

SAFE WELL PROSPEROUS CONNECTED

**NORTH LINCOLNSHIRE LOCAL PLAN  
STATEMENT OF COMMON GROUND  
NOVEMBER 2020  
(REVISED DRAFT FOR PUBLICATION)**

## 1. Introduction

**1.1** This Statement of Common Ground is published by North Lincolnshire Council as a supporting document to the Publication (Regulation 19) of the North Lincolnshire Local Plan. It has been prepared to meet the requirements set out in the National Planning Policy Framework (NPPF), see paragraph 27, that strategic policy-making authorities, such as North Lincolnshire Council, should produce, maintain and update one or more Statement(s) of Common Ground throughout the plan-making process.

**1.2** A Statement of Common Ground is a written record of the progress made during the process of planning for strategic cross-boundary matters. It documents where effective co-operation is and is not happening throughout the plan-making process and is a way of demonstrating at examination that plans are deliverable over the plan period and based on effective joint working across local authority boundaries. For North Lincolnshire Council, as a local planning authority, it also forms part of the evidence required to demonstrate that we have complied with the duty to cooperate. The approach taken in preparing this statement is in accordance with the requirements of the national Planning Practice Guidance (PPG).

**1.3** It is important to note that this is a working document, reflecting the fact that co-operation is ongoing in relation to the issues identified and that this will evolve as plan making progresses across all the local planning authorities identified below. Further iterations of the Statement of Common Ground will be published at key stages of the plan making process.

## 2 Parties involved

**2.1** The neighbouring authorities with local plan making responsibilities that are signatories to this statement are:

- i. Bassetlaw District Council;
- ii. Doncaster Metropolitan Borough Council;
- iii. East Riding of Yorkshire Council;
- iv. Hull City Council;
- v. Lincolnshire County Council;
- vi. North East Lincolnshire Council;
- vii. Nottinghamshire County Council; and
- viii. West Lindsey District Council / Central Lincolnshire Local Plans Team.

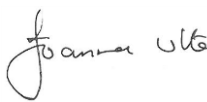
**2.2** The Prescribed Bodies that are signatories to this statement are:

- i. Environment Agency (EA);
- ii. Historic England (formally English Heritage);
- iii. Natural England;
- iv. Highways England;
- v. Civil Aviation Authority (CAA);
- vi. Homes England;
- vii. Marine Management Organisation (MMO);
- viii. North Lincolnshire Clinical Commission Group (formerly Primary Care Trust);
- ix. North Lincolnshire Local Highways Authority;

- x. Office of Rail Regulation (ORR);
- xi. East Midlands Aggregates Working party; and
- xii. Yorkshire and Humber Aggregates Working Party (YHAWP) (minerals).

### 3. Signatories

3.1 In meeting national guidance, relevant parties' i.e. local authorities should sign a Statement of Common Ground and strategic bodies/prescribed bodies. Table 1 below, shows the signatories and which issues are relevant to them individually. It also highlights where agreements are still to be made or resolved. The strategic matters/issues and agreements refer to those in Section 5: Strategic Matters and Appendix 1: Draft Strategic Matters Table of this Statement of Common Ground.

Organisation	Relevant Agreement	Signatory
Local Authority		
<b>Bassetlaw District Council</b>	1, 2, 3, 4, 5, 12, 13, 14, 15, 16	<p><b>Signed:</b></p>  <p><b>Date: 24.11.20</b>  <b>Name: Cllr Jo White</b>  <b>Position: Deputy Leader</b></p>
<b>Doncaster Metropolitan Borough Council</b>	1, 2, 3, 4, 5, 9, 11, 12, 13, 14, 15, 16, 17	<p><b>Signed:</b>  <b>Date:</b>  <b>Name:</b>  <b>Position:</b></p>
<b>East Riding of Yorkshire Council</b>	1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 21	<p><b>Signed:</b>  <b>Date:</b>  <b>Name:</b>  <b>Position:</b></p>
<b>Hull City Council</b>	1, 2, 4, 5, 6, 9, 10, 12, 13, 14, 15, 16, 17, 21	<p><b>Signed:</b>  <b>Date:</b>  <b>Name:</b>  <b>Position:</b></p>
<b>Lincolnshire County Council</b>	1, 2, 4, 5, 8, 12, 13, 14, 15, 16, 17, 19	<p><b>Signed:</b>  <b>Date:</b>  <b>Name:</b>  <b>Position:</b></p>
<b>Nottinghamshire County Council</b>	1, 2, 4, 5, 8, 12, 13, 15, 17	<p><b>Signed:</b>  <b>Date:</b>  <b>Name:</b>  <b>Position:</b></p>
<b>North East Lincolnshire Council</b>	1, 2, 3, 4, 5, 6, 9, 10, 12, 13, 14, 15, 16, 17, 21	<p><b>Signed:</b>  <b>Date:</b></p>

		<b>Name:</b> <b>Position:</b>
<b>West Lindsey District Council / Central Lincolnshire Local Plans Team</b>	1, 2, 3, 4, 5, 8, 9, 12, 13, 14 15, 16	<b>Signed: P. Hylton</b> <b>Date: 24<sup>th</sup> November 2020</b> <b>Name: Philip Hylton</b> <b>Position: Central Lincolnshire Joint Strategic Planning Team, also signed on behalf of and in agreement with West Lindsey District Council</b>

### Prescribed Bodies / Additional signatories

#### 3.3 Prescribed Bodies and additional signatories to this statement are:

- i. Environment Agency (EA);
- ii. Historic England;
- iii. Natural England;
- iv. Highways England;
- v. Civil Aviation Authority (CAA);
- vi. Homes England;
- vii. Marine Management Organisation (MMO);
- viii. North Lincolnshire Clinical Commission Group (formerly Primary Care Trust);
- ix. North Lincolnshire Local Highways Authority;
- x. Office of Rail Regulation (ORR);
- xi. East Midlands Aggregates Working Party; and
  - i. Yorkshire and Humber Aggregates Working Party (YHAWP) (minerals).
  - ii. Greater Lincolnshire Local Enterprise Partnership (GLLEP);
  - iii. Humber Enterprise Partnership (HLEP);
  - iv. Greater Lincolnshire Nature Partnership; and
  - v. Humber Local Nature Partnership.

**3.4** Homes England have been consulted throughout the preparation of the Local Plan including the Statement of Common Ground. No responses have been received as yet. However, Homes England are fully engaged with the local plan as and when required, as also with the Council's Strategic Housing team. Therefore, Homes England are not a signatory to the Statement of Common Ground.

**3.5** The Office of Rail and Road (ORR) published guidance in February 2013 that unless a strategic matter requires consideration of transport matters there is no need to include them in the consultation process. For transparency, the ORR was continued to be consulted throughout the Local Plan process including the early Statement of Common Ground consultations. No responses were received. Therefore, the ORR is not a signatory to the Statement of Common Ground.

**3.6** During consultation on the Draft Statement of Common Ground the Civil Aviation Authority confirmed they have no comments to make.

**3.7** Government guidance on plan making states that "Local Enterprise Partnerships and Local Nature Partnerships are not subject to the requirements of the duty (*to cooperate*), but local planning

authorities and county councils in England, and prescribed public bodies **must** cooperate with them.” <https://www.gov.uk/guidance/plan-making>.

**3.8** Therefore, for the purposes of preparing the Local Plan, the following bodies will also be treated as duty to cooperate bodies:

- Greater Lincolnshire Local Enterprise Partnership (GLLEP);
- Humber Enterprise Partnership (HLEP);
- Greater Lincolnshire Nature Partnership; and
- Humber Local Nature Partnership.

Organisation	Relevant Agreement	Signatory
Prescribed bodies/additional signatories		
Environment Agency	2, 5, 6, 10, 12, 13, 15, 16, 21	Signed: Date: Name: Position:
Historic England	2, 5, 6, 9, 14, 17	Signed: Date: Name: Position:
Highways England	2, 5, 6, 7	Signed: Date: Name: Position:
Natural England	2, 5, 6, 11, 12, 13, 17, 21	Signed: Date: Name: Position:
Civil Aviation Authority		Confirmation CAA no comments to make.
Marine Management Organisation	5, 6, 10, 12, 14, 16, 17, 20	Signed: Date: Name: Position:
North Lincolnshire Clinical Commissioning Group	2, 18	Signed: Date: Name: Position:
North Lincolnshire Education Authority	2, 19	Signed: Date: Name: Position:

North Lincolnshire Local Highways Authority	2, 5, 6, 8	Signed: Date: Name: Position:
East Midlands Aggregates Working Party	17	It has been agreed that there is a conflict of interest between industry and local authority members regarding the signing of Statements of Common Ground. Currently awaiting direction from Central Government on how to proceed regarding the consideration of SoCGs.
Yorkshire & Humber Aggregates Working Party	17	It has been agreed that there is a conflict of interest between industry and local authority members regarding the signing of Statements of Common Ground. Currently awaiting direction from Central Government on how to proceed regarding the consideration of SoCGs.
Greater Lincolnshire Local Enterprise Partnership	6	Signed: Date: Name: Position:
Greater Lincolnshire Nature Partnership	6, 12, 13	Signed: Date: Name: Position:
Humber Local Enterprise Partnership	6, 21	Signed: Date: Name: Position:
Humber Local Nature Partnership	6, 11, 12, 13	Signed: Date: Name: Position:
Humberhead Partnership	11, 12, 13	Signed: Date: Name: Position:

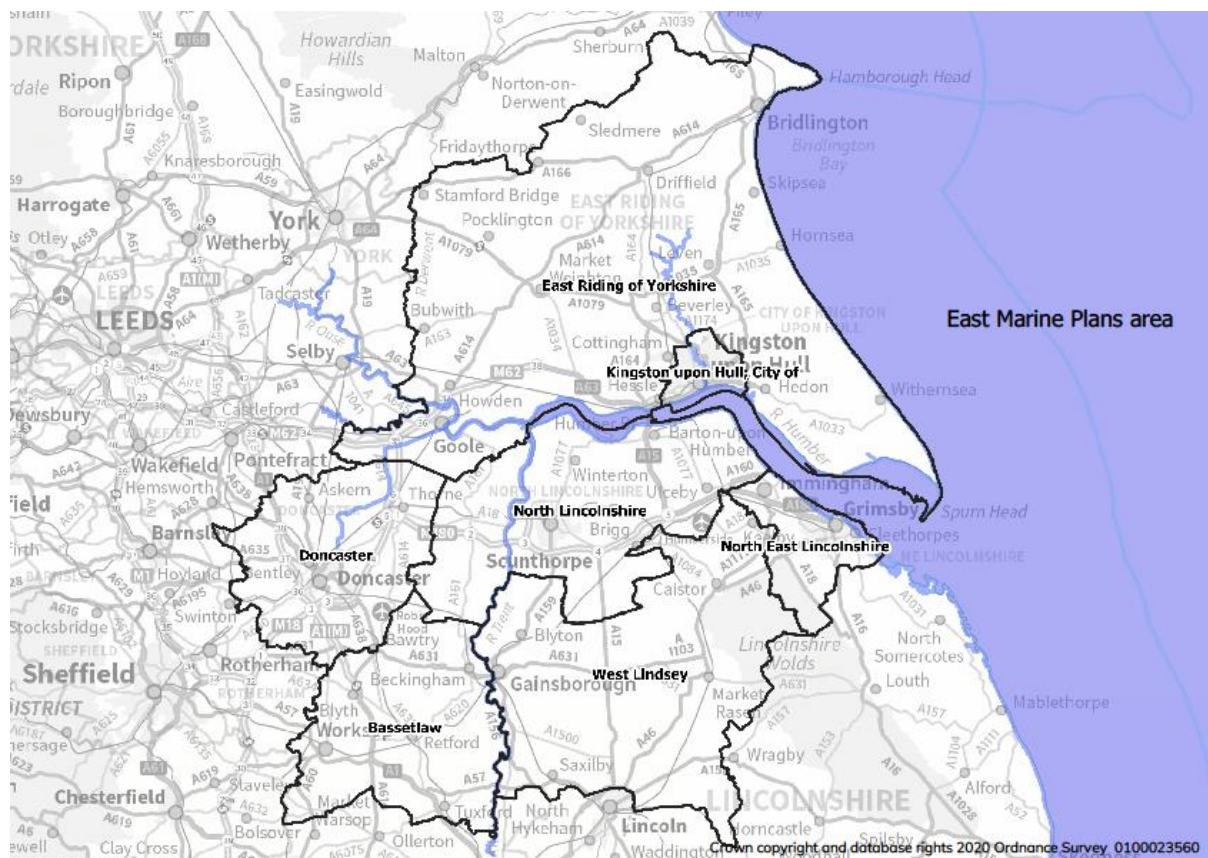
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#### 4. Strategic Geography

4.1 This section provides an explanation of the geographical area for the issues covered by the Statement of Common Ground. The local planning authorities that have boundaries with North Lincolnshire Council are:

- i. Bassetlaw District Council;
- ii. Doncaster Metropolitan Borough Council;
- iii. East Riding of Yorkshire Council;
- iv. Hull City Council;
- v. Lincolnshire County Council;
- vi. Nottinghamshire County Council;
- vii. North East Lincolnshire Council; and
- viii. Central Lincolnshire (the local planning authority with plan-making purposes for West Lindsey District Council).

4.2 The map below identifies the location and extent of the area covered by the statement.



4.3 This area extends over the administrative area of the entire plan making authorities that have a common boundary with North Lincolnshire.

4.4 The Planning & Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) places a duty to co-operate on the Marine Management Organisation and other public bodies in the preparation of marine plans and local development plans. The council will therefore ensure a close

working relationship in terms of the Local Plan and East Marine Plans. **It is noted that specific policies, cited as relevant throughout the Statement of Common Ground and Appendix 1, must be read in the context of all other provisions within the East Marine Plans as appropriate.**

**4.5** North Lincolnshire has a relatively self-contained housing market area as indicated in the North Lincolnshire Local Housing Needs Assessment (NLLNA, 2019), predominantly covered by the Scunthorpe Travel to Work Area which broadly reflects the Local Authority boundary. This suggests a relatively strong degree of self-containment of the workforce in 2011. There are key linkages with the surrounding authority areas as represented by travel to work areas centred on North East Lincolnshire, Doncaster, Hull and West Lindsey (Lincolnshire), with strong commuting flows to and from these areas and Housing Market Area relationships with East Riding, West Lindsey, Doncaster and North East Lincolnshire.

**4.6** North Lincolnshire is a predominately rural area made up of a number of historic market towns: Barton upon Humber; Brigg; Crowle; Epworth; Kirton in Lindsey; and Winterton. These are surrounded by many desirable larger and smaller villages and hamlets as well as an attractive countryside. At the centre of the area lies Scunthorpe our focus for education, jobs, retail, services, and industry.

**4.7** Our neighbours are East Riding of Yorkshire, Hull, Lincolnshire (West Lindsey), Nottinghamshire (Bassetlaw), North East Lincolnshire and South Yorkshire (Doncaster). We are members of the Humber Local Enterprise Partnership and Greater Lincolnshire Local Enterprise Partnership. Their economic strategies are set out in the Humber Strategic Economic Plan (SEP) and the Greater Lincolnshire SEP and both LEPs are developing Local Industrial Strategies. Their visions, ambitions and priorities are reflected in the Local Plan.

**4.8** North Lincolnshire also falls within the area covered by the Northern Powerhouse and Midlands Engine initiatives to rebalance the economy and drive growth across northern and central England. North Lincolnshire Council is an active member of Transport for the North (TfN) (the country's first Sub-National Transport Body), Rail North and Midlands Connect. TfN's Strategic Transport Plan for the North sets out the case for strategic transport infrastructure investment through to 2050. It centres on transformational inter-city and pan-Northern connectivity improvements, ensuring that these are each drivers of economic growth in the North and the UK as a whole. This will also include improving pan-Northern access to the North's major ports and international airports.

**4.9** One of North Lincolnshire's major strengths and opportunities is its high quality transport network and international connections. We have easy access to the UK's motorway and trunk road network. The M180, M181, A180 and A160 link the South Humber Gateway Ports and Scunthorpe as well as the rest of the area to the main north/south routes (the A1/M1) and trans-Pennine routes (the M62 via the M18). Many of the North's key centres like Doncaster, Sheffield, Manchester, Leeds, York, and Liverpool are accessible within two hours, whilst the rest of the country is within around a 4 hours' drive.

**4.10** Regarding the economy, the NLLNA, 2019 demonstrates that the area is currently a single functional economic market area. The economy is relatively self-contained with 76% of residents working in the area; and 79% of resident's expenditure on comparison retail goods is spent within North Lincolnshire.

**4.11** More and more people are commuting in and out of the area and North Lincolnshire is developing stronger mutual labour market ties with Doncaster, East Riding, West Lindsey, and North East Lincolnshire. Since the decline of its traditional industries, North Lincolnshire has experienced considerable economic growth, but the local economy is still underperforming compared with the



regional and national averages in terms of business stock, availability of jobs and employment rates. Deprivation is also higher than average and around a quarter of children live below the poverty line.

**4.12** Based on North Lincolnshire's strategic geography, this Statement of Common Ground considers the area as the most appropriate boundary for matters other than minerals. North Lincolnshire is a single functional economic market area and has a relatively self-contained housing market area.

### **Strategic Geography for Minerals**

**4.13** Minerals planning covers a wider strategic area and includes authorities not adjacent to North Lincolnshire and this needs reflecting in Statement of Common Ground. This is because of the regional and sub-regional flow of aggregate minerals between the areas, which predominantly make up the area covered by the Yorkshire and Humber Aggregates Working Party (Y&HAWP) and to a lesser degree the East Midlands Aggregate Working Party (EMAWP). For North Lincolnshire and in the context of this statement, the additional areas in relation to minerals include North Yorkshire County Council, Nottinghamshire County Council, Lincolnshire, East Riding of Yorkshire, the West Yorkshire authorities of Leeds and Wakefield, and the South Yorkshire authorities of Barnsley, Rotherham and Sheffield.

**4.14** With North Lincolnshire being a Minerals Planning Authority it is required to plan for minerals as part of the Local Plan process. North Lincolnshire contributes to the Humber sub region's share of aggregate, minerals and contributes towards meeting the local, regional, and national demand for resources to support infrastructure and construction projects. The Council area also produces some industry and energy minerals, but these are not monitored nationally to the same degree as aggregate minerals. National planning policy highlights the importance of minerals to the local economy and supports the need for sustainable mineral extraction and the Council is required to provide for an adequate and steady supply of construction aggregate for industry by maintaining landbank of mineral planning permissions. The importance of the provision of adequate mineral resources is a clear strategic priority.

**4.15** North Lincolnshire's geology ensures the presence of several different mineral resources in the area. These include sand and gravel, limestone, chalk, silica sand, clay, ironstone, and peat as well as hydrocarbon (oil and gas) deposits. We have five quarries extracting either chalk or limestone and four extracting either sand and gravel, or silica sand. Ironstone extraction ceased some time ago, as has peat extraction. There is one operational oil well.

**4.16** Aggregates Working Parties (AWPs) were established in the 1970s to collect and monitor data on aggregates provision as an aid to minerals planning. AWP's are joint local government-central government industry bodies that monitor the supply of, demand for, and reserves of, all aggregates including both primary aggregate and alternative sources in local authority areas. AWP's consider the implications of aggregate supply but are not policy making bodies. They provide information to facilitate the work of Mineral Planning Authorities (MPAs), national government agencies and the minerals industry. AWP's also feed regional views to the Government through the national forum and the National Coordinating Group (NCG).

**4.17** The core functions of the AWP, as set out in the Planning Practice Guidance, are to:

- consider, scrutinise, and provide advice on the Local Aggregate Assessments (LAAs) of each mineral planning authority in its area including whether, in its view, the area is making a full contribution towards meeting both national and local aggregate needs. This assessment should be based on local aggregate assessments and should be informed by other economic

data. It should also include an indication of emerging trends of demand in the Aggregate Working Party area;

- provide an assessment of the position of overall demand and supply for the Aggregate Working Party area; and
- obtain, collect, and report on data on minerals activity in their area.

**4.18** North Lincolnshire Council collaborates towards the Yorkshire and Humber Aggregates Working Party in relation to minerals provision and information and contributes toward the delivery of annual monitoring and annually produces a Local Aggregates Assessment jointly with the neighbouring Humber authorities (East Riding, Hull, and North East Lincolnshire Council's).

**4.19** Minerals provision and supply and its cross-boundary issues are identified and considered by AWP, with information from contributing areas identified in their respective LAAs. North Lincolnshire has a boundary to Nottinghamshire County Council (Bassetlaw District) who contribute to the East Midlands Aggregates Working Party (AWP). With this in mind, this Statement of Common Ground will require the consideration by the Y&HAWP and East Midlands AWP.

**4.20** NPPF outlines that a sufficient supply of aggregate minerals is required to provide for planned infrastructure and development proposals identified in Local Plans. Minerals also move around the country to meet the requirements of supply and demand especially in deficient areas and areas of growth and no mineral resources. This is considered in more detail below in 'Section 5: North Lincolnshire's Strategic Planning Matters'.

## **5. North Lincolnshire's Strategic Planning Matters**

**5.1** This part of the SoCG considers the strategic and cross-boundary planning matters that are particularly relevant for the North Lincolnshire Local Plan. It addresses each matter in turn. Appendix 1: Draft Strategic Planning Matters Table includes further detail. The agreements of relevance are also listed and are numbered to match the relevant strategic planning matter. There are specific non-strategic cross boundary issues covered in this section when these have been requested by prescribed bodies. These are covered in the spirit of helpfulness.

### **Housing Development – including scale, location, and infrastructure (ref 1 & 2)**

**5.2** North Lincolnshire is considered to form its own housing market area, as set out in the North Lincolnshire Local Housing Assessment (NLLHA) and as a result of that, there are no strategic issues with the relevant neighbouring authorities. The full housing requirement for the Local Plan will be allocated within North Lincolnshire (within the plan period of 2020 to 2038). During Duty to Cooperate meetings with neighbouring authorities, it was agreed that North Lincolnshire will meet its own housing need and that others did not think it appropriate to either meet North Lincolnshire's need or for North Lincolnshire to meet some of their needs.

**5.3** The Council is aware that the strategic infrastructure (including transport, education, health, and green space) required to deliver its housing allocations has had an impact in past delivery rates. The Council is committed to quarterly meetings with Homes England and bids will be put forward through the LEPs for funding such as the Housing Infrastructure Fund, and inclusion in the Greater Lincolnshire Strategic Infrastructure Delivery Plan (SIDP).

**5.4** On-going work will continue with adjoining authorities, Highways England and local highway authority on issues such as traffic impacts and mitigation, **Environment Agency on flood risk management, water supply and wastewater treatment** and Natural England and Historic England in

terms of site allocations and impacts on the natural and historic environment. **Historic England still has outstanding objections in terms of site allocation H1P-22 (Land at Yealand Flats, Epworth) and that they have not seen or approved an Historic Environment Evidence Base document as agreed in bespoke meetings.** Any future cross boundary infrastructure provision requiring the involvement or endorsement of neighbouring authorities will be subject to separate discussions and agreement.

**Agreement 1:** The North Lincolnshire Local Plan will fully meet the objectively assessed needs to 2038 and is not proposing to accommodate any neighbouring authorities' needs. North Lincolnshire functions largely as a self-contained housing market area. This will be kept under review through Local Housing Needs Assessment reviews, AMR's, and Five-Year Land Supply Statements.

**Agreement 2:** North Lincolnshire Council will continue to share evidence and information including updates to and the content of the Infrastructure Delivery Plan to ensure that adequate infrastructure is provided to meet the scale and location of housing need. On-going work will continue with adjoining authorities, Highways England and local highway authority on issues such as traffic impacts and mitigation and Natural England, **Environment Agency** and Historic England in terms of site allocations and impacts on **reducing flood risk**, and the natural and historic environment respectively.

### North Lincolnshire's Travelling Communities (ref 3)

**5.5** North Lincolnshire Gypsy and Traveller Accommodation Needs Assessment 2017 provides an objective assessment of future pitch requirement for Gypsy and Travellers including Travelling Showpeople in accordance with national policy. The assessment identifies that North Lincolnshire needs to find provision for -1 permanent residential pitches and 0 transit pitches. Currently North Lincolnshire has two locations (Brigg and Kirton in Lindsey) providing permanent Gypsy and Travellers facilities. The two Brigg sites River View and Mill View currently have additional capacity to meet the future additional needs with the scope for future expansion. No adjoining local authorities have raised any strategic issues with Gypsies, Travellers, and Travelling Showpeople despite being asked to comment on that as a strategic issue. The evidence will be updated periodically throughout the plan period.

**Agreement 3:** **The North Lincolnshire Local Plan will fully meet the objectively assessed needs to 2038 and is not proposing to accommodate any neighbouring authorities' needs.** Signatories agree that there are no outstanding unresolved strategic issues relating to Gypsy and Travellers. The North Lincolnshire Gypsy and Traveller Accommodation Needs Assessment will be kept up to date and reviewed when required. North Lincolnshire Council will maintain close working arrangements with adjoining local authorities to meet any recognised need.

### Employment Land – including scale, location, and infrastructure (4 & 5)

**5.6** The North Lincolnshire Employment Land Review within the Strategic Housing & Employment Land Availability Assessment identifies the area as functional economic market area. Discussions and consultations undertaken so far on the Local Plan have not raised any objections relating to the overall level of employment provision, potential allocations, and their associated infrastructure.

**5.7** On-going work will continue with adjoining authorities, Highways England and local highway authority on issues such as traffic impacts and mitigation, **Environment Agency on flood risk management, water supply and wastewater treatment**, Natural England and Historic England in terms of site allocations and impacts on the natural and historic environment. Any future cross boundary infrastructure provision requiring the involvement or endorsement of neighbouring local authorities or prescribed bodies would be subject to separate discussions and agreement. **The council is working**

in partnership with the EA and other LA's on the new Humber Flood Risk Management Strategy (H2100+) to ensure the Local Plan policies are consistent with its proposals. H2100+ is a sub-regional strategic priority which is acknowledged, and the council will continue to share evidence and information to assist its implementation.

**Agreement 4:** The North Lincolnshire Local Plan will meet the area's job needs/land requirement to 2038. North Lincolnshire is a separate functional economic market area. This will be kept under review through AMRs, employment land availability and updates to Employment Land Reviews/Employment Land Need Assessments.

**Agreement 5:** North Lincolnshire Council will continue to share evidence and information including updates to and content of the Infrastructure Delivery Plan to ensure that adequate infrastructure is provided to meet the scale and location of employment need. On-going work will continue with adjoining authorities, Highways England and local highway authority on issues such as traffic impacts and mitigation and Natural England, Environment Agency and Historic England in terms of site allocations and impacts on reducing flood risk, the new Humber Flood Risk Management Strategy (H2100+), and the natural and historic environment.

### South Humber Bank Strategic Site Allocation (ref 6)

**5.8** The South Humber Bank (SHB) site is an expansive area of flat land located on the southern bank of the Humber Estuary. The site, although largely greenfield and isolated from a main built up urban area, is located within an existing industrial port landscape. The two existing large ports at Immingham and Grimsby (collectively one port) and the Humber Sea Terminal are the busiest ports in the UK by tonnage. The Local Plan policy identifies a need for 900 hectares (gross area) of E (Offices/Light Industrial), B2 (General Industry) and B8 (Storage and Distribution) port related activities to take special advantage of its location within an existing port environment, flat topography and being adjacent to a deep water channel of the Humber Estuary.

**5.9** Land in the SHB is used by significant numbers of waterbirds related to the Humber Estuary SPA and Ramsar site. To mitigate against this adverse effect a Strategic Mitigation Plan for North Lincolnshire has been prepared. The Mitigation Strategy for North Lincolnshire covers the SHB employment area. Equivalent documents have been produced by North East Lincolnshire Council. Taken together, the two independent Strategy documents form the Strategic Mitigation Strategy for the whole of the SHB.

**5.10** The original SHB Mitigation Strategy was prepared during the same period as two major project proposals for port related development on Halton Marsh and Killingholme Marsh. Both projects have been through 'appropriate assessment'. Natural England has agreed that waterbird mitigation for these proposals are acceptable as part of the Strategic Mitigation Plan. These mitigation areas within the SHB employment allocation (in relation to the Able UK Marine Energy Park (AMEP) at Killingholme Marshes and Able Logistics Park (ALP) at Halton Marshes) are in compliance with the Mitigation Strategy Plan for North Lincolnshire.

**5.11** Able UK have since brought forward an agreed alternative mitigation proposal on one site at Halton Marshes of at least equivalent area to that agreed under the ALP and AMEP projects. This approach has been agreed by the conservation groups and is endorsed by this plan.

**5.12** In effect the Mitigation Strategy for North Lincolnshire is a 'living document' that will provide continual updated robust evidence towards delivering and maintaining mitigation sites. There are options for waterbird mitigation/compensation to be provided beyond the boundaries of the SHB employment allocation as long as this does not affect the ability of the designated site to meet its conservation objectives. Other proposals, which may come forward on the remainder of the SHB employment allocation (other than the proposed AMEP and ALP projects), will have to pass the tests of the Habitats Regulations. The Mitigation Strategy is currently being

updated alongside the new local plan policy to continue this robust evidence base for delivering and maintaining mitigation sites. Natural England and the LNP's will be engaged in this process accordingly.

**5.13** The main transport documents that are relevant to the site are: North Lincolnshire's Local Transport Plan 3 (2011 – 2026), the South Humber Bank Transport Strategy 2008 (updated 2010) and the Interim Planning Guidance for the South Humber Gateway (2011). The Transport Strategy proposes a package of transport infrastructure improvements that could be implemented to improve access to the South Humber Gateway and facilitate development. A Transport Assessment will be required for each development in the area and it is recommended that developers contact the Transport Planning Team to discuss the scope prior to starting work. Applications should be supported by robust Travel Plans, where appropriate, which should demonstrate how the use of sustainable transport modes will be promoted and encouraged. The Council is looking to produce an International Gateways: Area Wide Travel Plan, including the South Humber Gateway. All new and existing businesses/developers will be expected to sign up to it.

**5.14** NLC will continue to engage with the Marine Management Organisation (MMO) in terms of the relationship between the East Marine Plans (policies EC1, EC2, and EC3) and the Environment Agency in relation to flood risk and development/Humber 2100+ and the South Humber Bank Strategic Site Allocation and the associated planning applications and Development Consent Orders that may affect the marine environment.

**Agreement 6:** Signatories agree that there are no outstanding unresolved strategic issues relating to the South Humber Bank Strategic Site Allocation. North Lincolnshire Council will continue to ensure a joined up approach to the allocation of land and associated habitat mitigation / compensation, flood defence and transport infrastructure through sharing evidence and information and contents of Infrastructure Delivery Plans.

## **Transport Infrastructure (Strategic Road Network, local highway network, public transport, and rail)**

### **Impact on Strategic Road Network (ref 7)**

**5.15** North Lincolnshire has good motorway access (M180 & M181) and therefore it is important that there is regular liaison with Highways England (HEng). North Lincolnshire Council has worked closely with HEng in improvement works on and around the Strategic Road Network (SRN). Historically cooperative working between both parties has been undertaken to consider issues on the SRN and find funding streams to deliver the schemes.

**5.16** In order to continue this relationship throughout Local Plan preparation NLC and HEng are developing an evidence base that is as robust as possible given the Covid-19 pandemic, which assesses the impact of the Local Plan on the SRN and identifies the appropriate infrastructure to mitigate any impact as a consequence. This will enable a view to be taken in relation to the ability of appropriate and deliverable policies and schemes to support the scale and location of development that the Plan seeks to deliver. In order to achieve this NLC will adopt a collaborative working approach with HEng to agree the necessary mitigations on the SRN, secure developer contributions where appropriate and investigating other potential funding mechanisms and triggers in to the Local Plan policies and the associated Infrastructure Delivery Plan.

**5.17** It should be noted that due to the Coronavirus pandemic it has not been possible to collect data to fully model the impacts of the traffic generated by the Local Plan. Instead, best use has been made of existing pre-pandemic data where this was available. Given that the A160 Upgrade Scheme was open to traffic in March 2017, no post opening traffic flows are available. Instead the traffic forecasts estimated during scheme design were the basis of the Local Plan assessment. The unavoidable uncertainty surrounding both the existing and future traffic flows due to the pandemic make it

important that the situation is revisited by the Council and Highways England at 5-year assessment intervals. In addition, the impact of each individual planning application on the SRN will be fully assessed as and when they come forward.

**Agreement 7:** North Lincolnshire Council will maintain a close working relationship and provide evidence to Highways England to assist in identifying and quantifying specific strategic highways network capacity, shortfalls and future requirements linked to scale and phasing of development. NLC and HEng will develop evidence base documents to best assess the impact of site allocations on SRN within the limitations of restricted data availability because of the Coronavirus pandemic.

### Impact on Local Road Network & Public Transport (ref 8)

**5.18** The local planning authority will continue to engage in discussions with the local highway authority and neighbouring local planning authorities concerning their Local Plans and the North Lincolnshire Local Plan. Current meetings have highlighted no significant cross boundary/strategic planning issues regarding impacts on local highway networks.

**5.19** New land allocations, particularly employment and housing land can, if not planned appropriately, have a significant detrimental impact on the local highway network. This could result in the creation of pinchpoints on main roads and at strategic junctions in busy locations. In order to ensure this is not the case the local planning authority and local highways authority has commissioned an evidence base that assesses the impact of the preferred land allocations on the wider local highway network. The purpose of this work is to inform site-specific interventions with regard to the existing and future impact on the highways and transportation network over the emerging Plan period. As part of this the report will assess the impact that the development of sites may have on transport networks and what mitigation might be required in order to accommodate the travel demands from these sites.

**5.20** Unlike many other rural areas North Lincolnshire is generally well served by rail infrastructure. What is lacking is the provision of appropriate services running along the infrastructure, providing the connections that support the wider spatial strategy, and enabling the sustainable movement of people to access work, training, education, health, and leisure facilities. Buses are currently the most viable alternative to the car, particularly for commuter, shopping and leisure trips and are used by far more passengers than the rail services.

**5.21** The majority of North Lincolnshire's bus services are provided by two main bus operators with the existing bus network split into urban and rural or inter-urban services. Much of the network is subsidised with only a handful of services operating on a fully commercial basis. This is not untypical of an area with such a large rural hinterland with some very low density areas of population. In an attempt to address weaknesses in bus provision the Council, as part of the Department for Transport (DfT) sponsored Total Transport Initiative, developed a pilot project to test the viability and feasibility of DRT bus services in the more rural parts of the authority's area.

**5.22** Walking and cycling should be the travel mode of choice for all short trips and an increase in these 'active travel' modes will improve people's physical and mental health and wellbeing. It is also important that pedestrian and cycle access is prioritised to and within new developments. In order to achieve greater sustainability and assist in the efficient movement of people, developments must be served adequately by new cycling and walking infrastructure.

**5.23** The shift to a more polycentric spatial strategy that starts to direct more development away from Scunthorpe towards the other Principal Towns and other large service centres requires a recasting of public transport provision with a need to maintain focus on supporting Scunthorpe but also to start to better connect the surrounding key settlements not just with Scunthorpe but also with each other.

**Agreement 8:** The local planning authority will continue to maintain a close working relationship with the local highway authority, and where necessary neighbouring local authorities to overcome any identified pressures on the local highway network due to proposed new allocations / development. Evidence and information will continue to be shared and continued collaboration will take place with neighbouring authorities and transport operators on the contents of the Infrastructure Delivery Plan to deliver adequate transport infrastructure to meet the scale and location of growth.

### Retail Development (ref 9)

**5.24** In terms of retail there are no strategic issues of importance. North Lincolnshire's retail catchment is relatively self-contained with 79% of residents' expenditure on comparison retail goods being spent in the area. Through meetings with neighbouring authorities, no issues were raised regarding retail and town centres.

**Agreement 9:** Local planning authority signatories agree that there are no outstanding unresolved strategic issues relating to retail development.

### Flood Risk (ref 10)

**5.25** North Lincolnshire has locations at considerable flood risk as the area is within Flood Zone 1, 2 and 3. **Approx. 50% of the land is within area of high flood risk (Flood Zone 3) the area with a high probability area of flooding.** Due to this, there has been regular ongoing consultation and engagement with the Environment Agency in the preparation of the Strategic Flood Risk Assessment (SFRA) Review and throughout the evolution of the Local Plan as their comments and suggestions have been considered and incorporated in to policies. **The EA have advised the council that a comprehensive review of the current SFRA would be premature now given the extensive flood modelling currently being undertaken following recent storm events. The EA at Preferred Options suggested specific changes to the Managing Flood Risk Policy all of which have been included. The SFRA has been to the Environment Agency several times to ensure all their comments and suggestions have been included. A final version of the SFRA will go to the EA in October for final agreement as the council are waiting for the Hazard mapping matrix from the EA and some further text for the Level 2 Assessments for Brigg and Barton upon Humber. This joint working is to ensure that the Local Plan complies with national guidance regarding flooding and has guided where development can take place but also has regard to the regeneration needs of the areas.**

**5.26** The council worked in partnership with the Environment Agency on the Lincolnshire Lakes regeneration project to the west of Scunthorpe through both the Core Strategy and Lincolnshire Lakes Area Action Plan. This culminated in development of flood risk mitigation outcomes in the policies and a collaboration agreement. These outcomes will be reflected in the site allocations policy.

**5.27** The council is also contributing to the development of the Humber Flood Risk Management Strategy (H2100+) in partnership with 11 other local authorities. Its aim is wider than managing tidal flood risk and includes supporting sustainable development and a prosperous Humber. This new strategy is important for North Lincolnshire and the wider Humber sub region and will have strategic implications for the local plan. NLC will continue to engage with the Environment Agency at the H2100+ Officers Group concerning the North Lincolnshire Local Plan. Current meetings have highlighted no significant cross boundary/strategic planning issues.

**5.28** During the SFRA preparation, the Council has shared the evidence base and data with neighbouring authorities, utility companies and other relevant bodies. Any comments and issues were incorporated into the work at the earliest stage and the Council have had several meetings and versions of the SFRA sent to the Environment Agency to ensure all their comments and suggestions have been considered.

**5.29** The MMO East Inshore Marine Plan has also been considered in both the SFRA and plan making process in relation to the impact on the marine environment. The council will actively consult with the MMO to ensure conformity with the East Marine Plans and the North Lincolnshire Local Plan.

**5.30** The Environment Agency provided a number of representations to the Preferred Options Local Plan (Regulation 18) either objecting or commenting regarding the inclusion of policy criteria, mitigation or additional text. Though these issues are not cross boundary strategic matters they have been requested for inclusion by the EA and hence covered by the SoCG. The majority of the issues raised have been covered through modifications to the policies and text and these have been provided and discussed with the EA at a bespoke meeting. The council is awaiting a formal response from the EA to the proposed policy modifications confirming that there are no outstanding issues. In terms of the strategic matters the following modifications were agreed/or further actions identified:

- There were a number of representations in relation to Policy DQE3: Biodiversity and Geodiversity and the supporting text. In order to address these and others a full re-draft of the policy has been undertaken.
- Based on the changes made following the comments received by the Environment Agency and others, it is proposed that Policy DQE5p: Nature Conservation and Recreational Land Uses, its supporting text, and monitoring indicators/targets are all deleted. Using this policy to determine a planning application would not provide any additional protection over and above that already afforded by application of DQE3p and the Habitats Regulations.
- The Environment Agency suggested a re-write of Policy DQE6: Flood Risk to overcome their concerns. The council agreed to the EA suggested wording with minor amendments.
- Climate change & low carbon living: Policy DEQ8p and 9.41 – 9.49 – A number of representations were submitted and the majority of these were agreed and amendments made accordingly.

**Agreement 10:** North Lincolnshire Council will continue liaison with the Environment Agency, MMO and neighbouring authorities (primarily East Riding of Yorkshire Council, Hull City Council and North East Lincolnshire Council) where necessary to continue the positive working relationship and demonstrable track record of collaborative joint working with effective outcomes. Through various forms of engagement NLC and EA will continue to work cooperatively on matters of cross boundary strategic importance. The SFRA and flood risk evidence base will be finalised and kept under review and updates will be undertaken when necessary.

The council is awaiting formal notification that the modifications set out in this Statement of Common Ground satisfactorily address the concerns raised by the EA in ensuring the policies contained in the Plan are effective.

Signatories agree that there are no outstanding unresolved strategic issues relating to flood risk.

### **The Natural Environment, Green and Blue Infrastructure, and Thorne and Hatfield Moors (ref 11, 12 & 13)**

**5.31** Discussions so far have determined there are no strategic issues relating to the natural environment. There is continuing dialogue with relevant local authorities, Local Nature Partnerships,



and local records centres to ensure that biodiversity interest is addressed and communicated in development matters. There has also been ongoing engagement with Natural England and Environment Agency through the Local Plan process and their comments and suggestions have been considered in writing the specific local plan policies.

**5.32** North Lincolnshire is covered by two Local Nature Partnerships (LNP), Greater Lincolnshire LNP and Humber LNP. NLC is represented on the Humber Board and the Greater Lincolnshire Steering Group and so far, work has included mapping the areas natural assets, priority habitats and ecosystem services, a biodiversity opportunity mapping approach (incorporating offsetting and net gain) and a green infrastructure study evidence base identifying opportunity areas for GI corridors within the area but into adjoining authority areas. Both Green and Blue Infrastructure and Ecological networks/biodiversity opportunity mapping (BOM) have been developed in a way that links with central Lincolnshire enabling requirements for cross boundary working to be met. Linkages into North East Lincolnshire are also being developed. LNP's are consulted throughout the local plan process and their comments and suggestions have been considered in writing the appropriate local plan policies. In time, the BOM will be used to establish Nature Recovery Networks as part of a Local Nature Recovery Strategy. Biodiversity Net gain requirements will incentivise enhancement of networks identified in the BOM and subsequently the Nature Recovery Networks.

**5.33** Thorne and Hatfield Moors is located on the boundary between North Lincolnshire, Doncaster Council and East Riding of Yorkshire Council. The Habitats Regulations Assessment was developed with key bodies including the Humberhead Levels Partnership. The Local Plan considers the need for a sensitive choice of allocations and zones for growth to result in a reduction of potential impact on the Moors. The Sustainability Appraisal and Habitat Regulations Assessment again has considered this accordingly.

**5.34** The council worked in partnership with Natural England and the Environment Agency on the Lincolnshire Lakes regeneration project to the west of Scunthorpe through both the Core Strategy and Lincolnshire Lakes Area Action Plan. This culminated in development of a green infrastructure strategy and linkage outcomes in the policies. These outcomes are incorporated in the site allocations policy.

**5.35** The marine environment is also important, and the council will continue to liaise with the MMO to ensure there is strategic overlap in plan making. The East Marine Plans Policies BIO1 and BIO2 are particularly of relevance. The MMO attends meetings with the Local Nature Partnerships as well as marine and coastal partnerships and forums to facilitate conformity with the natural environment. This engagement will ensure there is no conflict between the natural and marine environment.

**Agreement 11:** Signatories agree that there are no outstanding unresolved strategic issues relating to the Natural Environment, Green and Blue Infrastructure, and Thorne and Hatfield Moors. Local Plan site allocations have had regard to a potential reduction in the impact on the Moors. Management and monitoring of access to the Moors will continue to take place. Additional HRA tasks will be shared with adjacent authorities and key bodies (Natural England etc.).

**Agreement 12 & 13:** To ensure established and new green and blue infrastructure networks and ecological networks are created, maintained, and enhanced effective liaison will take place with the appropriate parties/bodies. Opportunities highlighted by the North Lincolnshire BOM will be prioritised for creation and enhancement of the ecological networks.

### The Historic Environment (ref 14)

**5.36** Historic England and the NLC conservation officers and Historic Environment Record have been consulted in the Local Plan process throughout its preparation and their comments and suggestions have been incorporated in the drafting of the policies, site allocations and through the Sustainability Appraisal where impacts on the historic environment have been considered. **Though these issues are not cross boundary strategic matters they have been requested for inclusion by the Historic England and hence covered by the SoCG.** At preferred options Historic England commented that there was an insufficient heritage evidence base. A meeting was arranged to highlight the information gathered at that stage and identify that this was not a gap. In order to overcome this issue a Historic Environment Evidence Base assessment of all sites submitted through the Local Plan process has been produced in partnership with the conservation officers and Historic Environment Record in accordance with NPPF paragraphs 31 and 35, which requires an up to date evidence base. This evidence document has been drafted in accordance with 'Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans'. **A copy of the Historic England Evidence Base will be provided to Historic England for agreement.**

**5.37** Historic England commented on a number of proposed site allocations set out in the Preferred Options Local Plan (Regulation 18) either objecting or providing comments regarding the inclusion of policy criteria or mitigation. The following modifications were agreed:

- For the proposed site allocations H1P-16p Barrow upon Humber and H1P-20p Crowle it was agreed that HE would draft additional criteria for inclusion in the site allocations policy.
- Wrawby H1P-35p: HE objected to this site as it would have a harmful impact on the setting and significance of the Grade I church of St Mary. It was agreed that other options would be considered by HE from previous 'Call for Sites'. Following the HE response it was agreed that a new site allocation to the north of the A18 in Wrawby, "Land at Barton Road" is proposed for allocation instead.
- Epworth H1P-22p: HE outlined their concerns to the proposed Epworth site allocation. In their view the site includes a clear historic strip field with reverse S pattern; an undesignated heritage asset which contributes to setting of Conservation Area, also overlapping with the landscape 'designation'. It was agreed that HE officers would review the other 'Call for Sites' areas suggested to consider their suitability. On receipt of the HE response it was clear that all alternative sites were considered unsuitable for allocation. The council is of the view that Epworth is one of North Lincolnshire's most sustainable settlements and that the site allocations proposed scores well in terms of the SHELAA. It is therefore the view that agreement cannot be reached on this issue.
- For the representation for 'Land adjacent to a Scheduled Monument Flixborough Saxon nunnery and site of All Saints medieval church' there is a need to ensure the undesignated moated site to the NE of the allocation is retained with a well-designed relationship to the Scheduled Monument to the west. Work to date was identified that this needs carrying forward into the site allocation. NLC has reviewed site allocation against information provided.
- HE requested the inclusion of a policy that covers the proposals for Scunthorpe town centre and the emerging town centre masterplan. Agreement was reached that a policy will be included in final plan (Regulation 19).
- MIN6-17: HE explained the setting / related remains impacts of MIN6-17 need to be assessed. NLC agreed to review and amend the policy wording accordingly.

**5.38** Suggested additions to policies HE1 and HE2 and the Sustainability Appraisal were also made. Where possible these comments have been taken and board and amendments made accordingly to both documents.

**5.39** A further objection was received to policy DQE9 in terms of the ‘Renewable Energy Opportunity Area’, requesting more details on the evidence base. The evidence base was provided, and Historic England retained the objection as they consider that the approach of Policy DQE9 and the Renewable Energy Opportunity Mapping Study is unsound for the following reasons:-

(1) The identification of specific areas as being suitable for wind energy development is not based upon a sufficiently robust evidence base.

(2) The areas which have been identified for wind energy development could lead to pressure for such developments in locations which would be likely to result in harm to a number of North Lincolnshire’s most important designated heritage assets. Consequently, the approach to the identification of specific areas as being suitable for wind turbine developments does not demonstrate that the plan is setting out a “*positive strategy for the conservation of the historic environment*” as is required in NPPF. Consequently, the council has taken the decision that based on these comments it will not be possible to identify Renewable Energy Opportunity Areas in the emerging Local Plan and overcome the objection. The Local Plan is amended to remove the Renewable Energy Opportunity Areas from the Policies map and the wording from Policy DQE9.

**5.40** Historic England has welcomed the inclusion of reference 14, but also highlighted that reference should not be restricted to the built environment. The historic environment and heritage assets and their settings should be embedded and considered within the entirety of the plan. Historic England should also be referenced in relation to any potential allocations or policies which may impact upon the historic environment, such as waste and minerals and the scale and distribution of housing and employment, such as reference 2 – Scale and location of new housing distribution/infrastructure, 5 - Scale and location of meeting job need and new employment land/infrastructure, 6 – South Humber Bank Strategic Site, 9 – Retail and Town Centres, 15 – Waste Management, 16 – Managing Water Quality and 17 – Minerals Supply (which may subsequently impact upon allocations for example).

**5.41** The East Inshore and Offshore Marine Plans (East Marine Plans) prepared by MMO seek to ensure that existing marine and coastal heritage assets are protected from proposals that may have a detrimental impact upon them. Policy SOC2 ensures that all heritage assets (whether formally designated or not), are considered in the decision-making process. The council will continue to liaise with the MMO to ensure the impact on heritage is minimised.

**Agreement 14:** Consultation with Historic England and NLC conservation officers and Historic Environment Record and MMO will continue throughout the Local Plan process to ensure there are no adverse impacts on the existing historic environment from new land allocations such as housing, employment and minerals. This will be evidenced in the Strategic Housing & Employment Land Availability Assessment and Historic Environment Evidence Base.

The Local Plan will be amended to remove the Renewable Energy Opportunity Areas from the Policies map and the wording from Policy DQE9.

Signatories agree that there are no outstanding unresolved strategic issues relating to the Historic Environment.

### **Waste Management (ref 15)**

**5.42** NLC contributes to ongoing cooperation regarding waste through the Yorkshire and Humber Waste Technical Advisory Body and has produced a Local Waste Needs Assessment and utilises the Environment Agency Waste Interrogator to set current and future capacity requirements over the plan period. The Council will continue to respond to requests for information from authorities adjoining its boundaries and beyond as part of its ongoing commitment to meet the needs of the duty to co-operate.

**Agreement 15:** Signatories agree that there are no outstanding unresolved strategic issues relating to Waste Management. North Lincolnshire Council will continue to engage / liaise with adjacent and other relevant authorities as and when required.

### Managing Water Quality and Resources (ref 16)

**5.43** Through duty to cooperate engagement and meetings it has become clear there are no strategic issues with water quality. **The impact of development on wastewater infrastructure was looked at in more detail and the Council have worked with the water authorities to identify future needs based on future growth and development. Water resources however have been a limiting factor for growth and without investment this will continue (even without climate change). The Environment Agency and Anglian Water requested that the tighter water standards (building regulations) of 110l/person/day are built into the local plan policy. This change has been made accordingly.** Continued liaison will take place with neighbouring authorities as well as the Environment Agency, **MMO (in terms of Objective 6 in the East Marine Plans)** and utility companies as appropriate.

**Agreement 16:** Signatories agree that there are no outstanding unresolved strategic issues relating to the management of water quality and resources. Policies in the Local Plan will protect and enhance the water quality **and resources** of North Lincolnshire. The Environment Agency, MMO and water utility companies will be contacted regularly to ensure effective liaison.

### Minerals Supply (ref 17)

**5.44** The requirement for economic growth and increased housing need will continue to impact on minerals demand. The requirement for adequate aggregate mineral resources is a national, regional, and local priority. North Lincolnshire produces, uses, and exports limestone, silica sand, aggregate gravel, chalk, clay, ironstone, and peat as well as hydrocarbon (oil and gas) deposits. This material is essential for construction processes, as sharp sand and gravel are essential ingredients in concrete. Aggregate resources are not distributed evenly across Mineral Planning Authorities within the Yorkshire & Humber Region. There are currently no supply issues in relation to crushed rock (limestone) aggregate in North Lincolnshire. However, sharp sand and gravel resources have been declining steadily over the last 15 years, and the availability of sharp sand and gravel is becoming an issue locally and regionally. The Yorkshire and Humber Aggregates Working Party is also concerned about the depletion of sand and gravel resources and the long-term provision of material.

**5.45** Generally national aggregate monitoring takes place on a four-year basis, with the last monitoring in 2014. However, there is no planned monitoring in 2019, which is an issue for all minerals planning authorities due to the reliance on information that is becoming increasingly out of date. The Aggregate minerals survey for England and Wales, 2014 (AM2014) provides information on aggregate flows around the country and is essential for identifying export and import information nationally, regionally, and sub-regionally. It should be noted that this information is becoming increasingly out-of-date.

**5.46** NLC has produced a Local Aggregates Assessment (LAA), which identifies the demand for aggregates, and is updated each year based on annual survey of mineral operators. The Council works with its neighbours in the Humber area to prepare this as a joint piece of work and has consequently adopted the same matters of agreement as these authorities in this SoCG. Future supply and demand are based on a rolling average of 10-year sales data and other local information. It looks at all supply options including the availability of secondary or recycled aggregates as well as imports and exports. Work has been undertaken to apportion these sales to the north and south banks of the Humber – i.e. East Riding of Yorkshire and North Lincolnshire as the only mineral producing areas – as part of

evidence based being prepared to support minerals planning in both areas. East Riding of Yorkshire & Hull City Councils have prepared a minerals apportionment paper to support their Joint Minerals Plan and to be read alongside the LAA. This work suggests that East Riding & Hull should plan for 0.81 million tonnes per annum of sand and gravel and 0.13 million tonnes per annum of crushed rock. This work and LAA therefore gives an indicative apportionment (based on 10-year average sales) to the south bank of the Humber of 0.12 million tonnes per annum of sand and gravel) and 0.37 million tonnes per annum of crushed rock. This would give an overall indicative requirement in North Lincolnshire up to 2036 of 2.95 million tonnes and 5.10 million tonnes, for sand and gravel and crushed rock, respectively. A similar apportionment paper has been produced alongside the Local Plan.

**5.47** In terms of marine aggregates there will be continued liaison with the MMO to ensure the local plan policies are in general conformity with policies AGG1, AGG2 and AGG3.

**Agreement 17.1:** North Lincolnshire will seek to provide for the sustainable use of aggregate minerals to ensure sufficient supplies of material for planned growth in infrastructure and development proposals. Each producing area identified in this document will continue to supply (should conditions allow) aggregate to support infrastructure developments in authorities within Yorkshire and Humber Aggregate Working Party (AWP) area.

**Agreement 17.2:** The main evidence of the cross-boundary movements of aggregate minerals are Local Aggregate Assessments, Aggregate Minerals Survey for England, and Wales, 2014 (AM2014) and 2019 Survey (which is underway) and any subsequent national, regional, or local monitoring. This acknowledges movements between all producing and receiving areas and will be used in determining the aggregate mineral provision required in each Local Plan area.

**Agreement 17.3:** National, regional, and sub-regional concerns regarding the supply of concreting aggregates, namely sharp sand and gravel are a major concern. Many of North Lincolnshire's neighbouring authorities have declining supplies of sharp sand and gravel and resources from other areas may be required (in the long term) to provide additional imports to meet Local Plan requirements. This raises concerns of accelerated resource depletion. These shortages will be identified in Humber Local Aggregates Assessments and landbank calculations.

**Agreement 17.4:** Share advice and information (including aggregate monitoring information) to complement the preparation Local Plans and Aggregate Assessments (including landbanks, locations of permitted reserves (relative to the market), and capacity of reserves).

**Agreement 17.5:** To monitor the current situation and continue dialogue between MPAs regarding trends in imports / exports. Specifically forecasting aggregate mineral demand in different areas of Yorkshire and Humber and the likely impact on resources in the Yorkshire and Humber AWP area as a whole.

**Agreement 17.6:** To cooperate in the preparation of Local Plan policies and evidence base requirements including:

- Mineral Safeguarding Areas and safeguarding associated infrastructure
- Mineral Allocations (including Specific Sites, Preferred Areas, and Areas of Search)
- Aggregate, Non-aggregate and energy mineral requirements (where appropriate)

**Agreement 17.7:** Each non-mineral authority will seek to be more sustainable in the use of aggregates (such as crushed rock, sand and gravel and secondary aggregate) to reduce pressure on land-won resources.

**Primary Health Care (ref 18)**

**5.48** Engagement has taken place with the North Lincolnshire Clinical Commissioning Group (CCG) throughout the preparation of the Local Plan due to the amount of concerns raised through the previous periods of consultation on the Local Plan on health care provision. Many responses were worried about the impact of proposed housing allocations on doctor's surgeries and health care provision. There is ongoing dialogue between the Council and the CCG, and relevant information such as proposed housing allocations, is being shared so that agreement can be reached on the best way to address the issues being raised. A primary health care analysis of the future housing growth has been prepared address this and consider future developer contributions.

**Agreement 18:** Signatories agree that there are no outstanding unresolved strategic issues relating to Primary Healthcare. Continued sharing of evidence and information will take place including updates to and the contents of the Infrastructure Delivery Plan to ensure that adequate health infrastructure is provided to meet the scale and location of housing needs. North Lincolnshire Council will continue to liaise with adjoining authorities and the North Lincolnshire CCG.

**Education (ref 19)**

**5.49** Local Plan officers maintain regular close liaison with colleagues in the Local Education Authority (LEA) in relation to strategic planning for new housing schemes and delivering sufficient school places in both the primary and secondary school catchments. Officers from Education team assessed new allocations to ascertain the requirements for school places. This could be through new buildings on new sites developments or planning contributions to existing schools with capacity. The LEA regularly meets with the Department of Education to understand school place funding and feeds this into the Local Plan.

**Agreement 19:** Signatories agree that there are no outstanding unresolved strategic issues relating to Education. The continued sharing evidence and information will take place with neighbouring authorities and the North Lincolnshire LEA, including amendments to the Infrastructure Delivery Plan ensuring that adequate educational infrastructure is provided to meet the housing needs established in the Local Plan.

**Sustainable Tourism and/or Recreation (ref 20)**

**5.50** There are no strategic issues in terms of sustainable tourism and/or recreation currently. Due to North Lincolnshire's location on the Humber Estuary, there may be opportunities for tourism and recreation schemes to come forward in line with national and local planning policy. **The Council will liaise with MMO in terms of the adjoining East Marine Plans (policies TR1, TR2 and TR3) to ensure alignment and positive benefits for both plans.**

**Agreement 20:** Signatories agree that there are no outstanding unresolved strategic issues relating to Sustainable Tourism and/or Recreation. Policies in the Local Plan will promote sustainable tourism and/or recreation in North Lincolnshire. NLC will continue to liaise with the MMO to ensure the alignment of plans.

**Climate Change (ref 21)**

**5.51** North Lincolnshire has set a 25% CO2 reduction target in the council's Carbon Management Strategy covering the period 2017-22. Increasing the amount of energy from renewable and low carbon technologies will also help to make sure the UK has a secure energy supply, reduce greenhouse

gas emission to slow down climate change and stimulate investment in new jobs and businesses. To contribute to meeting the climate change challenge and achieve our national and local carbon reduction targets, North Lincolnshire is seeking to cut carbon emissions locally. Policy DQE7 sets out how development proposals should contribute to tackling climate change through mitigation and resilience measures, in addition to other policies contained within this plan. This policy aims to reduce the size of North Lincolnshire’s carbon footprint and mitigate the effects of climate change.

**5.52** The council is engaged closely with the Humber LEP (and its constituent authorities) to ensure the local plan is a delivery mechanism to assist their ambition to develop the sub-region into a net zero carbon industry economy by 2040. Discussions so far have determined there are no strategic issues relating to climate change. There is continuing dialogue with relevant local authorities and there has also been ongoing engagement with Natural England and Environment Agency through the Local Plan process and their comments and suggestions have been considered in writing the specific local plan policies.

**Agreement 21:** Signatories agree that there are no outstanding unresolved strategic issues relating to Climate Change. The continued sharing of evidence and information will take place with neighbouring authorities and the Humber LEP to support the transition to a low carbon future in a changing climate and encourage the use of renewable and low carbon energy resources. Policies in the Local Plan will ensure alignment with other plans to achieve this.

## 6. Governance Arrangements

**6.1** North Lincolnshire Council has published this SoCG on the Council’s website when required during the Local Plan process. To prepare this SoCG joint meetings and individual meetings have taken place and email correspondence and consultation responses have been analysed.

**6.2** This Statement will continue to be discussed and updated throughout the Local Plan Review process.

**6.3** The SoCG signatories have signed based on the matters and agreements included, and this will not affect their ability to make detailed representations (in support or objection) to the content of the Local Plan.

## 7. Timetable for review and ongoing cooperation

**7.1** The creation and adaptation of the Statement of Common Ground will be undertaken on an on-going basis and continued engagement with neighbouring authorities and prescribed will take place through both the delivery of the North Lincolnshire Local Plan and its evidence base as well as neighbouring local plans and their evidence base. The documents of relevance include Infrastructure Delivery Plans, Local Housing Need Assessments and Strategic Housing & Employment Land Assessments.

**7.2** Throughout the Local Plan preparation process (Publication, Submission and Adoption) this Statement will be and has been maintained and kept up-to-date and published on the website as and when required. The Council will ensure that this SoCG sets out the latest position in terms of cross boundary working.

**7.3** After the Local Plan is adopted the economic, social, and environmental issues will be monitored on a continual basis and evidence reviewed. This will assist with the statutory requirement to assess the need to review the Plan (in whole or part) at least every five years.

**7.4** There are certain strategic issues and opportunities that could inform a Local Plan review. These could include:

- Changes in circumstance of how we live and work and how businesses trade. North Lincolnshire can seize opportunities such as supporting growth in industries that can provide higher-skilled, more productive, and better paid jobs.
- There could be a new portfolio of regeneration schemes that require inclusion in the Plan. The council currently has regeneration plans for Scunthorpe Town Centre, a University Campus and, new and improved transport links.
- More neighbourhood plans could be adopted, and this will require the gradual replacement of some of the non-strategic policies of the local plan.
- National policy could be altered from a climate change perspective and the growing, changing needs of the population and economy including housing need.

**7.5** The review of the Local Plan will have the consequent requirement for this Statement of Common Ground to be reviewed. A review will also be required if agreements on issues included in this Statement are reached at a later stage. When neighbouring authorities' review and adopt Local Plans this may trigger the need to review this SoCG.

**Appendix 1: Draft Strategic Planning Matters Table (September 2020)**