

Note prepared by Mr Marc Willis

This note has been prepared in order to respond the issues/questions raised by the Inspector during questioning of the witnesses.

1. Status of the Central Lincolnshire Core Strategy and Emerging Local Plan

As confirmed in the proof by Mr Willis (para. 7.2) the previous Central Lincolnshire Core Strategy (now withdrawn) was not taken into account in the determination of the single carriageway scheme (approved in June 2013) as it was considered to be at too early a stage of preparation to carry any weight. Following its withdrawal in January 2014 it was therefore not taken into account in the determination of the subsequent 2014 permissions.

In respect of the emerging Central Lincolnshire Local Plan (which replaces the former Core Strategy) it is first pertinent to highlight that this plan is to cover the period 2011 to 2036 rather than 2031 which was referred to during the giving of evidence). Progress of the Local Plan is still on track and in accordance with the timetable set out in the Central Lincolnshire Local Development Scheme June 2015 (LDS) and therefore anticipated to meet the identified adoption date of December 2016. We have confidence in the programme as the new plan builds upon the work undertaken for the now withdrawn Core Strategy and therefore had an advanced start in the preparation of the Plan.

The Joint Planning Committee are to meet 7 September 2015 to consider the Preferred Options and Infrastructure Delivery Plan and subject to their approval this document will then be issued for a period of public consultation running from 1 October for 6 weeks consistent with LDS timetable.

2. Funding

Section 8 of Mr Willis' proof of evidence confirms that third party contributions to fund the LEB would be secured via the Memorandum of Understanding (Core Document Ref: CD49) that has been agreed by all three relevant District Councils and would be implemented until such time the Central Lincolnshire Local Plan and CIL Charging Schedule have been formally adopted.

Further details in respect of this have been provided to me by Mr Andy Gutherson (County Commissioner for Economy and Place) and are as follows:

The Central Lincolnshire Joint Planning Committee is responsible for producing the Central Lincolnshire Local Plan. The partners have also worked in partnership to develop a shared CIL charging schedule and Infrastructure Delivery Plan. The IDP forms part of the evidence base for the Local Plan and will be considered by the

JPC at the same meeting when the Local Plan is considered for the next round of public consultation on 7 September 2015.

The CIL charging schedule is however a function for the Districts individually to approve albeit for a shared charging schedule. The two processes have been aligned since March 2012 when each District individually approved proposals to prepare an aligned CIL. For example the WLDC Prosperous Communities Committee of 28 March 2012 resolved that Option 1 be accepted as the most efficient method for producing a Community Infrastructure Levy (CIL) Charging Schedule, and thus the intention to introduce a Community Infrastructure Levy within West Lindsey and pursue a charging schedule aligned with that of both North Kesteven and the City of Lincoln councils as part of the Joint Planning Unit (JPU) be agreed. A copy of the minutes for this meeting can be provided to the Inspector should he require them.

Similar resolutions were made by the other two District Councils.

The Districts have received update reports at key points in the process to ensure that each are supporting the approach. For example in early 2013 each confirmed their support for the approach as exemplified by the City of Lincoln minutes of their executive of 28 January 2013 where they resolved that the progress on the development of an Infrastructure Delivery Plan and the plan for its future development be noted. That the general approach set out in the report, providing a viable balance between affordable housing, onsite infrastructure and strategic infrastructure, be agreed. That the Community Infrastructure Levy timetable provided within the report be agreed, and appropriate processes be put in place, including resources and political agreements, for the production of Community Infrastructure Levy Charging Schedules. That the use of further briefings and committees held with the Council from April on the Community Infrastructure Levy and related policies at relevant stages be noted. A copy of the minutes for this meeting can be provided to the Inspector should he require them

Similar resolutions were made by the other two District Councils

In April 2013 each District considered the draft charging schedule. The reports highlighted the items of critical infrastructure at that time which included the Lincoln Eastern Bypass. For example the NKDC Executive Board of 11 April 2013 resolved that the Preliminary Draft Charging Schedule as detailed in Appendix 1 to the report for formal public consultation in July in accordance with the Community Infrastructure Levy Regulations 2010 (amended by the Community Infrastructure Levy (Amendment) Regulations 2011). The continuation of a partnership approach to Community Infrastructure Levy evidence, Community Infrastructure Levy schedules and Community Infrastructure Levy funding. The endorsement of the general aligned approach set out in this report on in this report to instalment policies, in kind payments and regulation 123 lists prior to future formal consideration. That

comments made by the Executive Board be noted and included with the responses to the Central Lincolnshire Joint Strategic Planning Committee before the end of the consultation period. A copy of the minutes for this meeting can be provided to the Inspector should he require them.

Similar resolutions were made by the other two District Councils.

In September 2013 draft Reg 123 lists were considered by each District at which stage the LEB was clearly identified as a priority piece of strategic infrastructure.

This joined up approach has resulted in the authorities entering into a MOU to endorse the priority to be given to delivering the LEB funding. The MOU is included as Core Document ref: CD49.

The process to adopt an aligned CIL was put on hold as the CL Core Strategy was withdrawn. The process is now aligned to the same timescale as is being followed for the adoption of the CL Local Plan and a combined consultation on the Local Plan and the preliminary charging schedule is planned in October 2015. Each District has a committee planned for September 2015 to make this decision based on the detailed consideration of Whole Plan Viability and a draft IDP. These committee's will endorse the priority being afforded to the LEB as critical infrastructure.

3. Clarification on historic landfills within scheme

Historic landfills referred to within the Scheme related more specifically to Greetwell Hollow Quarry where it had been identified that parts of the site had been backfilled with wastes. This site was recorded in the Envirocheck report as being a historic landfill but does not appear on the Environment Agency website as a former landfill. A further site had been identified to the north-east of Washingborough Rd. The Committee Report (Core Document ref: CD32) identifies the position at page 13 of that report.

4. LEB & Local Transport Plan

LEB was identified as a 'Longer Term Major Scheme' in the first LTP which was adopted in 2001 and has continued to be identified as a key transport infrastructure project in all subsequent LTPs including the current LTP4. See Core Document refs: CD14 to CD17

5. Bund Heights along the Scheme

Detailed schemes have been submitted to the County Council for approval. A copy of these schemes can be provided to the Inspector for reference. These details confirm the proposed heights of all bunds and earthbanks along the route of the LEB and these fall within the lateral boundary of the planning permission.