agri-food, while security from flooding is a strategic infrastructure requirement, providing confidence for growth, particularly in the coastal visitor economy and the development of new homes to support a growing population.

Given our unique position, there is an opportunity to support innovation and research and development around flooding and water management.

### Flood risk

Greater Lincolnshire and Rutland's low-lying and coastal geography places the region at a high risk of tidal and fluvial flooding, exacerbated by climate change and rising sea levels. Much of the risk is in the coastal areas and along the eastern border but it is not just limited to the Greater Lincolnshire coast; the issue persists beyond the region.

### Water scarcity risk

The area is also one of the UK's driest. Our key sectors, including agri-food, tourism and manufacturing, are highly dependent on water, so sustainable supplies are critical for growth.

### Capital required for flood safety

While our region is home to 25% of England's Grade 1 agricultural land, all of it falls within flood zone 2, which is land defined by the Planning Practice Guidance (PPG) as having a medium probability of flooding. This could put our nationally important agri-food sector at risk and reduce its potential to deliver UK food

security. This means any developments need greater capital investment to control, mitigate and manage the residual risks of flooding, potentially impacting the investment potential of the area and threatening UK food security.

### Coastal flood risk

A large proportion of Greater Lincolnshire and Rutland's food logistics hubs are in flat and low-lying areas like the Fens and along the Humber Estuary, with much of the land in flood zone 2. Flood risk in these areas comes from both the sea (greatest consequence flooding), and fluvial flooding.

### Water management takes priority

Water management takes an atypically high priority in planning Greater Lincolnshire and Rutland's development. This is because large parts of the region that are important to the national economy are at flood risk, and the supply of water to water-dependent businesses is of crucial importance.

### Reservoir development plans

Anglian Water's Rutland Water, Oakham, is England's largest reservoir by surface area, covering 4 square miles. It supplies much of the water for the East Midlands. There are plans to improve water sustainability by creating a further 2 reservoirs, one in Lincolnshire and one in Cambridgeshire. These are currently out to consultation as part of Anglian Water's Water Resources Management Plan.

### An integrated strategy

The SIDF 2023 supports an integrated adaptation strategy and whole-system approach to water management, flood risk and climate adaptation, building on partnership approaches such as the Humber 2100+ strategy and linking actions across the region and beyond. It promotes collaboration and a strategic area-wide view, driven by data,



## 2.7

to ensure that the right infrastructure is in place at the right time to support sustainable growth – including supporting UK food security. Effective flood and water management will also have positive environmental benefits, increasing biodiversity and habitat creation in Greater Lincolnshire and Rutland.

### The Wash

The Wash area doesn't just affect Greater Lincolnshire and Rutland – it also affects Cambridgeshire, Norfolk and associated prime agricultural land. Connecting and sharing knowledge with the Future Fens programme, a long-term adaptive plan for flood infrastructure, is also vital.

### Integration between stakeholders

At present, water issues including flood risk and surface drainage are largely handled by individual companies and agencies on a scheme-by-scheme basis. Collaboration is key to overcoming this fragmentation. Greater Lincolnshire and Rutland want to work with Anglian Water, the Environment Agency, Internal Drainage Boards and others to develop an integrated water supply, climate adaptation and flood risk management approach – to try to guarantee flood resilience and water supply into the future.



Coastal Lincolnshire





### Sector: Agri-food

#### *Water management in the agri-food sector*

Because of its scale and importance, the agri-food sector is a voracious consumer of clean water. It also requires effective land drainage to maintain its productivity. Our region produces 30% of the nation's vegetables and 18% of the poultry, and in 2019 our agri-food sector had an output of over £2bn.

Greater Lincolnshire and Rutland is home to 3 Food Enterprise Zones (FEZ). Investment and growth in the sector will only increase water demands, and without appropriate water management measures this need will constrain growth and threaten UK food security.

The sector is also an important source of water management innovation. On-farm reservoirs are routinely used to capture and store rainwater falling on the roofs of the area's large greenhouses and associated packhouses, making the greenhouses water-neutral. Most greenhouse sites will produce more water than they need, meaning that additional water collected can be used to support outdoor crop production, taking pressure off abstraction or piped supplies.

While this approach is valuable, it is currently practised at the individual farm level and has not been strategically deployed.

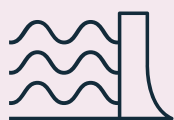
The impacts of climate change directly challenge the sector, with increasing pressure predicted on water supplies in the future. Some producers are already reporting

difficulties growing their businesses due to insufficient supplies of clean water. While this is a concern, there are even more serious risks posed by periods of extreme rain resulting in floods. This water then goes out to sea via the main rivers or pumping, and there are missed opportunities to collect it for future needs.

Our region is working with the Environment Agency on the Future Fens Adaptation Strategy, which positions water and water management as an enabler of growth in Greater Lincolnshire and Rutland's agri-food sector. Knowledge and experience from this work will help the sector benefit from cohesive action and will support innovation and resilience in UK food security.



Bridge Farm



**Sectors: an infrastructure project that will support Energy, Agrifood, Visitor Economy**  
*Lincolnshire Reservoir*

50% of Anglian Water's supply comes from 4 reservoirs, including Rutland Water in Greater Lincolnshire and Rutland. The remainder comes from underground aquifers.

As part of Anglian Water's 25-year Water Resources Management Plan a new reservoir is proposed south-east of Sleaford, with the aim of delivering a reliable, future-proofed water supply. This follows extensive analysis and site selection and is now subject to a non-statutory public consultation.

The new reservoir will store 160m litre of water per day – enough for 500,000 homes. It will collect and store water during the winter when there are peak flows, improving drought resilience and providing water capacity to

meet the needs of a growing population in one of the UK's driest, lowest-lying areas.

The reservoir proposals seek to harness economic, social and environmental benefits including:

- The creation of new habitats, green space and leisure opportunities
- Increased environmental protection, since the reservoir will reduce the amount of water taken from rivers and aquifers

The proposal is part of Anglian Water's plans to be carbon Net Zero by 2030.



Culverthorpe, North Kesteven

## 2.7

### What We Will Deliver

**Through further collaboration and with sufficient investment, the SIDF will help to co-ordinate infrastructure investment and multi-agency responses to:**

- i. Help protect agricultural land from the risk of tidal flooding, through effective water management strategies to protect UK food production.
- ii. Minimise the risk and impact of tidal and fluvial flooding to the area's residents, businesses and strategic infrastructure, and support the effective collaborative development and delivery of key strategies and initiatives such as:
  - a. the Adaptive Resilient Coastal Communities (ARCC), the Shoreline Management Plan 4 (Gibraltar Point to Hunstanton) and the Saltfleet to Gibraltar Point Strategy.
- iii. Become more efficient at using water in domestic and commercial settings, to reduce water wastage, ensure a resilient supply, and to retain excess water and redistribute it during arid periods to include:
  - a. the potential of on-farm water management infrastructure (reservoirs, abstraction points, underground distribution systems and software/sensors to optimise water application).
  - b. Commercialisation of agri-tech innovation pilots.
- iv. Develop the contribution and relevance of the Future Fens and the Fens for the Future projects to Greater Lincolnshire and raise the importance of these initiatives as part of a national conversation.
- v. Support the need for and development of the nationally significant South Lincolnshire Reservoir, while maximising its benefits for Greater Lincolnshire.



Flooding in Lincolnshire

## Waste and circular economy

### Our region in numbers

**10%**

10% of Greater Lincolnshire & Rutland's overall waste is collected by the local authority.

**>350,000 tonnes**

More than 350,000 tonnes of waste is dealt with by Lincolnshire Waste Partnership (which does not include North Lincolnshire, North East Lincolnshire and Rutland).

**~57%**

Around 57% of this waste is converted to energy through Lincolnshire's Energy from Waste Facility.

**50%**

50% of the total waste stream in Lincolnshire comes from agricultural services.

### Our objective

'To drive clean growth by addressing emerging market needs and opportunities through industrial symbiosis, energy from waste, and supporting sector strengths to develop Anaerobic Digestion (AD).'



## Our key considerations and guiding principles

### Circular economy

A circular economy works by maximising the use of materials and resources through recycling, reusing, and repairing as much as possible. This helps reduce energy use and carbon consumption by reducing demand for 'new' goods.

Adopting this approach helps us minimise the waste of resources, including time, money and energy, and maximise the use of assets, including our buildings and the skills of people.

A circular economy benefits the wider economy. Unlike a traditional consume-and-discard model which relies on imports from outside the area, circular systems can create jobs locally.

### Waste-to-energy

Greater Lincolnshire and Rutland has been using waste to create energy since 2014 when the North Hykeham Energy From Waste facility was made fully operational. The plant treats up to 190,000 tonnes of residual waste, diverting it from landfill and exporting 105,000 MWh of electricity in the process. It takes waste from 5 waste transfer stations across the county.

Nearly all North East Lincolnshire's household waste that cannot be recycled is used to generate electricity at the Energy from Waste Plant near Stallingborough. Less than 5% of waste goes to landfill. Several waste to energy projects are in development in Northern Lincolnshire.

While the current plants are success stories, they still require the transportation of waste across large areas. Additional resources and investment would reduce the amount of travel, reducing future carbon emissions and delivering efficiency savings for the region.

### Climate change and industry

In Greater Lincolnshire and Rutland we have large areas of high-quality agricultural land, a nationally significant food manufacturing base, and a large-scale energy sector. This makes us vulnerable to the impacts of climate change, declining natural capital and increased prices of raw materials. These sectors, particularly agriculture, typically generate high levels of waste and carbon through their activity.

In order to future-proof our economy and remain competitive, we need to tackle the waste and carbon. This will also contribute to addressing climate change.

### Rural locations

The rural nature of our region presents a challenge for the circular economy. Typically, the circular economy works well in urban centres where sharing resources is easier. However, by taking a regional approach, the SIDF gives us an opportunity to explore the interdependencies between rural and urban areas and make linkages that enable a truly circular system.

### Enterprise zones and market towns as testbeds

There is a huge opportunity for us to use our Enterprise Zones and market towns to test and innovate around the circular economy model, by encouraging collaboration and demonstrating the positive impact of circular practices.

Examples of using these areas to introduce the circular economy are already in play, with companies like Global Berry at Hemswell and Corrboard at Scunthorpe. Corrboard has invested in state-of-the-art machinery to reduce energy consumption, creating an anaerobic digestion plant to supply their energy needs with sustainable biogas.

## The circular economy ties in to all 3 of the SIDF's cross-cutting themes:

### *Social infrastructure*

A Social Economy Strategy for Greater Lincolnshire (2021-2031) recognises the importance of social economy and social capital in achieving a circular economy in Greater Lincolnshire and Rutland. In particular, it notes the third sector's potential to deliver circular economy approaches through their well-practiced methods of sharing resources, skills and time across partnerships.

### *Skills*

We can make the most of our human capital by upskilling our residents to better contribute to the circular economy and attracting people with the right skills to live and work in the region. Part of this will involve sharing skills, knowledge and research across our industries, especially in emerging sectors where our region plays a leading role, such as hydrogen use and carbon capture.

### *Decarbonisation*

The circular economy is recognised as a robust, achievable, and essential way to deliver decarbonisation.

### **Local opportunities**

For Greater Lincolnshire and Rutland, understanding the local opportunities for circular economy implementation is vital, and this is currently being addressed by the Greater Lincolnshire LEP. The work will include discovering which sectors could benefit most from investments towards a circular economy model, the changes to systems that will be required, and the collaborations that could be set up or enhanced to achieve efficiencies, growth and decarbonisation.

### **Local and national government**

Government has a role in making sure infrastructure and services are in place to support circular business models, and industry has the resources to make it happen. It must change systems and regulations so that private, public, and voluntary sectors can collaborate, innovate and provide efficiency and growth.





### Sector: Agri-food

#### *Greenhouses and Controlled Environment Agriculture (CEA)*

Greenhouses and Controlled Environment Agriculture (CEA) development offer Greater Lincolnshire and Rutland significant opportunities for the local economy and decarbonisation in the region.

These technologies are at the forefront of innovation in agriculture, and Greater Lincolnshire and Rutland's organisations are playing an active part in their development. Added-value processing, sustainable energy use, re-using 'waste' CO<sub>2</sub>, and integration with wider energy systems (such as exporting surplus power to the grid), are all areas of active R&D and technology deployment in the sector.

Carbon dioxide sources are beneficial in the agri-food sector, leading to improved growth rates and increasing crop yields by up to 30%.

High CO<sub>2</sub> production linked to the industrial cluster on the Humber bank or power plants, such as the Energy from Waste plant, are already being used to supply agriculture and provide great opportunities to deliver circular economy practices in Greater Lincolnshire and Rutland. CO<sub>2</sub> is liquified at the site where it is produced, and transported by lorry to the greenhouse unit.

The UK Food Valley programme has identified 3 areas with high potential to deliver a circular economy approach via greenhouses and CEA:

- **The South Humber bank**, which has port access, waste heat sources, flat land and an established food processing cluster.
- **South Lincolnshire** which has the UK's largest fresh produce processing and logistics cluster, and a rapidly growing greenhouse cluster.
- Other estates where landowners are investigating the potential to introduce these schemes as part of their response to changes in agricultural policy.

To achieve the potential opportunities in Greater Lincolnshire and Rutland, and establish a truly circular economy within the agri-food sector, further investment will be required. The goal is to deliver a 'Greenport' approach to the sector, where a cluster of greenhouses is integrated with local added-value processing and marketing, a technology and skills cluster, and shared services.



## Sector: Agri-food

### *Global Berry, Central Lincolnshire Food Enterprise Zone*

Global Berry have recently invested in a site at Nocton, North Kesteven, with 3.6 hectares of new and refurbished glasshouses, with the aim of expanding their offering of strawberries. They are also looking to expand further at Hemswell, West Lindsey, which forms part of the Central Lincolnshire Food Enterprise Zone.

The company is currently going through the planning process to build a Food Park – an intense form of agriculture. The Food Park will include:

- A series of smart glasshouses totalling 32 hectares
- A distribution and lorry park
- A hostel for workers
- A community hub

Electricity, heat, CO2 and water will be delivered via a renewable energy source or other green renewable initiatives, through an onsite energy centre fed by a co-located existing anaerobic digestion plant.

The project is a great example of co-location. The anaerobic digestion plant, which is also due for expansion, will help make the site fully sustainable, identifying Greater Lincolnshire and Rutland as a forerunner in innovation in the circular economy.

The Food Park will offer growers of all types of fresh food produce an opportunity to make ground-breaking developments in the horticulture industry.



Central Lincolnshire FEZ Layout (2021)

## What We Will Deliver

**Through further collaboration and with sufficient investment, we will:**

- i. Support investment in AD located strategically across Greater Lincolnshire, building on the success of the Biogas food waste recycling plant at Hemswell (including agricultural bi-products) and utilising the 30,000 tonnes of food waste generated in Greater Lincolnshire each year.
- ii. Focus support to develop Greater Lincolnshire's circular economy – starting with a feasibility study and strategy led by the Greater Lincolnshire LEP in October 2022.
- iii. Develop waste services across Greater Lincolnshire that can respond to the domestic and commercial growth of the area and find a productive use for all forms of waste.
- iv. Seek investment which helps businesses in all sectors to easily invest their waste into the circular economy, providing support for further green growth in Greater Lincolnshire.
- v. Support localisation and the shortening of supply chains through:
  - a. inward investment and business support.
  - b. partner review of procurement rules to help embed circularity.
  - c. ensuring planning and other regulatory requirements support, where possible, development and growth in circular economy activities.
- iv. Promote commercial innovation around the utilisation of food waste, road verge and garden waste to produce fuel ethanol, food grade CO2 and, via lining processing, hydrogen, which in turn can look to fuelling waste fleets.



Altalto waste-to-fuels investment

# Greater Lincolnshire and Rutland Distinctive Places

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## 3.1 Greater Lincolnshire and Rutland's distinctive places – introduction

Greater Lincolnshire and Rutland's economy is diverse and dispersed, which brings both opportunities and challenges.

The Local Industrial Strategy (LIS) and the most recent Greater Lincolnshire LEP Economic Strategy use the idea of 'spatial corridors' to reflect economic and sectoral geographies. The SIDF uses these to articulate the diverse and distinctive places in our region. However, the spatial corridors are not geographically or administratively exact. For example, places represented by the SELCP appear across several of the Distinctive Places, representing the unique make up of that area's varied sectoral strengths, while some towns are included in a Distinctive Place that are at odds with its Local Plan inclusion.

Nevertheless, using this place-based approach accords with current economic plans and showcases the wealth of activity happening within and across districts, county and unitary areas, including some of the infrastructure projects underway and planned across Greater Lincolnshire and Rutland. These projects help address challenges and capitalise on local strengths. To reflect this, two maps are provided within the SIDF: [Map 1, in the Introduction](#), sets out the administrative areas and key towns, while Map 4, below, sets out the Greater Lincolnshire and Rutland Distinctive Places and spatial corridors.



Spalding Red Lion Quarter





Spalding Bridge

**Map 4:** Greater Lincolnshire and Rutland Distinctive Places



**Key**

	South Humber Bank		Coastal Lincolnshire		Rural Heartland		Greater Lincoln
	South Lincolnshire & Rutland		Towns & City of Lincoln		Airport		Major Port
	Enterprise Zone						



## 3.1

Each place has opportunities to be nurtured and challenges which must be addressed in order to deliver the SIDF. These include high-level strategic projects that have been identified through SIDF development, and local place-based projects including those that will be delivered through private investment, Town Deals, Future High Streets Fund, Heritage Action Zones, UK Shared Prosperity Fund (UKSPF) investment plans and Levelling Up Fund (LUF) investment. It should also be noted that SELCP has been awarded £2m by the Arts Council as a National Portfolio Organisation, to support culture and to connect heritage and the visitor economy while recognising the health and wellbeing benefits for residents.

Greater Lincolnshire and Rutland's natural assets will play a vital role in helping the area achieve net zero carbon emissions and increase resilience to the impacts of climate change. The

identity of the rural and coastal areas is strong, although in some areas there can be a sense of isolation and of being peripheral to other parts of the region as well as the UK.

The region's natural capital supports substantial employment in industries including agri-food, energy, and tourism. Larger urban areas provide diverse heritage, industry and living, which can and should be supported. The urban areas are driving innovative and creative enterprise and are showing potential for further growth.

Connecting and sustaining much of Greater Lincolnshire and Rutland are its market towns. Their strength provides a network of local centres that support the sparser rural populations. Towns play a vital role for their local and surrounding communities and are primed for considerable housing and employment growth across the region.



Cycling in Lincolnshire

## 3.2 Coastal Lincolnshire

*Comprises parts of East Lindsey and parts of North East Lincolnshire.*

There are 186 miles of coastline in Greater Lincolnshire. Skegness is the UK's 4th most popular holiday resort and its strong visitor economy contributes more than £2bn to the region's economy, while supporting at least 30,000 full-time-equivalent jobs.

Greater Lincolnshire is the only part of the Midlands Engine area which has a coastline.

The coastal area has a strong sense of place, identity, and culture. Traditional coastal resort towns such as Cleethorpes, Mablethorpe and Skegness are distinct from other towns in our region in terms of their economies, challenges and opportunities. These places rely on retail and hospitality and have been among the most economically at-risk parts of the country during COVID-19 with additional challenges presented by the cost of living crisis and the seasonality of their economies.

Towns Fund investment for Mablethorpe and Skegness (£23.9m and £24.5m respectively) is significant. Funds for the two towns are being delivered through the Connected Coast Board, a strategic body that brings together the private, public and voluntary sectors to lead delivery of the investment plans in these towns.

National nature reserves at Gibraltar Point and Donna Nook, the Site of Special Scientific Interest (SSSI) salt marsh at Cleethorpes, and the Wolds Area of Outstanding Natural Beauty (AONB), the only one in the East Midlands, draw a national and international audience, with the 'offer' being further enhanced by the development of the England Coast Path.

Key heritage assets such as the working Victorian piers at Cleethorpes and Skegness set the coastal offer apart from elsewhere – with ambitious plans to restore Skegness pier to its original length and

create a state-of-the-art visitor attraction.

However, the coastal labour market is markedly seasonal and connectivity is a major constraint. It is difficult for workers, students and visitors to travel to and from coastal Lincolnshire, particularly when using public transport. Seasonality also puts a strain on services and infrastructure with a significant influx of visitors during the peak season.

Broadband connectivity is often poorly distributed in coastal regions and the risk of coastal flooding restricts housing and business growth.

Coastal settings see an ageing demographic profile and certain vital sectors such as health and care have previously seen a dependency on migrant labour to address local skills shortages and hard to fill vacancies.

The Index of Multiple Deprivation (IMD) shows a strong east-west split in Lincolnshire. Coastal communities in particular struggle with complex forms of multiple deprivation and social exclusion, in part due to poor connectivity and accessibility to higher education, skilled jobs and growth.

Improving the quality of life and opportunities for residents can be achieved through providing more, better quality homes, more jobs and better educational facilities. The SELCP are driving ways to achieve this growth, including consulting on a proposal for a Sustainable Urban Extension, Skegness Gateway.



### **Sector: Health & Wellbeing** *Campus for Future Living (CEA)*

This project is a response to the area's profoundly poor health outcomes – it is in the lowest 12% of English areas by health ranking. The population skews heavily towards older people, many of whom experience significant levels of frailty. There is poor access to healthcare services which can be overburdened during the peak tourism season.

The extremely poor health outcomes and modest population make the area an important testbed for health innovation and the promotion of effective technological and strategic responses to poor health.

Of the £23.9m funding provided by the Mablethorpe Town Deal, £8.5m will be used to create jobs and attract more healthcare professionals and new business investment, putting Mablethorpe and the coast at the forefront of medical technology and healthcare-related teaching and research.

The campus will provide a base for the development and testing of medi-tech applications. It will also enable the continued professional development of clinicians and support training for people working in social care. It will strike a balance between exporting skills and innovation beyond the region and achieving better local health outcomes, such as helping people to live independently in their communities for longer and testing delivery in a rural setting with a focus on e-medicine.

Key partners include the local NHS, the University of Lincoln's medical school, Nottingham Trent University, Health Education England, and the National Centre for Rural Health and Care. The project will deliver nationally significant innovation in new approaches to the delivery of healthcare.

### *Skegness Gateway*

Skegness Gateway is a proposed 136-hectare Sustainable Urban Extension development that will provide more than 20 hectares of combined retail, business, and industrial space, and up to 1,000 homes. It also will provide specialist housing, much-needed open space and a college and learning campus with opportunities for business start-ups.

The Skegness Gateway Urban Extension could help to transform the economic fortunes of Skegness, and the quality of life and opportunities that are available to its residents. More better-quality homes, more jobs, better educational facilities and more local revenue to be spent in the town will help tackle poor living conditions; low skill, low wage, seasonal jobs; and poor educational provision, and make the town more attractive to residents, business and investors. The development will work

alongside the regeneration being enabled by the Towns Fund and help establish the town as a hub for investment, opportunity and ambition.

At the time of writing, a Local Development Order is being consulted on by East Lindsey District Council.

The SIDF will play a key part in identifying the infrastructure required to deliver the ambitious plans for the scheme, and the implications for existing infrastructure, including flood management and emergency planning.

Led by East Lindsey District Council, other key partners will include Lincolnshire County Council; the private sector, including landowners; and Homes England.



Skegness Gateway



## 3.2

### Place Priorities

**The priorities for Coastal Lincolnshire include:**

- i. Coordinated investment in coastal flood defences measures to protect communities and sustainable growth, particularly in Skegness and Mablethorpe.
- ii. Increased capacity, efficiency, and cost-effectiveness of transport links, including road and rail links, to support the movement of freight (particularly benefiting the energy sector), and people (to support the visitor economy). This includes creating a 'connected community' through improving local routes for public transport and active travel, such as the Mablethorpe Mobi-hub.
- iii. Develop digital connectivity to support economic growth in SMEs and key sectors, particularly the visitor economy and health care.
- iv. Deliver innovative health services, responding to the area's aging population and current level of poor health outcomes.



North Sea Observatory

## 3.3 Greater Lincoln

*Comprises the City of Lincoln Council area and the fringe villages of both North Kesteven and West Lindsey.*

Greater Lincoln is based around the county's major urban centre. The city of Lincoln is a focus for innovation and development, accounting for 12% of total GVA within Greater Lincolnshire and Rutland.

Greater Lincoln has the region's highest concentration of innovation-linked jobs, which are associated with the University of Lincoln, the Lincoln Science and Innovation Park and Lincolnshire-wide health and care facilities.

Lincoln has high numbers of manufacturing jobs, while the highly specialised and growing defence and security sector stems from the area's RAF bases. These introduce a clustering of skills and supply chains providing an opportunity for growth and innovation.

The University of Lincoln was ranked 130th in the world in the Times Higher Education Young University Rankings 2022, and has been pivotal to regeneration and growth in the city of Lincoln.

Lincoln's status as a regional centre for business investment, leisure and education is vital to the continued growth and productivity of Greater Lincolnshire and Rutland. The growth of both universities and the Lincoln Science and Innovation Park are especially significant. Considering the city's historic, cultural and retail offer, Lincoln has many attributes for attracting and stimulating innovative growth particularly among SMEs.

There are distinct challenges in Lincoln, with clusters of deprivation similar to coastal Lincolnshire. The city has a youthful age profile and is seeing population growth. Supporting this population growth by helping young people

to stay and access education and work in the area is a local priority. This means encouraging investment in education generally including Further and Higher Education, supporting career-focused job opportunities, and improving leisure and recreational facilities, as well as enhancing connectivity, resilience and access to road and rail within and into Greater Lincolnshire.

Lincoln is an established tourist destination with internationally known visitor attractions including Lincoln Cathedral, Lincoln Castle, and the International Bomber Command Centre (IBCC), all of which have recently seen major investment and projects. The city is central to the visitor economy in Greater Lincolnshire and Rutland, attracting tourism all year round and bringing in international visitors. In 2018, visitor spend generated over £216 million for the local economy, supporting over 2,500 full-time-equivalent jobs.

The Lincoln Town Fund will provide urban regeneration, sustainable transport and digital investment to grow the city. Urban regeneration will support arts, culture, heritage and enterprise infrastructure. It includes works to the central market and renovation of the Drill Hall, allowing a continued programme of arts and performance to sustain the venue. There will be new workspace close to the city's transport hub and a redundant heritage asset will be restored to create workspace for the creative sector. Sustainable transport will include highway



and active travel routes, and digital investment will include specialist support to SMEs and digitalisation of the high street and heritage offer.

## Spotlight Projects

### *Western Growth Corridor (WGC)*

The 240 hectare WGC in Lincoln, located 1.5km from the city centre, is one of 4 SUEs in the Central Lincolnshire Local Plan. Work on site will commence in April 2023 and will deliver:

- 3200 dwellings, facilities and a primary school
- 20 hectares of space for commercial development (Class E) and employment (B1 and B2)
- a regional sports and leisure complex including a new stadium for Lincoln City FC
- associated infrastructure including spine road, junction improvements, public footpaths and cycleways, bus improvements, a mobility hub, and appropriate flood mitigation

Around £500m of investment is expected and will be supported by transport infrastructure designed to alleviate congestion along Skellingthorpe Road. As part of the City of Lincoln Council/Lindum Western Growth Community Ltd's plans, a £20m LUF 2 bid has been approved to support delivery of a new road bridge over the railway linking Skellingthorpe Road to Tritton Road. This will attract traffic onto the spine road through the development, above the train lines and onto Tritton Road, bypassing the existing crossing, alleviating congestion in the area and reducing pollution.



## **Sectors: Agri-food, Defence, Ports and Logistics**

### *A15 Economic Corridor, Including Scampton*

The A15 is 155 km long and links Bourne, Sleaford, Lincoln and Scunthorpe. It also links into the Major National Route Network to the East Midlands, including the A46 and A1. It is a strategic corridor, critical for the food security of the UK.

Current and future land uses in the area include the redevelopment of RAF Scampton, the Hemswell Food Enterprise Zone, the emerging Agricultural Enterprise Zone, and links to the new Freeport and Humber ports.

Partners are undertaking feasibility work to understand the future opportunities for growth along the corridor. This work is expected to support bids for investment to make improvements for road traffic and active travel, which will help drive growth opportunities.

RAF Scampton's closure was announced in summer 2018 and the base is currently being decommissioned ready for disposal in 2023. This site is listed in the Central Lincolnshire Local Plan as an 'opportunity area'. While not a SUE, its proximity to Lincoln and the A15 (and other strategic road networks) means the site is likely to represent a strategically significant opportunity, requiring investment to better connect it to the city of Lincoln, to North Lincolnshire, and beyond. A masterplan is required to determine the future role of the airspace and to identify any associated

infrastructure required to secure opportunities to boost the local or wider economy. These could be in sectors such as aviation or defence and security, as well as a renowned visitor attraction.

In order to coordinate the right infrastructure at the right time, we need to understand the site's potential uses and opportunities. Whether private or public sector, securing investment will be key. We also need to provide fit-for-the-future infrastructure investment and realise the site's contribution to Net Zero and Biodiversity Net Gain.

## 3.3

### Place Priorities

#### The priorities in Greater Lincoln include:

- i. Investment in transport, including: the A15 economic corridor upgrades; the A46, particularly the North Hykeham Relief Road; and moving people around our urban areas by all modes, including active and green travel.
- ii. Innovation in digital infrastructure, bringing about a Smart City in Lincoln to support defence and growth; building digital capacity to support growth of the defence cluster.
- iii. Support the sustainable growth of our urban areas, particularly Lincoln, through the Stronger Towns Fund and other programmes of coordinated investment.



Lincoln

## 3.4 Rural heartland

*Comprises North Kesteven, East and West Lindsey including Gainsborough and Sleaford.*

At the heart of Lincolnshire, the rural spatial corridor is central to Greater Lincolnshire and Rutland's status as the UK's Food Valley. The rural heartland is endowed with a variety of natural assets which make a strong contribution to the economy and quality of place.

The area has food production, defence assets in RAF Cranwell and Coningsby, manufacturing, and access to the growing port of Boston and coastal visitor assets. Horncastle is a gateway to the AONB and the coast. Access to the coast via a proposed coastal highway will become a major connectivity route.

The area includes the market towns of Sleaford, Horncastle, Louth, Woodhall Spa and Market Rasen.

Sleaford is an important rural hub that is central to the region with some good connections to the other Greater Lincolnshire and Rutland corridors, the Strategic Road Network and the rail network. However, rail service frequency can be poor. Sleaford has low unemployment and thriving industrial estates. Recent years saw rapid population growth and there are further housing and regeneration opportunities.

There are distinct challenges in Gainsborough, with pockets of significant deprivation and low levels of employment. Challenges in the provision and choice of Higher Education across Gainsborough and surrounding areas are substantial, impacting on opportunities for young people, particularly those from a deprived background. A task force is being created in response to Lincoln College Group's withdrawal from direct delivery in the town.

Gainsborough is a growth point for Central Lincolnshire due to the affordability of land and its proximity to Sheffield City Region, Scunthorpe and Lincoln. The town has received Levelling Up funding to deliver the ambitious Thriving Gainsborough 2024 project. The programme involves the development of a cinema, retail opportunities, public realm, development of the bus station, redesign of the streetscape at the marketplace, and a townscape heritage initiative. Investment in the area will enhance Gainsborough, making it a better place for residents and businesses to experience and grow.

The rural heartland includes natural assets like Lincolnshire's Area of Outstanding Natural Beauty (AONB) and the Lincolnshire Wolds, which is a substantial visitor economy asset with 14 Sites of Special Scientific Interest (SSSI). Given the wealth of environmental assets there is potential to expand sustainable tourism.

Rurality brings challenges too. A specific example is access to the AONB by public transport and connectivity within and between town markets, including Market Rasen and Caistor. Parts of the heartland are undergoing rapid population ageing, and social isolation and deprivation are relatively high. There is employment growth in the corridor but wages remain lower than the regional average. Many rural residents have limited access to local

amenities and public services. In some places less than 10% of the population are aged between 20 and 34, while some locations have limited energy supply (no access to the grid) and low levels of connectivity (broadband, public transport and roads). The result is pockets of significant deprivation and isolation.

Digital connectivity is vital to the rural economy and supports many aspects of business growth, including support for increasing remote and hybrid working. Full Fibre to the Premises is key to increasing digital connectivity and Greater Lincolnshire and Rutland is a prime location for increasing rural digital connectivity.

## Spotlight Projects



### **Sector: Visitor Economy** *Coastal highway*

Access to the coast and its extensive visitor economy offer is challenging. A coastal highway concept is being delivered to create a major connecting route through a series of related interventions.

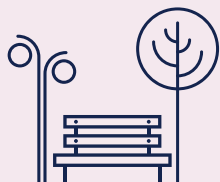
The route comprises the A46 west of Lincoln along the A158 to Skegness, taking in the A57 from the county boundary to where it joins the A46 at Lincoln. Various improvement projects are planned to help:

- improve transport corridors to and from the Lincolnshire coast
- support day and overnight visits
- increase resident access to jobs and training
- support a range of economic sectors, both across the county and locally

- assist with supporting balanced growth, securing development and providing access and connectivity

The aim is to improve access from various points along the corridor starting at the A1 via the A158. This location was chosen because it:

- had the highest population within 2 hours' drive time of Skegness
- was the most likely route from the East and West Midlands, two key tourism markets for the coast
- would also potentially benefit other centres like Lincoln, Wragby, and Horncastle, as well as Skegness and the coast



### **Sector: Visitor Economy**

#### *Sleaford Town Centre Regeneration – 'The Heart of Sleaford'*

The Heart of Sleaford is an ambitious town centre regeneration project which aims to create a new destination in the centre of Sleaford.

Sleaford serves as a shopping, services and facilities hub for its residents and surrounding rural communities.

The regeneration of Sleaford may address the decline in footfall in the town post COVID-19, and increase the numbers of visitors for retail, leisure and tourism purposes.

There is potential in the town to boost the local economy by:

- improving access, including pedestrian and active travel
- improving the environment, including the marketplace, public realm, shopfronts, street schemes, and historic restoration
- opening access to the town's green spaces for residents and visitors
- supporting businesses to achieve their potential and drive local economic growth
- focusing on people, skills and training to help maximise their income

Previous regeneration plans for Sleaford, including a new cinema complex in the town, were disrupted by COVID-19, which heavily impacted independent operators throughout the UK. North Kesteven District Council continues to work with the landowner to redevelop that part of the town centre including improved pedestrian links. The Town Centre Masterplan is currently undergoing a refresh supported by the Government's Welcome Back Fund.



## Place Priorities

### The priorities for the Rural Heartland include:

- i. Improve rural connectivity, both physical and digital, to enable residents, tourists and visitors to access services efficiently, in a way that protects our local and global environment.
- ii. Town Centre regeneration and re-purposing to improve accessibility for residents, viability and growth for existing businesses, inward investment attraction, and to enrich the visitor offer across our market towns, including Market Rasen, Horncastle, Louth and Sleaford.
- iii. Future-proofed digital services, particularly to enable our SMEs and key sectors to innovate and grow, such as the visitor economy, defence clusters and those operating in the UK Food Valley.
- iv. Support for business growth in our key sectors, SME's and large businesses by making land available which provides the infrastructure required to innovate and grow.



Sleaford Town Centre, including The Hub

## 3.5 South Humber Bank

*Comprises North Lincolnshire and North East Lincolnshire.*

The South Humber Bank brings economic strength to the region with significant opportunities in decarbonisation and advanced manufacturing. It offers a huge opportunity for Greater Lincolnshire and Rutland to contribute to UK PLC.

The Humber 2030 decarbonisation prospectus was laid before parliament in November 2022. It promotes £15bn of private investment activity to develop the Energy Estuary, with significant elements that will benefit growth on the South Humber Bank.

Under the plans, underground pipelines would connect Drax, Keadby, Scunthorpe, Immingham and the north bank. Captured carbon dioxide could then be stored under the North Sea and, as part of the dual system, the pipelines would also bring in hydrogen to support low carbon fuel alternatives on an industrial scale. A carbon capture and storage pipeline scheme is in the planning process.

The South Humber Bank spatial corridor is linked to Hull by the Humber Bridge, with assets on both sides of the estuary serving as a nationally significant energy cluster with growth in offshore

wind. A well-established cluster of offshore wind operations and maintenance businesses signposts future growth opportunities in the sector.

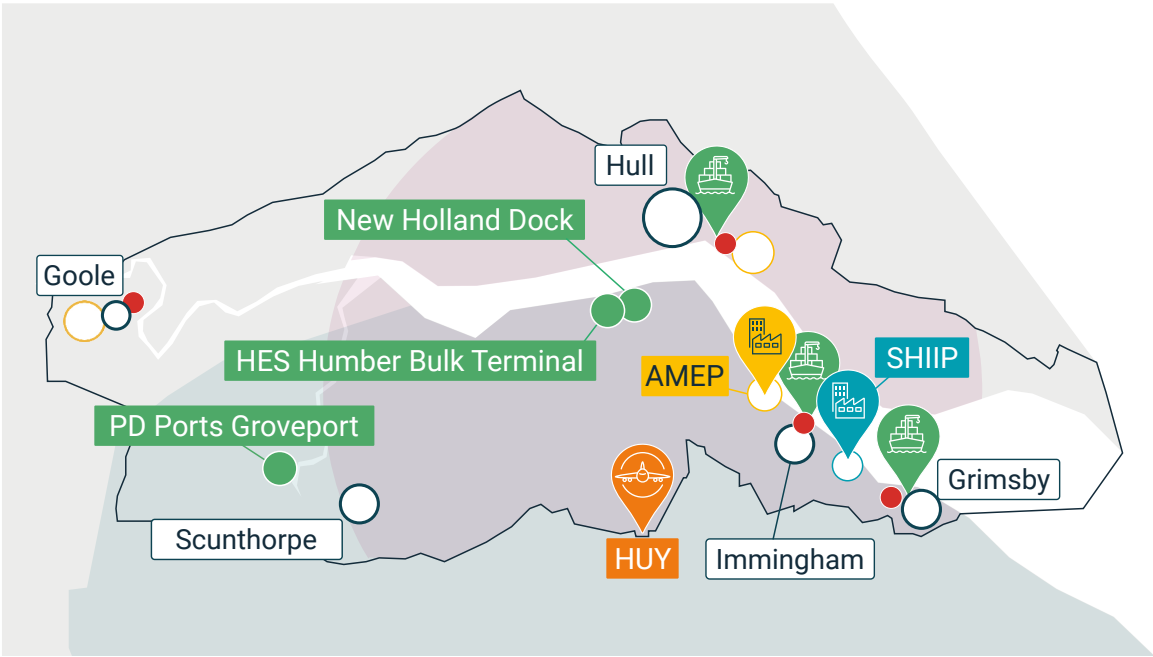
Manufacturing is a key sector locally with some of the highest concentrations in Greater Lincolnshire. There are long-term opportunities to decarbonise strategically important industries such as steel, oil refining and chemicals.

In March 2021, the Humber successfully secured Freeport status. Already home to the UK's busiest port complex including the ABP ports of Grimsby and Immingham, the Humber Freeport will help attract foreign direct investment (FDI) and local business growth through incentives and investment opportunities. Map 5 below illustrates the scale and inclusions of the Humber Freeport and further information is included in the Project Spotlight below.






Credit: ABP

Map 5: Humber Freeport area, including tax sites, proposed custom zones and existing infrastructure



Key

	Greater Lincolnshire		Freeport Zone		Tax Site		Key Site - Tax Zone
	Estuary Economic Catchment		Customs Zone		Major Port		Key Site
	Airport		Existing Infrastructure				

ABP ports support 42,000+ jobs in the supply chain, highlighting the ports as key enablers of growth and productivity.

The Offshore Renewable Energy Catapult has received £3.3m for 5 collaborative projects to drive clean maritime growth and innovation. This will include a National Clean Maritime Demonstration

Hub at Grimsby docks. There are also plans to deliver a 5G testbed. Ørsted has now had an offshore wind presence in the area for over 10 years. Its East Coast Hub is the world's largest offshore wind operations and maintenance hub, supporting six offshore wind farms off the East Coast.

Connectivity in the corridor is strengthened by the M180 motorway, however this is accessed by the A180 which requires significant investment to future proof the road to accommodate further growth. Further, Humberside Airport provides international connectivity via Amsterdam Schiphol.

Improved rail connectivity continues to be a priority for the area, as partners collaboratively lobby for improved east-west connectivity from Cleethorpes via Scunthorpe to Sheffield and the North West.

The decarbonisation agenda is strong in the Humber South Bank region. There are four projects which have been shortlisted as part of Cluster Sequencing Phase 2, for example.

These projects have the potential to accelerate decarbonisation, kickstart the hydrogen economy, and realise significant economic benefits in the Humber region:

- Power CCUS: Keadby 3 Carbon Capture Power Station
- Industrial Carbon Capture (ICC): Humber Zero – Phillips 66 Humber Refinery
- Industrial Carbon Capture (ICC): Prax Lindsey Oil Refinery Carbon Capture Project, and;
- Industrial Carbon Capture (ICC): ZerCaL250 – Singleton and Birch

#### **Town Centre Regeneration**

There has been significant town centre investment in the area, with two allocations from the Towns Fund for Grimsby and Scunthorpe.

Grimsby is a major industrial centre on the South Humber Bank. It is Greater Lincolnshire's largest town by population, and 47% of its residents are below the age of 35.

Grimsby has a strong heritage in fishing and was home to the world's largest fishing port in the early 20th century. It has since become known for its food processing. Europarc Food Enterprise Zone is home to the likes of Morrisons, Ultimate Packaging and 2 Sisters Food Group, and employs more than 2,000 people. It also boasts the £5.6m Humber Seafood Institute and an Innovation Centre. In parallel, Grimsby Docks is now the world's largest offshore wind O&M port.

Grimsby was an original Town Deal Pilot in 2016. It received further funding as one of the 100 places in England invited to submit proposals under the national Towns Fund Programme. Grimsby received £20.9m to deliver 6 projects:

- The Activation and Community Engagement Fund
- The completion of regeneration plans in St James' Quarter
- The development of a new public square at Riverhead Square
- Better pedestrian and cycle loops to connect Alexandra Dock and the town centre
- Development of the next phase of Garth Lane to create a new waterfront residential community
- The repurposing of Grimsby's Central Library to provide a skills hub.



## 3.5

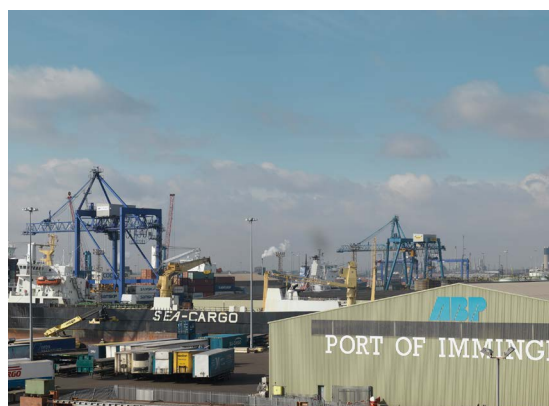
Scunthorpe has a substantial manufacturing sector, including steel, which provides employment for over 3,000 people and is integral to local and national supply chains.

In 2019 Scunthorpe received £20.9m via the Towns Deal and £12m via the Future High Streets Fund to deliver the following:

- An Enterprise and Innovation Hub in Scunthorpe, creating new, high-quality, flexible office space.
- A 65-acre Advanced Manufacturing Park to drive the growth of high skilled manufacturing jobs in new and emerging markets.
- Transforming Scunthorpe's housing market by unlocking constrained sites.
- Enabling a future for clean growth by extensively rolling out solar panels to schools and community buildings.
- Creating 21st Century connectivity by providing full-fibre in Scunthorpe.
- Developing a new cultural, arts and heritage offer in Scunthorpe.

The South Humber Bank has some high concentrations of relative deprivation and parts of the spatial corridor are seeing population decline and poor health outcomes.

The pace and scale of industrial change has been significant in an area traditionally associated with low skilled/low wage jobs, high unemployment and challenges retaining some businesses and skills. The emphasis on diversification and reinvention is critical, particularly in light of the ever-growing benefits of the offshore wind sector.



Credit: (Top and Bottom) ABP



### Sector: Ports & Logistics

#### *Humber Freeport – Britain's Global Gateway*

The Humber ports include the four major ports of Immingham, Grimsby, Goole and Hull. They play a vital role in the UK economy, handling approximately 17% of the nation's trade. Goole and Hull are not part of Greater Lincolnshire but are integral to the port complex owned by ABP.

Freeports are special areas within the UK where different economic regulations apply. The Humber Freeport, which includes 3 tax relief sites on the South Bank – at the Able Marine Energy Park and at the ports of Grimsby and Immingham – will stimulate economic activity in the area by attracting inward investment to take advantage of Freeport incentives. These investments into areas like manufacturing or research and development facilities will bring high-value skills and jobs into the region.

Businesses in the Freeport area are already working closely together, providing the Humber 2030 Vision for Jobs, Growth and Decarbonisation. Businesses have pledged around £15bn in investment to deliver projects that will decarbonise the Humber. Together with Freeport status, the Humber is attracting investment and providing an environment for accelerated business growth for the region. The new North Lincolnshire Local Plan allocates 900ha of land for estuary-related employment development including energy generation, as well as 138ha at North Killingholme Airfield for land-hungry supporting uses. Major logistics and energy parks have planning permission. Much infrastructure has already been delivered

to support the area including the A160 upgrade and rail gauge enhancements.

Further, the South Humber Gateway Ecological Mitigation sites were adopted in the North East Lincolnshire Local Plan and support growth by addressing both the ecological and economic demands on Humber estuary land, by implementing wetlands and sites for roosting birds and wildlife, and releasing land for industry.

The SIDF recognises the Freeport as a major opportunity and a requirement for further investment in infrastructure, balanced with environmental mitigation, is critical to support and achieve nationally significant growth potential.



Credit: ABP



## Place Priorities

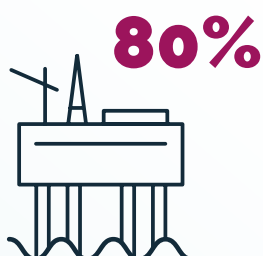
### The Priorities for the South Humber Bank include:

- i. Investment in water management, particularly to support alternative energy production.
- ii. Promotion of the Humber Energy Estuary, supporting the decarbonisation agenda through the development of the decarbonisation cluster and enabling the area to become the UK's centre for low carbon energy generation, including opportunities to test innovative technologies such as hydrogen fuel and carbon capture.
- iii. Building capacity on the road and rail freight links, including the A15, and exploring options to strengthen east-west rail connectivity to support the supply chain and opportunities of the Freeport. This includes encouraging logistics-led innovation opportunities supported by the universities of Lincoln, Hull and Birmingham.
- iv. Bringing about infrastructure that will maximise the benefits of Humberside Airport.



Westermest Rough

### Key facts

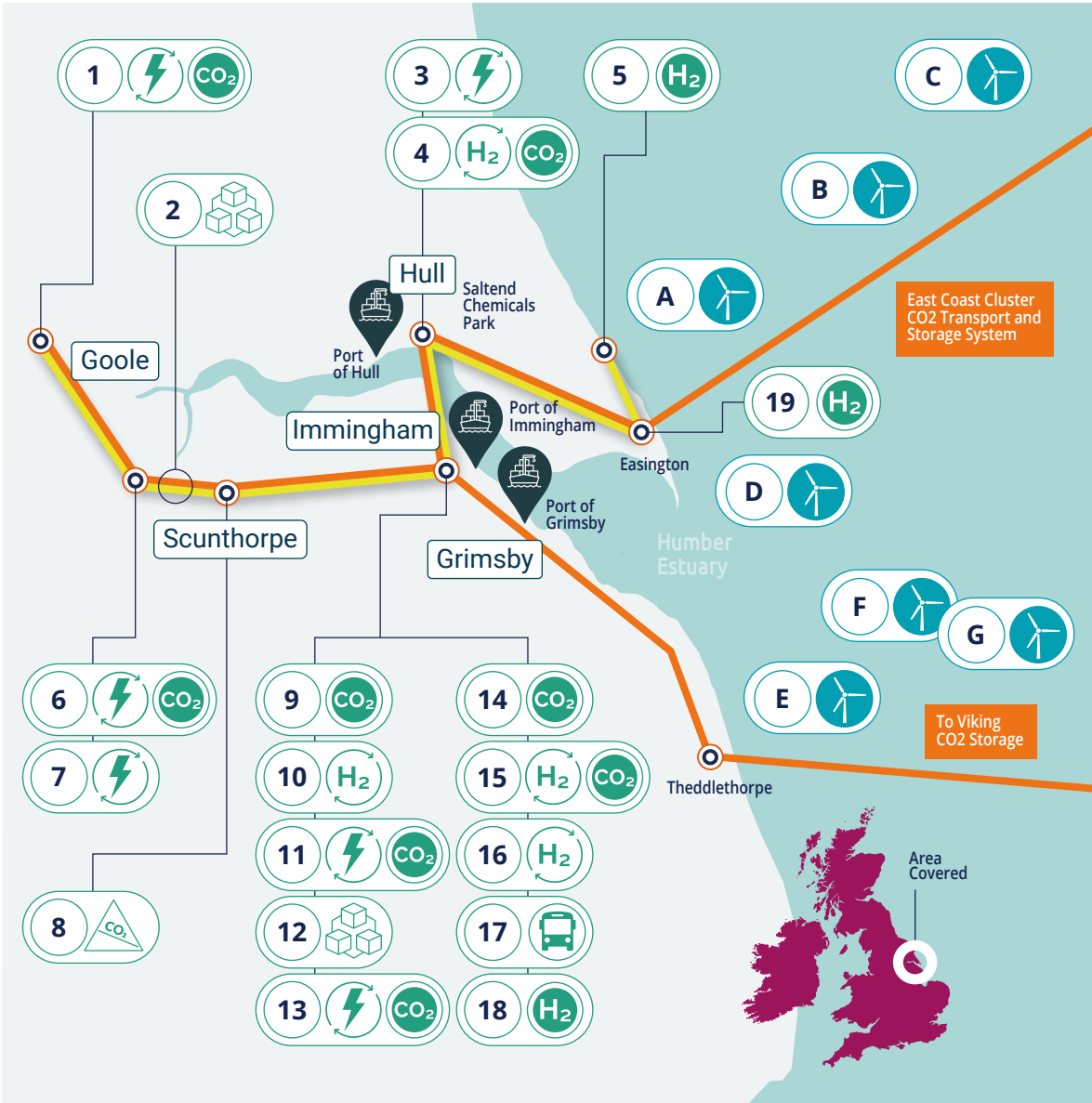


80% of the UK's licensed CO<sub>2</sub> storage capacity is accessible from the Humber.



35% of total UK offshore wind capacity operating today is from the Humber and growing.

Map 6: The Humber: UK's Energy Estuary



Map is indicative only

Key

	Power		Carbon Capture		Hydrogen Production		Hydrogen Storage
	Transport		Infrastructure		CO2 Pipeline		H2 Pipeline

	Land-based Project	Partners	Themes
1	BECCS	Drax	 
2	The Humber Low Carbon Pipelines	National Grid	
3	Triton Power Station	Equinor, SSE Thermal, Triton Power	
4	H2H Saltend	Equinor	 
5	Aldbrough Hydrogen Storage	Equinor, SSE Thermal	
6	Keadby 3 Carbon Capture Power Station	Equinor, SSE Thermal	 
7	Keadby Hydrogen Power Station	Equinor, SSE Thermal	
8	Supporting Low Carbon Steel Production: ambitious plans across technology areas including electrification, CCS & hydrogen	British Steel	
9	Prax Lindsey Oil Refinery Carbon Capture	Prax Group	
10	Gigastack	Phillips 66, Ørsted, ITM Power, Element Energy	
11	Humber Hydrogen Hub (H3)	Air Products, VPI Immingham	 
12	V Net Zero CO2 Transport & Storage	Harbour Energy	
13	Humber Zero	Phillips 66, VPI Immingham	 
14	ZerCal250	Singleton Birch, Origen	
15	Humber H2ub (Blue)	Shell, Uniper	 
16	Immingham Green Energy Terminal	ABP, Air Products	
17	Refinery of the Future	Phillips 66	
18	Rough Hydrogen Storage	Centrica Storage	
	Offshore Renewables Project	Partners	Themes
A	Westermest Rough	Ørsted	
B	Hornsea One, Two Three & Four	Ørsted	
C	Dogger Bank	SSE Renewables, Equinor, ENI	
D	Humber Gateway	RWE	
E	Lincs; Lynn & Inner Dowsing	Ørsted; GLID	
F	Triton Knoll	RWE	
G	Race Bank; Race Bank Extension	Ørsted	

## 3.6

# South Lincolnshire and Rutland

*Comprises South Holland, Boston Borough, South Kesteven and Rutland.*

The Southern Lincolnshire spatial corridor is close to significant regional economic hubs including Nottingham, Leicester, Corby and Peterborough. These link to a growing concentration of logistics jobs around Spalding and a substantial freight and logistics sector in Boston.

The port of Boston serves as a focal point for the town and an important growth driver, harnessing its freight capacity and expertise and capitalising on its strategic location and good rail links.

The strategically located port of Boston and its associated rail links have been identified as a focus for growth, particularly since it handles major elements of the food supply chain across South Lincolnshire and beyond, as well as steel for the West Midlands automotive sector. This accounts for the scale of warehousing and expertise available.

History shows that when the port is thriving, the communities in Boston and the surrounding area also thrive.

The A1, A17, A16 and A15 create major corridors and are central to Greater Lincolnshire and Rutland's nationally important food sector.

Transport connectivity is essential to, from and within the area, with the Spalding Relief Road facilitating quicker travel times, reducing the freight burden on the town, unlocking housing and commercial growth, and supporting opportunities for active travel.

Southern Lincolnshire is relatively well connected compared to other places within Greater Lincolnshire and Rutland. It enjoys access to the East Coast Mainline, although cars remain the predominant form of transport.

Towns like Oakham, Uppingham, Grantham,

Bourne, Market Deeping and Stamford offer a high quality of life with commuter access to local employment hubs.

Within the key towns of Boston, Spalding and Holbeach, up to 40% of employment is within the food sector and its associated supply chain. And it is not just the towns which benefit from the strong agri-food sector. The Unitary Authority of Rutland has been classed as the most rural county in England and Wales with a high proportion of land in agricultural use.

Water management is vital in this area. The food and energy sectors require high volumes of water, but the area is dry with below-average rainfall for the UK. Innovation that provides water to these sectors in a sustainable way needs further collaboration and investment.

Housing affordability is a challenge, especially around Stamford and in Rutland, while housing viability is an issue in Boston and South Holland.

Southern Lincolnshire scores better on deprivation than the rest of Greater Lincolnshire and Rutland, although there are pockets of deprivation in Grantham and to the east. Boston sees higher levels of deprivation, with a younger population which has grown rapidly in the past 20 years and continues to grow.

There is a lack of electricity capacity across the region, including Rutland, which constrains growth and limits the opportunities for renewable energy generation.

## Spotlight Projects



### **Sector: Agri-food** *UK Food Valley*

Greater Lincolnshire is a key focus area for the UK Food Valley programme, led by the GLLEP, concentrating on food production and processing.

Greater Lincolnshire is responsible for growing 12% of England's food and processing 70% of its fish. Grimsby has the largest cold store and seafood processing cluster in Northern Europe.

The programme highlights and promotes investment into Greater Lincolnshire and Rutland, which is responsible for producing one-eighth of England's food.

The aim is to position it as the UK's leading food sector and as a Top-10 global food cluster.

The Food Valley area has:

- 4,000 high-technology agri-food SMEs
- 75,000 workers employed in the agri-food sector
- Europe's largest agri-food tech automation and robotics cluster
- designation as a Department for International Trade (DIT) High Potential Opportunity area for automation in food processing

The UK Food Valley will support growth and encourage inward investment through promoting the scale, diversity and importance

of the food sector to the area. It will ensure that existing food sector companies and new investors are supported.

South Lincolnshire's assets, such as the National Centre for Food Manufacturing, Boston College's Engineering, Manufacturing and Technology Centre, and the Holbeach Food Enterprise Zone, provide the infrastructure to help deliver the wider Food Valley programme.

However, strategic infrastructure considerations to deliver the full potential must include innovative ways to provide water management, in an area that is at once a major consumer of water and one of the driest parts of the country, and green energy solutions that make use of co-location of industry.

Other investment priorities include achieving better, faster connectivity to the UK for freight, exploring opportunities for a freight interchange, enhancements to the road network (safety, speed, resilience), and access to the Humber Freeport and Greater Lincolnshire ports.

Increased investment in technology will help drive innovation in a world-leading industry in Greater Lincolnshire.





## Sector: Agri-food

### *Centre for Food and Fresh Produce Logistics*

This £2m project is part of the Boston Town Deal Investment Plan. It builds on Boston's history as a major hub for commerce and the food sector and adds to the town's Higher and Further Education offer in support of local agri-food and logistics businesses.

The project is led by the University of Lincoln's National Centre for Food Manufacturing in partnership with Boston College. Its goal is to develop a skills, knowledge and innovation

hub for the food trade and logistics sector with local, national and global outreach. This will support the UK Food Valley's aim to develop a Top 10 global cluster in sustainable food supply chains.

The initiative provides a package of business support for carbon reduction, digitalisation and capacity to respond to customer demand and social imperatives for sustainable and healthy food.



National Centre for Food Manufacturing



## Place Priorities

### The priorities for Southern Lincolnshire and Rutland include:

- i. Continuing to raise the profile and source investment into the logistics sector, ensuring it is recognised as nationally and internationally important, including the potential of the Port of Boston.
- ii. Improve connectivity within the area, and to the rest of the UK, through improvements to the highway and rail network.
- iii. Ensure there is land available to support the growing business sectors. This needs to be affordable land in the right place, with infrastructure and services that allow businesses to grow, co-locate and cluster.
- iv. Provide infrastructure to support cluster growth, enabling future phases of Food Enterprise Zones or equivalent.



Grantham Relief Road

## 3.7 Local Investment

As set out in the introduction, Greater Lincolnshire and Rutland has collectively received or been allocated extensive local government investment since 2019 to support levelling up.

This has been in the form of UK Shared Prosperity Fund (UKSPF), Rural England Prosperity Fund (REPF), Towns Fund (TF), Future High Streets Fund (FHSF), Heritage Action Zone (HAZ) and Levelling Up Fund (LUF).

Focused on local, distinct areas the funding has, and continues to be, targeted on specific issues including town centre regeneration and high street renewal, heritage reinstatements and refurbishments, business growth, health and social inclusion, and improved transport connectivity.

The impact of the funding so far has been game changing in these areas and provides the foundations on which to build further investments, and to realise local infrastructure needs and opportunities.

Reference to the projects and activities is included throughout the document with summary details included in Appendix 2.



St Wulfram's Church, Grantham

# Summary and next steps

Times are challenging. With the ongoing economic impact of the pandemic, Brexit, global economic uncertainty and geopolitical flux, we are seeing an unprecedented impact on local businesses and local people – from ongoing global supply chain disruption and increased input costs to everyday affordability of food and energy.

This framework is intended as a launch pad that partners can use to gather the powers, influence and finances to make growth in the region happen, and to generate a significant contribution to local and UK growth.

Partners will lobby central government to raise the case for coordinated infrastructure investment in Greater Lincolnshire and Rutland – building upwards and outwards from our region's infrastructure ambitions and advocating its importance as an economic contributor to UK productivity growth, innovation, and Net Zero.

Greater Lincolnshire and Rutland will work with nearby areas and pan-regional bodies to champion cross-area infrastructure investment and upgrades (in particular flood and water management, ports, and improvements to the A17, the A1 and A46 Trans-Midlands Trade Corridor), emphasising the economic benefits.

Greater Lincolnshire and Rutland partners will work with providers (particularly energy, water, and digital) to maximise sustainable supplies

and investment, and promote viable and affordable housing.

Partners will use the SIDF 23 to showcase Greater Lincolnshire and Rutland as an innovative and attractive place for private sector investment in priority sectors, and to understand and address their collective infrastructure needs.

Partners will continue to develop projects at varying stages of development. These will be prioritised by their synergy with the framework, focusing on the themes and priority sectors.

Where we need additional evidence or technical support, partners will commission Action Plans. Where activity and provision already exists, it will be accelerated.

Cross-cutting themes will make sure Net Zero, higher skills outcomes and inclusive growth are consistently represented in all infrastructure investment. Partners will work with other sectors and stakeholders to support green growth in Greater Lincolnshire and Rutland's business base.

# Appendix 1

Sustainable Urban Extensions (SUEs): summary of the number of dwellings to be built, key infrastructure to be delivered as part of the SUE, and anticipated timescales.

The table below has been created using key information from the adopted Local Plans across the region. The infrastructure detailed may be provided with financial or land contributions negotiated as part of the large-scale development, or may require external or local authority funding. All timescales are indicative and will be influenced by economic and environmental factors.

In East Lindsey, due to the nature of the area, there are no allocated Sustainable Urban Extensions. However, there is comparable prospective growth relevant to the geography, and major developments for the area have been grouped together to demonstrate where housing growth is expected to be concentrated within the District.

	Local Plan	SUE name	Number of homes to be built	Summary of key infrastructure to be delivered as part of SUE (not exhaustive)	Timescales
1	Boston	Land south of Chain Bridge Road (Sou006)	1,515	Part of Boston Distributor Road; footpaths; cycleways; Community Hub incorporating a site for primary school, shopping, community facilities; marina to connect to South Forty Foot Drain	2036
2	Boston	Land south of North Forty Foot Bank (Wes002)	1,138	Part of Boston Distributor Road; 0.5H for local centre; footpaths; cycleways	2036
3	Central Lincs	Western Growth Corridor	3,200	Local neighbourhood centre; football stadium; primary school; transport bridge link; hotel, food and drink outlets	Start 2024, complete 2048



	Local Plan	SUE name	Number of homes to be built	Summary of key infrastructure to be delivered as part of SUE (not exhaustive)	Timescales
4	Central Lincs	North East Quadrant – Lincoln	1,400	A centre providing retail, services and community uses; primary school; associated transport, green and social infrastructure.	2021 - 2038
5	Central Lincs	South East Quadrant	6,000	A new district centre and two additional local centres; two primary schools and a secondary school; major, strategic green space and playing fields; transport infrastructure including vehicular, pedestrian and cycle links, both within and beyond the site and delivery of mobility hubs.	2021 - 2050
6	Central Lincs	South West Quadrant – South Hykeham	2,000	Contribution towards Hykeham Relief Road; public transport and active transport facilities; a local centre; a primary school.	2025 - 2047
7	Central Lincs	Gainsborough Northern Neighbourhood	2,500	Funding for off-site improvements in primary education and health care provision; a new local centre; junction improvements	2025 - 2049
8	Central Lincs	Gainsborough Southern Neighbourhood	2,500	Open space and green corridors linking with surrounding green infrastructure; education; local centre	2025 - 2050
9	Central Lincs	Sleaford South Quadrant	1,450	Community centre; primary school; retail; green infrastructure; health care facilities contributions	Complete 2036/37



	Local Plan	SUE name	Number of homes to be built	Summary of key infrastructure to be delivered as part of SUE (not exhaustive)	Timescales
10	Central Lincs	Sleaford West Quadrant	1,400	Local centre including medical facilities; primary school; retail; green infrastructure	2027/2050
11	East Lindsey	Woodhall Spa/ Coningsby/ Tattershall	729		Mixed. Local Plan runs from 2018 to 2031
12	East Lindsey	Louth – across the town  Number of dwellings made up from several significant developments	1,204	Potential primary school; Water Recycling Centre improvements	Mixed. Local Plan runs from 2018 to 2031
13	North Lincolnshire	Lincolnshire Lakes	6,000	Significant infrastructure required including: 5 lakes; district centre and 6 local centres; 3 primary schools; secondary school; new road network; green infrastructure	By 2038, 2,150 dwellings will be delivered
14	North East Lincolnshire	Grimsby West	3,300	Utilities; highways including a bridge; education facilities; local health and shopping facilities	Local Plan runs to 2032
15	North East Lincolnshire	Land West of Humberston Road	1,700	Leisure facilities; off-site education provision; highway infrastructure improvements	Local Plan runs to 2032

	Local Plan	SUE name	Number of homes to be built	Summary of key infrastructure to be delivered as part of SUE (not exhaustive)	Timescales
16	South Holland	Holland Park SUE, Spalding	2,250	Section 1 to Spalding Western Relief Road (SWRR); 2-form entry primary school; local centres; health care facilities and significant Public Open Space (POS). Completion highly dependent upon delivery of Section 1 to SWRR.	First phase housing under construction. Unlikely to be completed until beyond 2036.
17	South Holland	Vernatts SUE, Spalding	4,000	Section 5 to SWRR and POS with Phases 1& 2; Section 4 to SWRR plus education, health and local shopping facilities and POS with Phase 3.	First phase housing at planning application stage. Unlikely to be completed until beyond 2036.
18	South Holland	Holbeach West, Holbeach	900	Education facilities and POS	First phase housing applications with planning. Should be substantially complete by 2036, dependent upon resolution of power constraints.
19	South Kesteven	Rectory Farm (Phase 2), Grantham	1,150	Vehicular access; additional playing fields; Grantham Southern Relief Road; improvements of local bus services; improvements to health care and community centre.	2023/24 - 2034/35
20	South Kesteven	Rectory Farm (phase 3), Grantham	404	As above	2028/29 – beyond 2036

	Local Plan	SUE name	Number of homes to be built	Summary of key infrastructure to be delivered as part of SUE (not exhaustive)	Timescales
21	South Kesteven	Poplar Farm, Grantham	1,800	Pennine Link Road; new local centre including community centre, primary school, convenience store and health facilities; formal sports provision	Completion by 2030
22	South Kesteven	Elsea Park, Bourne	2,400	Delivery of South-Western Relief Road; Elsea Park Community Centre; secondary and primary education	Completion by 2029/2030
23	South Kesteven	Prince William of Gloucester Barracks (allocation GR3-H4)	3,500-4,000	Improvements to the highway network; primary and secondary school provision, healthcare, open space and outdoor play, on-site community facilities.	1,370 homes anticipated to be constructed by 2036 (end of Local Plan period)
24	South Kesteven	Spitalgate Heath Garden Village (allocation GR3-H1)	3,700	Grantham Southern Relief Road; sustainable transport measures; 2 primary schools and 1 secondary school; healthcare; off-site outdoor sports	1,075 homes anticipated to be constructed by 2036 (end of Local Plan period)
25	South Kesteven	Stamford North	1,300	East-west distributor road, local centres including shops, community facilities and health provision, on-site primary school, expansion to local secondary school	2024/25 - 2036
26	East Lindsey	Proposed: Skegness Gateway	1,000	See ch. 3.2	TBC

# Appendix 2

HMG 'levelling up' funding allocated to local authorities (lead authority).

## 1. Levelling Up Fund

The Levelling Up Fund is a capital programme designed to invest in infrastructure that improves everyday life across the UK. The £4.8 billion national fund will support town centre and high street regeneration, local transport projects and cultural and heritage assets.

In Greater Lincolnshire and Rutland, £30 million was allocated to two projects in October 2021 (LUF 1). A further £124 million was announced in January 2023 (LUF 2).

Lead Authority	Funding awarded	Project summary
Lincolnshire County Council – LUF 1	£20,000,000	The A16 Levelling Up Fund improvement scheme will see a total of six projects carried out along the A16 corridor between Boston and Spalding – a key route for the agri-food industry. The projects will reduce congestion, address major connectivity issues, and open up the area for further investment opportunities.
West Lindsey District Council – LUF 1	£10,000,000	Gainsborough Town Centre will be regenerated with projects including a new four screen cinema and retail space, transforming the town hall into a enterprise hub, improving historic shop fronts and creating quality residential flats.
Boston Borough Council – LUF 2	£14,846,596	Boston's Rosegarth Square Masterplan will create a new urban park, including new green spaces, improved pedestrian routes and artwork in the heart of Boston to boost resident's health and wellbeing. Conversion of a vacant building will provide a mix of residential and other uses to support families.
City of Lincoln Council – LUF 2	£20,000,000	£20 million to build two bridges in Lincoln to run across the East Midlands Railway track. This will provide an essential direct route for hundreds of households to the city centre and ease traffic congestion, and support development of the Western Growth Corridor.

Lead Authority	Funding awarded	Project summary
East Lindsey District Council – LUF 2	£8,091,774	In East Lindsey, £8 million will save three of the Lincolnshire Wolds' most at-risk heritage and cultural sites. This includes Alford Manor House, a Grade II listed building which will be brought back to life as part of a community visitor complex, Alford's only remaining windmill, which will be brought back into commercial use as part of a community complex and Spilsby Sessions House which will become a theatre and community owned space.
North East Lincolnshire Council – LUF 2	£18,412,039	Funding for a transformational regeneration of Cleethorpes seafront. This includes rejuvenating Cleethorpes' historic market square and regenerating Pier Gardens.
North Lincolnshire Council – LUF 2	£19,703,042	Barton will receive almost £20 million for transport improvements around the town. The changes include improvements to the A1077 to alleviate congestion in the town centre, 14km of new cycle lanes, and mass improvements to the railway station including new cycle parking, an extension of the car park, and bus shelter upgrades.
Rutland County Council – LUF 2	£22,950,690	Funding will deliver a new outdoor food market and event space in the iconic food town Melton Mowbray, and updating of the Rutland County Museum in Rutland to create a digital visitor experience.
South Holland District Council – LUF 2	£20,000,000	£20 million will build a new swimming pool, a floodlit football pitch and multi-use games area, to revamp the Spalding site and inspire people to be active and healthy. There will be community space dedicated for use to provide a health and wellbeing hub, as well as an Extra Care housing scheme for older residents.
<b>TOTAL</b>	<b>£154,004,141</b>	

## 2. UK Shared Prosperity Fund (UKSPF)

UKSPF is a £2.6 billion fund which succeeds the old EU Structural Funds, to be invested at a local level across three priorities: communities and place, support for local businesses, and people and skills. The UKSPF's primary goal is to build place and increase life changes across the UK. The fund is a mixture of revenue and capital funds. Grant determinations were made in December 2022, confirming more than £33 million in Lincolnshire.

The Rural England Prosperity Fund is a top-up to the UKSPF, and succeeds EU funding from LEADER



and the Rural Growth Programme. It funds capital projects for small businesses and community infrastructure. This will help to improve productivity and strengthen the rural economy and rural communities. More than £6 million has been allocated across our region.

Lead Authority	Funding awarded	Hyperlink to project activity
Boston Borough Council	£2,194,351	<a href="http://www.boston.gov.uk/UKSPF">www.boston.gov.uk/UKSPF</a>
	£429,355 REPF	
City of Lincoln Council	£2,810,773 REPF	<a href="http://www.lincoln.gov.uk/ukspf">www.lincoln.gov.uk/ukspf</a>
East Lindsey District Council	£4,438,286	<a href="http://www.e-lindsey.gov.uk/UKSPF">www.e-lindsey.gov.uk/UKSPF</a>
	£1,791,546 REPF	
North East Lincolnshire	£5,282,105	<a href="http://www.nelincs.gov.uk/uk-shared-prosperity-fund-ukspf/">www.nelincs.gov.uk/uk-shared-prosperity-fund-ukspf/</a>
North Kesteven District Council	£3,195,139	<a href="http://www.n-kesteven.gov.uk/ukspf/">www.n-kesteven.gov.uk/ukspf/</a>
	£747,556 REPF	
North Lincolnshire	£5,486,833	<a href="http://www.investinnorthlincolnshire.com/uk-shared-prosperity-fund">www.investinnorthlincolnshire.com/uk-shared-prosperity-fund</a>
	£789,520 RPF	
Rutland County Council	£1,000,000	<a href="http://www.rutland.gov.uk">www.rutland.gov.uk</a>
	£400,000 RPF	
South Holland District Council	£2,693,049	<a href="http://www.sholland.gov.uk/UKSPF">www.sholland.gov.uk/UKSPF</a>
	£699,884 RPF	
South Kesteven District Council	£3,898,582	<a href="http://www.southkesteven.gov.uk/UKSPF">www.southkesteven.gov.uk/UKSPF</a>
	£540,469 RPF	
West Lindsey District Council	£2,700,436	<a href="http://www.west-lindsey.gov.uk/growth-regeneration/uk-shared-prosperity-fund">www.west-lindsey.gov.uk/growth-regeneration/uk-shared-prosperity-fund</a>
	£795,821 RPF	

### 3. Towns Fund

On 6 September 2019 the government invited 100 places to develop proposals for a Town Deal, as part of the £3.6 billion Towns Fund. The Towns Fund is delivered using Town Deal Boards, with investment priorities and project proposals set out in a locally-owned Town Investment Plan. 6 places will benefit from more than £134 million in Greater Lincolnshire: Boston, Lincoln, Skegness, Mablethorpe, Grimsby and Scunthorpe.

Lead Authority	Funding awarded	Project summary
Boston Borough Council	£21,900,000	The investment plan delivers 12 projects, which include Boston Town Centre Regeneration, Boston Train Station improvements, The Centre for Food and Fresh Produce Logistics, and The Mayflower. <a href="http://www.bostontowndeal.co.uk">www.bostontowndeal.co.uk</a>
City of Lincoln Council	£21,900,000	13 projects across the City include restoration and repurpose of the Central Market, regeneration of the Sincil Bank area, and a Hospitality, Events, Arts and Tourism Institute. <a href="http://www.lincoln.gov.uk/lincoln-town-deal-board-1">www.lincoln.gov.uk/lincoln-town-deal-board-1</a>
East Lindsey District Council	£48,400,000	The Connected Coast brings together a vision for Mablethorpe and Skegness to maximise their potential. With a total of 13 projects, the programme will deliver a learning campus in Skegness, town centre transformation for both towns, and a campus for future living in Mablethorpe. <a href="http://connectedcoast.co.uk">connectedcoast.co.uk</a>
North East Lincolnshire	£20,900,000	Using the Grimsby Town Centre Masterplan, the Town Investment Plan includes development of a new public square at Riverhead Square, bringing St James' House back into use as a multi-functional venue, and some refurbishment of the Central Library. <a href="http://www.nelincs.gov.uk/business-and-investment/town-deal/">www.nelincs.gov.uk/business-and-investment/town-deal/</a>
North Lincolnshire	£20,900,000	There are 7 priority Projects to be delivered in Scunthorpe, which include an Advanced Manufacturing Park, an integrated health, innovation and emergency services hub, and transforming the Scunthorpe Housing Market. <a href="http://www.northlincs.gov.uk/jobs-business-and-regeneration/scunthorpe-town-fund-board">www.northlincs.gov.uk/jobs-business-and-regeneration/scunthorpe-town-fund-board</a>

## 4. Multiply

Multiply is a national £559 million fund, supporting adults across the UK to understand and use maths in daily life, home and work through a range of projects, including personal tutoring, digital training and flexible training. The SIDF region has secured more than £6 million to deliver these programmes over the next 3 years.

Lead Authority	Funding awarded
Lincolnshire County Council	£4,021,671.64
North East Lincolnshire Council	£962,714.23
North Lincolnshire Council	£1,007,785.65
Rutland County Council	£144,326.40

## 5. Future High Street Funds (FHSF)

The FHSF is a national programme to support and fund local areas' plans to make their high streets and town centres fit for the future. It will renew and reshape town centres and high streets in ways that improve experiences, drive growth and ensure future sustainability.

Lead Authority	Funding awarded	Project summary
South Kesteven District Council	£5,600,000	An ambitious programme of regeneration in Grantham, which includes: station approach improvements, reestablishment of the Market Place, introducing residential or creative uses of vacant retail space.
North East Lincolnshire Council	£17,300,000	NELC and Freshney Place have partnered to deliver transformational change in Grimsby, which includes a new leisure and entertainment offer, public space and creation of a new market square.
North Lincolnshire Council	£10,700,000	Scunthorpe will benefit from redevelopment of the former market site to create a high-end business space, a 40-unit accommodation development, and the second phase of the Urban Park.



The SIDF is facilitated by Lincolnshire County Council on behalf of all partners:

Lincolnshire County Council  
County Offices, Newland  
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## Report to the GLCCA Business and Infrastructure Board

Meeting on 25<sup>th</sup> June 2025

# **Update on Greater Lincolnshire Combined County Authority work programme for Housing, and route to achieve a Strategic Place Partnership with Homes England**

## **Purpose of the report**

This report is to:

- Provide opportunities for the Board to familiarize themselves with the Housing context of the Greater Lincolnshire Devolution and the opportunities this poses.
- Report back on the Housing Readiness work completed to date funded by government capacity funding.
- Set out the next steps and estimated time scales to develop a GLCCA Housing Strategy and achieve the readiness criteria for a Strategic Place Partnership with Homes England.

## **Recommendation**

It is recommended that the Board:

1. **Note the progress and main headlines from the Greater Lincolnshire Housing Pipeline and Greater Lincolnshire Housing Market Assessment and support the proposal for GLCCA to apply to Homes England for further capacity funding to assist with prioritization and site feasibility tasks.**
2. **Support the proposed time scales and resourcing requirements to work towards a Strategic Place Partnership with Homes England.**
3. **Agree that the Authority works with Homes England to explore the transition of the Housing pipeline data to the Homes England nationally hosted system at no cost, with the opportunity to migrate the data back to the Authority at any time when local hosting becomes feasible.**



**Voting and consent arrangements**

Voting by simple majority to include the Mayor.

There are no consent requirements for this paper.

## 1 Background and context of Greater Lincolnshire devolution deal

1. The Greater Lincolnshire Vision 2050 and Devolution Prospectus set out Greater Lincolnshire's aspiration to unlock housing including:
  - a. Investing in high quality homes, locations and services to retain a younger workforce and support those in later life.
  - b. Investment from Homes England to bring forward the necessary infrastructure to meet the needs of local communities.
  - c. Supporting regeneration of areas, providing sustainable and affordable housing solutions for our future workforce.
2. Accelerating housing delivery to support economic growth is generally considered a pre-requisite for combined authorities to meet their full economic potential.
3. Through negotiations with government, this resulted in recognition of Housing as a priority in the deal text including:
  - a. Granting the Mayor enhanced land powers in relation to compulsory purchase and Mayoral Development Cooperations.
  - b. Setting out the principle of the Authority being entitled to devolution of locally led brownfield funding into future years, subject to Spending Review.
  - c. Commitment from Homes England to work in partnership with the Authority to unlock the barriers to affordable housing delivery, regeneration and wider housing growth through the development of a pipeline for the region.
  - d. Provision of £228k in capacity funding to assist GLCCA to develop a housing pipeline in readiness for any devolution of brownfield funding and an enhanced Homes England partnership.

### Government's ambitions and targets for housing

The Government has recently announced significant increases to national house building targets, as well as a raft of changes to the planning system, to enable additional housing growth. This includes setting out their intention to implement a universal system of strategic planning within the next five years, through Spatial Development Strategies (SDS). Established Mayoral Strategic Authorities are also expected to be given the opportunity to set the strategic direction of any future affordable housing programme and expand the Strategic Authorities' role.

## 2 Scope of housing readiness work:

4. In March 2024, the Devolution Board supported the formation of a task and finish group to progress a range of readiness tasks on behalf of the emerging Authority, closely aligned with the approved prospectus commitments.
5. The objective of the group was to utilise the government capacity funding to enable the emerging Authority to develop a regional evidence base to underpin a future Housing Strategy. This would provide early maturity in this space with the aim to access further devolved housing viability funding, as well as meeting the readiness criteria for entering into a Strategic Place Partnership with Home England.

6. The Commission has built on the foundations provided by the Greater Lincolnshire Strategic Infrastructure Delivery Framework, and set out the aspiration to:
  - a. To explore the evidence base for housing needs on a Greater Lincolnshire footprint.
  - b. To improve understanding of available sites.
  - c. To improve understanding of the GL Housing market and market forces.
  - d. To improve the level of information held of barriers and strategic case for intervention for stuck sites.
  - e. To set out the strategic case for housing growth as a determinant of economic growth in Greater Lincolnshire.
7. The work has been collaborative with representation from both constituent and non-constituent authorities as well as Homes England. The Commission has been informed by local plan and other data held by all participating Local Authorities, as well as national data sets.
8. The progress to date has delivered the first comprehensive regional evidence base on Housing for Greater Lincolnshire, which places the Authority in an excellent position to set out its Housing Strategy and meet the Homes England readiness criteria for a Strategic Place Partnership within the first year of operation. The document is currently in draft format, in the process of circulation and comments from Local Planning and Housing Authorities. The feedback stage also includes final verification of site data, including inclusion of smaller and any hidden sites not yet in Local Plans. The final housing pipeline is expected to be ready for prioritisation in summer 2025. It will further provide the foundation for the Authority to set out its Housing Strategy.
9. In addition to this work, Homes England has further supported the group with research around the current GL Housing Market, including geographical and economic determinants.
10. Regular partnership meetings are in place between the Authority and Homes England, who is also assisting the Authority by sharing good practice from other Mayoral Combined Authority areas.
11. The Housing Pipeline was the subject of a well attended panel session at UK Reiff in May 2025.

### **Emerging findings from readiness work:**

12. The recent Greater Lincolnshire Market Analysis identifies a housing building market dominated by regional and SME builders across 5 main housing market zones, with the type of housing growth not fully meeting the needs of the population. It further provides details of areas of unmet need, particularly around specialist housing provision.

13. The mapping and housing pipeline database highlights where concentrations of available housing sites intersect with constraints, major employment areas and transport hubs and corridors and sets a foundation to allow creation of a prioritised pipeline to open the door to devolved funding through the Homes England Strategic Place Partnership (SPP) arrangements.
14. The pipeline is the first attempt at mapping housing sites on a regional scale and has highlighted significant differences in data quality and storage between the Local Authorities.
15. The housing pipeline highlights that the housing mix in Greater Lincolnshire differs in some areas to the rest of the East Midland and England average, with needs highlighted in affordable rent, supported housing and provision of smaller high-quality units both to serve the older and young professional demographic (see tables below).
16. The Authority, in partnership with Local Authorities, will have an important role in ensuring future housing growth not just delivering the right number of homes to achieve Local Plan targets, but instead the right mix of housing and affordability ratio to support our residents and our economic growth aspirations.

### Housing in Greater Lincolnshire Today

Geography	Owned	Shared ownership	Social rented	Private rented
Boston	58.9%	1.3%	19.5%	20.4%
East Lindsey	67.4%	1.1%	11.3%	20.3%
Lincoln	50.5%	0.9%	21.1%	27.5%
North East Lincolnshire	63.9%	0.5%	13.2%	22.5%
North Kesteven	72.8%	1.1%	10.0%	16.1%
North Lincolnshire	67.5%	0.3%	15.0%	17.2%
South Holland	69.6%	1.1%	12.1%	17.2%
South Kesteven	68.3%	1.0%	12.5%	18.2%
West Lindsey	70.3%	0.9%	10.9%	17.9%
<b>Greater Lincolnshire</b>	<b>66.0%</b>	<b>0.8%</b>	<b>13.6%</b>	<b>19.6%</b>
East Midlands	65.5%	0.9%	14.9%	18.8%
England	61.3%	1.0%	17.1%	20.6%

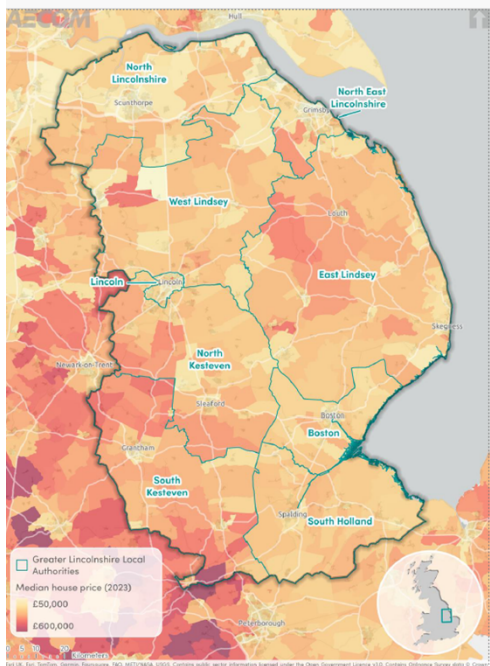
Source: Census 2021

Geography	Detached	Semi-detached	Terraced	Flat	Caravan / other
Boston	42.7%	32.4%	13.0%	11.3%	0.5%
East Lindsey	50.3%	27.5%	11.0%	9.0%	2.1%
Lincoln	19.9%	30.7%	29.6%	19.7%	0.1%
North East Lincolnshire	22.3%	34.6%	31.6%	11.3%	0.1%
North Kesteven	54.0%	30.4%	10.4%	4.2%	1.0%
North Lincolnshire	35.2%	41.8%	13.4%	8.8%	0.8%
South Holland	53.7%	31.1%	9.7%	4.9%	0.5%
South Kesteven	41.8%	30.9%	17.5%	8.7%	1.2%
West Lindsey	49.6%	27.1%	16.6%	5.2%	1.6%
<b>Greater Lincolnshire</b>	<b>40.2%</b>	<b>32.4%</b>	<b>17.3%</b>	<b>9.2%</b>	<b>0.9%</b>
East Midlands	33.2%	35.7%	19.3%	11.4%	0.5%
England	22.9%	31.5%	23.0%	22.2%	0.4%

Source: Census 2021

Geography	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Boston	8.6%	29.3%	45.7%	16.3%
East Lindsey	7.0%	34.1%	39.8%	19.1%
Lincoln	12.8%	31.3%	39.2%	16.6%
North East Lincolnshire	8.4%	21.0%	54.9%	15.8%
North Kesteven	3.4%	24.6%	44.7%	27.4%
North Lincolnshire	6.3%	21.8%	53.0%	18.8%
South Holland	5.7%	27.8%	45.9%	20.5%
South Kesteven	5.6%	23.9%	42.9%	27.5%
West Lindsey	4.3%	25.8%	43.1%	26.7%
<b>Greater Lincolnshire</b>	<b>6.8%</b>	<b>26.1%</b>	<b>46.1%</b>	<b>21.0%</b>
East Midlands	8.0%	25.9%	44.0%	22.0%
England	11.6%	27.3%	40.0%	21.1%

Source: Census 2021



House Prices & Affordability

	Median House Price	Median Earnings	Affordability Ratio
Boston	£196,000	£30,388	6.45
East Lindsey	£215,000	£30,229	7.11
Lincoln	£180,000	£31,430	5.73
North East Lincolnshire	£146,750	£34,614	4.24
North Kesteven	£241,750	£33,570	7.20
North Lincolnshire	£169,950	£31,269	5.44
South Holland	£237,500	£33,179	7.16
South Kesteven	£254,000	£32,233	7.88
West Lindsey	£220,000	£33,581	6.55
Lincolnshire	£225,000	£31,800	7.08
East Midlands	£235,000	£32,588	7.21
England	£287,000	£35,100	8.18

Source: ONS Median House Price to Median Earnings Affordability Ratio 2023



3 Future steps and work programme:

- 17. There is recognition that further resourcing is required for this work to progress in a timely manner. Within the Authority approved resourcing plan, arrangements are in place to recruit a 1 FTE Housing Policy Officer via secondment.
- 18. Establishing a Strategic Place Partnership with Homes England would provide the Authority with a good foundation to deliver on its housing aspirations across Greater Lincolnshire. To achieve this in a timely manner, the Authority needs to reach a number of milestones in 2025/26.
- 19. An early priority would be for the Authority to develop a Housing Strategy to reach the housing aspirations set out in the prospectus and devolution deal text, based on the evidence base and gap analysis already undertaken within the Housing Pipeline and Housing Market Assessment. The Housing Strategy will include establishing the role and approach the Authority wish to take in relation to housing to add value to the work already in place within Lincolnshire’s Planning and Housing Authorities.
- 20. Secondly, the Authority would need to complete a Memorandum of Understanding with Homes England to formally progress the SPP process. This would also provide the Authority with an opportunity to bid for further revenue support from Homes England to support site prioritisation and due diligence for priority sites.
- 21. Data and evidence form an important part of the SPP process, as well as providing the foundation for any additional grant applications and funding prioritisation completed by the Authority. At this point in time, the Authority has not yet purchased any software or systems capable of processing and storage of geographical data, such has been delivered through the Housing Pipeline work.



22. To support the emerging the Authority, Homes England has offered the Authority to migrate the collated pipeline data to their nationally hosted system at no cost. Homes England would further store and provide access to the data for a period of 12-months for free, with the opportunity to migrate the data back to the Authority at any time when local hosting becomes feasible. Implementing a uniform approach to site data collection and monitoring, using the national Homes England portal would bring significant benefits to the Authority for future work and funding applications.

### **3.1 Brownfield Land Programme**

As part of the initial deal Greater Lincolnshire was awarded £8.36 million of capital funding in 2024/25 to support the building of new homes on brownfield land. This funding has been committed to a range of projects in Northern Lincolnshire, to unlock underutilised brownfield land to create vibrant, exciting and connected urban neighbourhoods to support regeneration and address non-viability of sites.

The devolved brownfield housing allocation fund is expected to continue in future years subject to Spending Review, with future funding allocation being a key route for delivery of the governments increased housing targets.

### **3.2 Spatial Development Strategies**

The Government has announced their intention to implement a universal system of strategic planning within the next five years, through Spatial Development Strategies (SDS). Established Mayoral Strategic Authorities are also expected to be given the opportunity to set the strategic direction of any future affordable housing programmes and expand the Strategic Authorities' role. Future updates will be provided to the Business and Infrastructure Board.

## **4 Estimated Timescales**

**Subject to available staffing resources to undertake the programme, the estimated timescales are as follows:**

- Finalise the Housing Pipeline and wider evidence base - Summer 2025.
- Enter stage 2 of Homes England's SPP process - Summer 2025.
- Set a GLCCA Housing Strategy- January 2026
- Achieve a signed SPP with Homes England- March 2026.

#### **Alternative options considered**

The alternative option would be to do nothing to establish a housing pipeline or development of an SPP, however this would have unacceptable impacts on local economic growth, regeneration and achievement of the government's local housing targets.

#### **Reasons for the recommendation**

Accelerating housing delivery to support economic growth is a priority for the Authority to meet its aspiration. The readiness work has provided the Authority with early maturity in

this space and increased the opportunity of accessing further devolved housing viability funding, as well as meeting the readiness criteria for entering into a Strategic Place Partnership with Home England. The recommendations set out in this report, ensures that progress towards this ambition is continues at pace.

## **Implications, advice and guidance**

- 1 The implications are set out in detail in the body of the report.

### **Public sector equality duty implications**

- 2 N/A

### **Legal implications / comments**

- 3 There are not legal implications at this stage however legal advice will be required in 2026 once the MOU has been drafted with Homes England for the SPP.

### **Finance and resource implications / comments**

- 4 Dedicated GLCCA resources will be required to deliver housing programme activity, and a Strategic Housing Officer is to be appointed this summer to lead on the Housing strategy work and SPP development. Creation of this post has already been approved by the Authority.

### **Greater Lincolnshire policy / comments**

- 5 The Planning and Infrastructure Bill and the Government's 10-year infrastructure Strategy announced as part of the Comprehensive Spending Review will help inform local housing planning and delivery, and the development of any bespoke housing programmes led by the GLCCA.

### **Consultation, Boards, Overview and Scrutiny / comments**

The following have been consulted in the preparation of this report:

- N/A

### **Appendices included with this report**

- None

**Background Papers used in the preparation of this report**

The following background papers within Section 100D of the Local Government Act 1972 were used in the preparation of this report.

Background Paper	Where it can be viewed
Devolution Deal	<a href="https://www.gov.uk/government/publications/greater-lincolnshire-devolution-deal-2023">https://www.gov.uk/government/publications/greater-lincolnshire-devolution-deal-2023</a>

**Contact details for the report**

Report on behalf of: Lee Sirdifield, Chief Operating Officer, GLCCA  
Report prepared by: Halina Davies, Strategic Lead for Infrastructure and Economic Vision GLCCA; and & Carolina Borgstrom, Director Economy, Environment and Infrastructure, North East Lincolnshire Council

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## Report to the Greater Lincolnshire Combined County Authority Business & Infrastructure Board

Meeting on 25<sup>th</sup> June 2025

## Greater Lincolnshire Combined County Authority to back steel making and sign the UK Steel Charter

### **Purpose of the report**

This report is to:

- Ask the Authority to agree to sign the UK Steel Charter and support the sustainable development of steel in the UK, backing economic growth and investment in Scunthorpe and the wider Greater Lincolnshire geography.

### **Recommendation**

It is recommended that the Authority:

1. **Signs the UK Steel Charter;**
2. **Seeks to ensure all other Combined Authorities in England also sign the UK Steel Charter.**

### **Voting and consent arrangements**

Simple majority vote to include the Mayor.

There are no consent requirements for this decision.



## Information

- 1 The UK Steel Charter is an initiative which seeks to promote the use of quality British steel in construction projects.
- 2 It demonstrates that the signatory organisation is making a commitment to change procurement processes to include more UK-made steel and support the economy.
- 3 The Charter can be signed by government departments, devolved administrations, local authorities, and private organisations to publicly signal their commitment to using UK steel in major projects.
- 4 The Charter is designed to demonstrate a commitment to:
  - Supporting jobs and job creation within the UK steel sector and its domestic supply chains.
  - Maximising the economic benefits to the UK of steel procurement spend.
  - Strengthening and building stronger UK manufacturing supply chains.
  - Minimising the environmental impact of steel use, cutting transport emissions and working with a UK steel sector dedicated to decarbonisation.
- 5 The UK Steel Charter also provides organisations with a range of simple, practical steps they can take to open their procurement approach and maximise the economic and social value of their projects by using steel produced in the UK.
- 6 The UK Steel Charter illustrates why using UK-made steel is key to the success of projects and helps to uplift the UK economy and the UK steel industry.
- 7 The three constituent authorities of the GLCCA (North Lincolnshire Council, North East Lincolnshire Council and Lincolnshire County Council) have all signed the Charter.
- 8 The Charter was launched by Make UK. Formerly known as the Engineering Employers' Federation (EEF), Make UK is member organisation representing and championing manufacturers in the UK and providing provides businesses with advice, guidance and support in employment law, employee relations, health, safety, climate and environment, information and research and occupational health.
- 9 Further outcomes from signing the Charter have also been detailed, recognising the specific impact of direct support for UK steel manufacturing in Lincolnshire, primarily in Scunthorpe.
- 10 Through encouraging the use of UK steel, the GLCCA will ensure the maintaining and growth of UK Quality Steel Production in Scunthorpe, secure sustainable energy reduction through realistic decarbonisation of carbon intensive industries and secure the strategic development of the existing site in Scunthorpe for long-term economic prosperity across Greater Lincolnshire and beyond.

### **Alternative options considered**

- 11 To not sign the UK Steel Charter and to not ask other Combined Authorities in England to sign the UK Steel Charter. This would risk the perception that the Authority is not supporting a key industry within Greater Lincolnshire. It also moves the Authority out of alignment with the constituent authorities.

### **Reasons for the recommendation**

- 12 One of the primary aims of the Authority is to enable long-term, sustainable economic development across the whole of Lincolnshire.
- 13 By making a commitment to use UK steel and encouraging all other combined authorities to do so will support the sustainability of well-paid jobs at the steel manufacturing plant in Scunthorpe and across the supply chain in the UK.

### **Implications, advice and guidance**

- 14 The implications are set out in detail in the body of the report.

### **Public sector equality duty implications**

- 15 Demonstrating support for UK steel will help to support jobs and economic stability across the steel industry and related supply chain, benefitting all Greater Lincolnshire residents in those areas.

### **Legal implications / comments**

- 16 Signing the charter commits the Authority to ensure its procurement rules contain a commitment to using UK steel.

### **Finance and resource implications / comments**

- 17 There are no direct costs associated with signing the UK Steel Charter.
- 18 There will be resource implications upon officer time through the development of the procurement regulations, which will be met from core budgets.
- 19 There will be resource implications upon officer and mayoral time in advocating for all other Combined Authorities to sign the UK Steel Charter, which will too be met from core budgets.

### **Greater Lincolnshire policy / comments**

- 20 The recommendation endorses the primary functions of the Authority, which has been created to ensure investment in Greater Lincolnshire, to support economic growth across Greater Lincolnshire and to support sustainable jobs.

## **Consultation, Boards, Overview and Scrutiny / comments**

The following have been consulted in the preparation of this report:

- NIL

## **Appendices included with this report**

The following documents are included:

- Appendix A – UK Steel Charter

## **Background Papers used in the preparation of this report**

No background papers were used in the preparation of this report.

## **Contact details for the report**

Report on behalf of: Lee Sirdifield, Interim Chief Operating Officer  
Report prepared by: Caroline Illingworth, Interim Strategic Lead for Community & Business Engagement

# THE UK STEEL CHARTER

We support the aims and objectives of the UK Steel Charter aiming to maximise supply opportunities for UK steel producers through our sourcing of steel. By doing this, we can:

- **Support jobs and job creation within the UK steel sector and its domestic supply chains**
- **Maximise the economic benefits to the UK of our steel procurement spend**
- **Strengthen and build strong UK manufacturing supply chains**
- **Minimise the environmental impact of our steel use, cutting transport emissions and working with a UK steel sector dedicated to decarbonisation**

Signed:

Read More:

UK Steel, 'Maximising Value: Positive Procurement of Steel'

UK Government, 'Procurement policy note 04/23: Procuring Steel in Government Contracts'

Welsh Government, 'Supporting the sourcing of steel in major construction and infrastructure projects in Wales – PAN'

Scottish Government, 'Steel Procurement in Major Projects – Guidance on the Application of Social Issues'



This Charter is endorsed by  
the National Trade Union Steel  
Co-ordinating Committee

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# Agenda Item 8

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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