

Infrastructure Funding Statement 2019/2020



I. Introduction

- i.1. This statement provides relevant summary details of financial and other contributions Lincolnshire County Council (LCC) has secured and/or spent for the year ending March 2020. This is to fulfil the obligation for all Councils to report annually as set out in the second of the 2019 amendments to the original *Community Infrastructure Levy Regulations 2010*, under the *Planning Act 2008*. These regulations may be referred to elsewhere as the 2019(no2) Regulations.
- i.2. The sections of this statement provide the following to meet the obligations of Regulation 121A:
1. Statement on how future Community Infrastructure Levy or CIL is intended to be used to fund infrastructure. For completeness, this includes CIL received between April 2020 and December 2020;
 2. CIL Report. This gives confirmation that no CIL payments were transferred to Lincolnshire County Council to March 2020; and,
 3. Section 106 Report. Relevant summary details of "section 106 agreements" to March 2020.
- i.3. While the Regulations allow for inclusion of "section 278 agreements", there is no obligation therefore LCC is not reporting those in this annual statement. This is the first such annual statement because the legal obligation to publish a statement started for the year 2019/2020. References in this statement to 'the year' or 'the reported year' are 1st April 2019 to 31st March 2020 and references to any other days, months or years will be made clear.

1. Statement on future Community Infrastructure Levy (CIL)

- 1.1. This part of the IFS relates to clause 'a' of Regulation 121A.
- 1.2. Notwithstanding the Government's White Paper on the planning system and its proposals to potentially replace CIL, the following statement was relevant at the time of writing.
- 1.3. Lincolnshire is a "two-tier" area with Lincolnshire County Council and seven district councils. Although LCC works very closely with each district council on infrastructure planning matters, it is the district councils who are the charging authorities. Local Plan preparation and CIL preparation are often closely aligned. Statements below are made in relation to the Local Plan and CIL processes for the respective areas.
- 1.4. Four of the seven districts are not actively pursuing CIL in the short term as is their choice with this optional charge: Boston Borough, East Lindsey, South Holland and South Kesteven. LCC will continue to engage with these authorities on their Local Plans, including relevant infrastructure planning. This will involve the consideration of policies for planning obligations (section 106) and potentially CIL or successors to those regimes.

- 1.5. Three district councils moved forward together in alignment to adopt and implement CIL at virtually the same time: City of Lincoln, North Kesteven and West Lindsey. Those three authorities, with LCC, also formed a Joint Strategic Planning Committee (CLJSPC) to produce the Central Lincolnshire Local Plan and other relevant documents.
- 1.6. From April 2020 to and including November 2020, LCC received £54,952 from City of Lincoln and £613,292 from North Kesteven. In both case this has been spent to repay a small part of the cost of the Lincoln Eastern Bypass. This has been a longstanding principle of LCC and partner authorities' joint assessments and strategies around the Local Plan and CIL. The bypass is also the subject of a signed Memorandum of Understanding between LCC, Lincoln, North Kesteven and West Lindsey District Councils that agrees the importance of LEB in developer contributions funding. It has also been a key part of the Lincolnshire Local Transport Plan and Lincoln Transport Strategy as well as fitting with the objectives of the LCC corporate plan. LCC intends that this same purpose continue for future CIL from those three districts in the short term so this will be LCC strategy, working with those three district councils and the CLJSPC.

2. CIL Report

- 2.1. This part of the IFS relates to clause 'b' of Regulation 121A.
- 2.2. There were no receipts of CIL (matter 1b) via district councils and no CIL expenditure (matter 1e and 1g) in the year from 1st April 2019 to 31st March 2020. The months from and including April 2020 are considered in the previous section.
- 2.3. LCC is not a CIL collecting authority. "County matters" development almost exclusively relates to minerals and waste operations or to infrastructure itself which do not usually involve buildings. In instances where buildings are developed under relevant permissions, these would rarely if ever meet the legal tests to attract CIL. Therefore, matters 1a to l (where not covered above) do not apply to LCC. In short, LCC did not collect any CIL for the relevant year and is unlikely to do so in future years.

3. Section 106 Report

- 3.1. This part of the IFS relates to clause 'c' of Regulation 121A. The following paragraphs each address a matter as it appears in Schedule 2 of the 2019(no2) Regulations.
- 3.2. During the year to March 31st 2020, LCC entered into obligations which, if and when triggered, could total £11,854,236. The relevant funding coming forward depends upon if and when the relevant aspects of these often large scale developments come forward. Two large developments could together provide around £7,500,000 for separate new primary schools in Gainsborough and Witham St Hughs (see also non-financial contributions in the paragraph further below). The remainder of the total is made up of many education agreements (both primary and secondary) and transport infrastructure/provisions across all seven district areas.

- 3.3. LCC received £2,193,115 in total during the year from planning obligations.
- 3.4. At 1st April 2020, LCC had received but not allocated £620,132.63 that had been received before the reported year. During the months to November 2020, when this statement was drafted, much of that money had been allocated.
- 3.5. In relation to non-monetary contributions for the reported year, one fire hydrant has been agreed at Colsterworth. In order to provide sufficient school places, 2.2 hectares of land for a two form entry primary school (420 places) in the south of Gainsborough as part of the Warren Wood/Foxby Lane/South Sustainable Urban Extension and a separate 1 hectare (approximately) of land to support a one form entry (210 place) expansion of Witham St Hughs Primary School are to be provided.
- 3.6. During the year, LCC allocated but did not spend £696,340. For money allocated but not spent, summary details are provided in table 1 overleaf.
- 3.7. During the year, LCC spent £2,012,162 in respect of all planning obligations. Summary details of money spent by LCC during the year are shown in table 2 in the following pages.
- 3.8. At 1st April 2020, LCC retained £1,992,209 in total from all contributions and no money was retained for maintenance. During the months to November 2020, when this statement was drafted, much of that money had been spent.

Table 1: Details for money allocated but not spent

Location	Amount	Details
STAMFORD, Empingham Road,	£276,561.96	To be spent at Stamford Welland School (primary element already spent on Malcolm Sargent school)
RUSKINGTON, Poplar Close,	£93,020.74	Towards additional secondary capacity in Ruskington only - to be drawn down towards a scheme delivered by St George's School
LINCOLN , Brayford Wharf Nth,	£65,138	Sustainable Transport Infrastructure to Lincoln Policy Area (or Brayford Area). Money to be paid in 2 stages (1st within 6 months of the use of the hotel, 2nd within 12 months of the 1st). Money to be used by LHA within 10 years from the date of final payment.
BRANT BROUGHTON, High Street, Land Adj Fire Station	£3,511.37	Towards the cost of moving road signs in the locality. To be paid prior to the occupation of the 10th dwelling.
HEIGHINGTON, Land south of Fen Road	£3,681	Towards the cost of introducing a traffic regulation order to reduce the existing speed limit on Fen Road adjacent to the proposed access to the site.
WADDINGTON, Station Road, Former Brick Pits	£191,630	£40,000 on or before the first occupation on the site, £40,000 on or before first occupation of the 27th dwelling, £40,000 on or before first occupation of the 56th dwelling, and £37,000 on or before first occupation of the 81st dwelling. To be spent on any of the following works: 1. Improvements to existing uncontrolled pedestrian crossings 2. Provision of new uncontrolled pedestrian crossings 3. Existing bus stop improvements (Station Rd adj 147 - new shelter and new high kerbs, Station Rd adj 122A - new shelter, Station Rd adj 82A - new shelter and new high kerbs) 4. Bar Lane environmental improvements (part contribution to works) 5. Brant Road footway improvements (between 459 Brant Rd and Station Rd) 6. Byway/footpath improvements (opposite 459 Brant Rd - part contribution to works) 7. Station Rd footway improvements (between nos. 14 & 66 Station Rd) 8. Melbourne Way/Holywell Road cycleway provision
BARDNEY, Manor Farm	£10,376	Bus subsidy contribution (for existing Lincoln and Horncastle via Bardney route) - £30,000 in full on/before commencement or £131,000 paid in instalments 1st £33,906 on/before development of Phase 3a
DUNHOLME - land at Lincoln Road/Honeyholes Lane	£8,000	Bus stop works - part of major works not yet completed 25.11.20
WELTON, Land off Cliff Road / Heath Lane	£10,000	Contribution towards infrastructure improvements relating specifically to the Lincoln Road/A46 (Centurion Garage) and the A15 junction. Money to be paid: 10% - occupation of 1st dwelling, 45% - occupation of 30th dwelling, 45% - occupation of 45th dwelling.
WELTON, Land East of Hackthorn Road	£103,071	Contribution towards A46 Centurion Garage junction. Money to be paid occupation of 20th dwelling.

Table 2: Details for money spent 2019/2020

Location	Amount	Details
NORTH HYKEHAM, south of Whisby Road/east of A46 Lincoln by-pass, Teal Park	£401,911	Smarter Travel Measures; public transport promotion and provision of an extended bus route to serve the site; "Travel Plan Bond" which may be used to implement additional sustainable travel.
BOURNE, Wherry Yard Phase 2,	£170,623.31	Two classroom extension at Bourne Academy
GRANTHAM, 53 Harrowby Lane,	£56,214.83	Towards 2019/20 Walton Secondary School expansion
STAMFORD, Belvoir Close,	£48,222.70	Towards self-delivered Stamford Welland School refurbishment bringing 4 classrooms into use that were derelict
LOUTH, Ramsgate Rd,	£50,370.55	Towards 2015 expansion of Eastfield Primary School
MOULTON, Land off Broad Lane and Westmoreland,	£120,907.06	Towards 2019/20 mathematics classrooms self-delivered by University Academy Holbeach
PINCHBECK, Wardentree Lane	£225,279.96	Towards extension of Pinchbeck Primary in 2016/17, drawn down to replace basic need in line with request
HOLBEACH, Station Street,	£28,334.56	Towards 2019/20 mathematics classrooms self-delivered by University Academy Holbeach
MARKET DEEPING, Godsey Lane,	£492,149.37	Towards The Deepings 6 th form scheme which provided additional Y7-11 capacity via vacating rooms previously used for sixth form to replace basic need forward funding.
MARKET DEEPING, Godsey's Lane, Phase 3,	£418,149.37	Towards The Deepings 6 th form scheme which provided additional Y7-11 capacity via vacating rooms previously used for sixth form to replace basic need forward funding.