



GLLEP INVESTMENT BOARD

19th July 2019

The Lawn, Union Road, Lincoln, LN1 3BU
Entrance to the meeting room is through
Stokes Café

Paper 0 - Agenda

Time	Item and brief description	Lead	Access/Circulation
13:00	Welcome, Apologies, Declarations of Interest <ul style="list-style-type: none"> Approval of Minutes 24th May 2019 Electronic Approval Note (June 2019) - Gainsborough Growth Project (for information) 	Chair	Paper 1 attached Paper 2 attached
13:40	<u>For Decision - Commercial in Confidence</u> ParcAcre Ltd <ul style="list-style-type: none"> GLGF recommendation paper GLGF due diligence appraisal 	Russell Copley, Greenborough Management Ltd	Papers 3 and 3.1 attached
14:00	<u>For Information - Commercial in Confidence</u> Growth Deal Update Report	Halina Davies, LEP	Paper 4 attached
14:20	<u>For Information & Decision Commercial in Confidence</u> Lincolnshire Lakes <ul style="list-style-type: none"> NLC Update Report 	Lesley Potts, NLC	Paper 5 to follow
14:40	<u>For Decision</u> GLLEP Feasibility Fund <ul style="list-style-type: none"> Report on review and recommendations for approval 	Cathy Jones, LEP	Paper 6 attached
15:00	<u>For Decision</u> GLLEP Pipeline <ul style="list-style-type: none"> Keadby Terminal Assisted Outfall Pumping Station 	Halina Davies, LEP	Paper 7 attached
15:20	AOB and close of meeting	All Members	

Additional Information: Appendices 1 - 8 accompanying Paper 7
Appendices 1a, 1b, 2a and 2b accompanying Paper 3

Attendees: Ursula Lidbetter (Lincs Co-op), Cllr Colin Davie (LCC),
Cllr Philip Jackson (NELC), Cllr Rob Waltham (NLC),
Andrew Crookham, S151 Officer)

Apologies: Chris Baron, Pat Doody, Ruth Carver

Observers: Pete Holmes (BEIS), Marcella Hague (BEIS)

Officers: Halina Davies (GLLEP), Cathy Jones (GLLEP),
Sue Groves (Note Taker)

For Agenda Items: Michelle Davies (Greenborough), Lesley Potts (NLC)

Parking Arrangements

There is a large "Pay and Display" Car Park. Charges are £8.50/all day, £5.80/4 hours, £4.80/3 hours. The costs of parking can be reimbursed to Board Directors through the expenses system, please contact Sue for more information.

19th July 2019 GL LEP Investment Board - Conflict of Interest Table

Board Member	Project	Conflict
Cllr Rob Waltham	Lincolnshire Lakes - Papers 4 and 4.1 Keadby Terminal Assisted Outfall Pumping Station - Paper 6	NLC are applicants
Cllr Colin Davie	GLLEP Feasibility Fund - Paper 5 Huttoft Boat Shed and Gradus Business Centre	LCC are applicants

LEP INVESTMENT BOARD

24th May 2019

Lincolnshire Chamber of Commerce,
Commerce House, Carlton Boulevard,
Lincoln, LN2 4WJ

Draft Minutes

Draft Minutes

Present:

Board Directors: Ursula Lidbetter (Chair) (Lincs Co-op), Cllr Philip Jackson (NELC), Cllr Rob Waltham (NLC), Cllr Colin Davie (LCC), Pat Doody (Nat West)

LEP Officers: Ruth Carver, Halina Davies, Sue Groves (Note Taker), Zoe Bursey

Observer: Pete Holmes (BEIS), Andrew Crookham (S151 Officer & Accountable Body)

Apologies: Chris Baron (Butlins)

For Agenda Items: Linsay Hill Pritchard

Welcome by the Chair

Apologies and Declarations of Interest

Formal apologies were received from the following:
Chris Baron (Butlins)

Declarations of Interest:

Ursula Lidbetter	Gainsborough Growth Project	Lincolnshire Co-op landowner for Phase 1a Variation Proposal
Cllr Philip Jackson	Medical School	Non-Executive Director of the Lincolnshire Partnership NHS Foundation Trust

Full declarations of interest can be found at

<https://www.greaterlincolnshirelep.co.uk/documents/declarations-of-interest-register-nov-2016/>

The board were reminded that declarations of interest are required as part of LEP governance and must be submitted at least annually, and if anything changes to notify the LEP office at the earliest convenience.

Minutes and Matters Arising (Paper 1)

The minutes of the 29th March 2019 were accepted as a true record.

Action

Publish

Growth Deal Programme Update (Paper 2)

HD explained how the LEP had achieved its 2018/19 forecast targets and progress against the agreed Improvement Plan with the Government.

The Growth Deal programme is currently 82% contracted with 65% of contracted spend expended to date.

Following the previous Investment Board, 2 projects have been returned to the project pipeline with funding being reallocated to pipeline schemes able to complete by 31st March 2021 deadline for Growth Deal funding. Uncontracted Growth Deal funding totals £22.05m (18% of the total allocation).

There are currently 4 high risk RED uncontracted schemes (Skegness Gateway Project Phase 1,

Northern Junction Roundabout, Access to Employment Zones Phase 2 and The Bridge) and progress on these projects was summarised to the Board.

Skegness Gateway Project

The agreed milestone for completing the land negotiation with Croftmarsh (the landowner) and agreeing HOTs has been achieved and LCC are on track with discussing and agreeing legal documentation by 28th June.

Northern Junction Roundabout

The match funding will be developer led and this is being progressed with Homes England. As reported in March, the scheme remains a programme risk if current milestones are not achieved. **Action: HD to follow up and confirm land acquisition milestone was met successfully and to discuss with Project Lead what information is needed for the July Investment Board meeting.**

Access to Employment Zones Phase 2

Monthly meetings are being held with the NELC project lead. RC to discuss this scheme with the Local Authority for an update post elections.

The Bridge

A process has been agreed with MHCLG and BEIS for appraising the scheme given the tight deadlines involved for delivery. Due diligence appraisal by the LEP is expected to take place in June 2019 and the ERDF call deadline for a submission has now been moved to the 6th June.

The LEP will continue to closely monitor all schemes going forward as per the risk mitigation processes agreed with the Board.

Following on from the Annual Performance Review, the GLLEP has agreed a delivery improvement plan with BEIS. Four meetings to discuss progress against agreed milestones have been arranged with Government throughout the year. The first of these was held on 22nd May and all milestones were achieved (although the target for learning floorspace appeared to be very slightly under due to written evidence still be awaited from one of the projects. The second meeting is scheduled for the 8th July.

Lincoln Medical School (Paper 3)

In July 2016, a Growth Deal 3 allocation of £5m was awarded provisionally to the University of Lincoln towards the LMS, including provision for GLLEP administration, legal and due diligence fees.

The University has partnered with the University of Nottingham to deliver the LMS and has brought together a wide range of stakeholders from across the whole GLLEP region.

The LMS will be a high-quality 5,862m² integrated clinical facility that will drive skills development across the fields of medicine and allied health subjects. Links with the Lincoln Institute for Health and the newly formed National Centre for Rural Health and Care will enable the delivery of leading-edge research.

The LMS will be built on the University of Lincoln's main Brayford Campus to maximise the opportunities and experience for learners and access to the established research base and will deliver integrated specialist space for three strands of activity:

- Clinical space
- Professional development
- Research and innovation facilities

Approval of £4,975,000 towards the project was recommended from the Single Local Growth Fund, plus £25,000 for GLLEP legal, due diligence and administration fees (0.5%), subject to the following conditions:

- A copy of the written State Aid advice provided by solicitors appointed by the University to be provided to the GLLEP - **pre-contract condition**.
- The University to confirm whether there will be any variation to the scheme that materially differs, in relation to the University constructing a larger building with elements of this to remain fallow until additional funding is secured and the remaining element of the building can be brought into use. It is noted that this is subject to the University finding additional funding and GL LEP will therefore be required to be kept updated in this regard - ongoing monitoring arrangements to be put in place between GL LEP and the University.
- An updated programme of milestones for the delivery of the scheme to be provided once a contractor has been appointed - **pre-drawdown condition**.

Decision: £4,795,000 approved by the Board subject to the above conditions and contracting.

Digital and Professional Skills Centre (Paper 4)

Approval was sought from the Investment Board to contracting stage for the Digital and Professional Skills Centre (DPSC) in Lincoln. The project was being considered as part of the Growth Deal supported Skills Capital Investment Fund Programme.

The Lincoln College led DPSC scheme was one of the four projects awarded an allocation, and will be delivered by Lincoln College, working in partnership with Risual Education Limited and Microsoft. DPSC will focus upon the LEP priority sectors of Health & Care and Manufacturing & Engineering. The scheme will refurbish and repurpose the existing shell of the Gibney building.

The project will support the use of:

- E-welding equipment
- Simulation software
- New programmable logic controllers (PLC) and 3D printers in order to meet the needs of employers.
- Work placements, work trials and work experience opportunities.

The scheme was considered to be very good value for money, however, the following conditions were recommended as part of the due diligence appraisal:

- Written evidence to be provided from the College to demonstrate that all match funding has been secured to enable the project to be delivered - **pre-contract condition**.
- The College must confirm that in the event of any cost increases or overruns that cannot be managed under the contract that the College will be responsible for meeting all additional costs in this regard - **pre-contract condition**.
- The College to provide a copy of the report on tenders and lowest tender for the preferred contractor - **pre-drawdown condition**.
- An up to date programme for delivery to be provided along with a profile for drawdown of funding once a firm programme for the scheme has been agreed - **pre-drawdown condition**.
- An agreed list of milestones to monitor performance to be provided - **contract condition**.

- That the College monitor output delivery in accordance with GLLEP's requirements - **post-contract condition**.
- That the College undertake an evaluation of the impact of the scheme at the end of the project.
- That the space is used for education purposes in line with the application.

Decision:

- ❖ HD to ensure, as a pre-contract condition, there is clarity on the College's revenue commitments to the overall project.
- ❖ Contract to be clear on the specialist outputs and outcomes for the project.
- ❖ The project was approved by the Investment Board subject to the pre-contract conditions above, to the value of £2.3m.

Proposals for Growth Deal Allocations (Paper 5)

A call for pipeline projects was released on Monday 29th October 2018 and closed on the 10th December 2018. This invitation to local stakeholders and businesses for project ideas on an outline business case basis received 47 responses. A revised GLLEP pipeline was subsequently agreed by the GLLEP Board on the 29th March and a number of deliverable short term projects that could complete financially before 31 March 2021 were identified through the review process to potentially replace existing underperforming allocations.

Following the 29th March Board, the six short term schemes deemed most deliverable by March 2021 were invited to compete for grant funding that had become available with a deadline of 1 May 2019 for full business case submissions. Five schemes provided proposals for consideration requiring £9.9m of grant in total, these were as follows:

Proposal	Total Scheme Cost	SLGF Requirement
Borderville Expansion	£2,525,328	£1,247,964
Digital, Technology, Transport and Logistics Academy	£3,475,000	£2,425,000
Sleaford Moor Enterprise Park	£43,850,000	£2,500,000
Huttoft Boat Shed Visitor Centre	£480,000	£240,000
Keadby Terminal Assisted Outfall Pumping Station Project	£34,937,095	£3,493,709
Totals	£85,267,423	£9,906,673

The assessment panel used the standard LEP scoring process within its Local Assurance Framework, but applied a higher percentage weighting to deliverability on this occasion. Final scores were as follows:

Proposal	Score out of 50
Borderville Expansion	35.8
Digital, Technology, Transport and Logistics Academy	34.6
Keadby Terminal Assisted Outfall Pumping Station Project	34.6

Huttoft Boat Shed Visitor Centre	33.4
Sleaford Moor Enterprise Park	24.7

Borderville Expansion from New College Stamford, the Digital Technology, Transport and Logistics Academy from Boston College and Huttoft Boat Shed Visitor Centre presented very strong business cases and were assessed as deliverable within the 31 March 2021 deadline for the programme.

The Keadby Terminal Assisted Outfall Pumping Station Project on behalf of North Lincolnshire Council and the Environment Agency would definitely be a deliverable and very low risk scheme with all funding in place, design and procurement complete and construction having already commenced. Main concerns over this project were demonstration of demand and need, and clarity on outcomes and Officers recommended that more detail be sought from the applicants.

Sleaford Moor Enterprise Park was assessed as requiring more development than some of the others and the panel felt that it was an obvious candidate for the GLLEP's Feasibility Fund. Expanding the remit of the feasibility work to consider development of the wider site and not just the utilities provision was recommended. The panel understood the strategic need for this scheme and its importance for Sleaford as a growing town, but felt the submission would have benefitted from more market evidence.

Decision:

The following provisional growth deal allocations were agreed by the Investment Board:

- Boardville Expansion £1,247,964
- Digital Technology, Transport and Logistics Academy £2,425,000
- Huttoft Boat Shed Visitor Centre £240,000

The Keadby Terminal Assisted Outfall Pumping Station project to be asked to resubmit its business case to GLLEP for further consideration, with greater clarity being requested on specific areas as discussed with the Board.

That the Sleaford Moor Enterprise Park scheme be considered for the GLLEP Feasibility Fund as soon as possible.

Ursula Lidbetter (Conflict of Interest), Cllr Rob Waltham and Cllr Philip Jackson left the meeting and Pat Doody chaired the meeting. The meeting was not quorate for the final decision, and an electronic decision would be sought.

Gainsborough Growth Project (Paper 6)

Board approval was sought for progression to contracting stage for Phase 1b of the Gainsborough Growth project and a variation to contract on Phase 1a.

Phase 1a of the scheme was contracted with GLLEP on 20th July 2018. A £476,907 variation proposal for the town centre redevelopment was discussed with the remaining Board members involving consideration of a replacement site for the proposed cinema complex and allocation of LEP funding towards land acquisition costs rather than the originally contracted £991,994 towards public realm improvements. Total Phase 1a contract with GLLEP currently amounts to £1,601,000 including 0.5% GLLEP fees, however the revised amount for Phase 1a would now equate to £1,124,093.

Land acquisition would be completed by July 2019 and firm milestones have been provided as part of due diligence in respect of exchange and completion.

Conditions were proposed in relation to the variation proposal:

- It is recommended that the variation agreement is not executed until WLDC have confirmed they have Cabinet approval by the end of June 2019.
- It is recommended that a copy of the final approved appraisal is provided to GLLEP prior to any drawdown of funding for the land acquisition.
- It is recommended that the State Aid Advice be provided prior to any variation agreement being executed.
- It is recommended that it is a condition of investment that the Red Book Valuation is provided prior to execution of any variation agreement.
- As WLDC in accordance with the Heads of Terms to be put in place with the cinema operator, will be undertaking the development appraisal of the cinema scheme, it is recommended a copy of this is required for GLLEP due diligence purposes.
- It is recommended that a copy of the gap funding agreement that is put in place with the cinema operator is provided to GLLEP in order to demonstrate that procurement regulations have been satisfied.

Phase 1a Decision:

- ❖ No formal decision could be made on the day as the meeting was no longer quorate. HD to make arrangements to enable a decision in June.
- ❖ The Board was mindful to support the variation to contract but more certainty is required regarding the cinema interest before the variation can be formally actioned.
- ❖ WLDC to confirm in writing by the end of June if its Committee has given approval for the Council to acquire the site directly if the cinema operator has not completed by an agreed long-stop date.

Phase 1b Project - Bowling Green Road

This project will fund the initial land remediation and preparation costs to create a serviced development platform for the delivery of a mixed tenure housing scheme at Bowling Green Road. It is a strategic brownfield site allocated for housing development within the Central Lincolnshire Local Plan and promoted as part of Gainsborough's Housing Zone Strategy.

The total development site extends to 8.3 acres; of which West Lindsey District Council (WLDC) own 6.9 acres, with Acis owning the residual 1.4 acre portion. Both partners have been working closely to secure a delivery solution for this site. Without public sector intervention at the front end, the scheme will be non-viable and will not therefore come forward for development.

Site preparation and remediation costs were assessed as part of the due diligence appraisal, however, one of the costs relating to the substation was deemed slightly high in the report provided to the Board. The Board felt that in their experience substation costs could escalate to a much higher amount than indicated, and were concerned about the potential impact this could have on the delivery of the scheme and its housing outputs.

Corringham Road

This project will provide a traffic signalled controlled junction at the B1433/A631 Corringham Road/Thorndike Way junction which is one of the key routes into Gainsborough. The project will therefore forward fund a key piece of road infrastructure which will unlock and accelerate the delivery of the Northern SUE, one of the largest housing sites in Gainsborough. It will provide the capacity required to accommodate the expected growth in the Central Lincolnshire Local Plan and also reduce the highway safety concerns of the current junction arrangement.

Conditions were proposed as part of due diligence in relation to the Phase 2b proposals should the Board approve the scheme to contracting stage:

- Confirmation that Cabinet approval has been secured - **pre-contract condition**.
- Confirmation that no additional land is required to enable delivery of the projects - **pre-**

contract condition.

- WLDC ensure ongoing liaison with GLLEP to report any material changes to the schemes and/or associated costs - **pre-drawdown condition.**
- A copy of the State Aid Advice from DWF be provided - **pre-contract condition.**
- It is recommended that detailed programmes be provided by WLDC at the time these are crystallised for both projects.
- A copy of the lowest tender and report on tender to be provided for each project when available. This is of particular relevance to the Bowling Green Lane provisional sums - **pre-drawdown condition.**

Phase 2b Decision

- **HD to make arrangements in June for a quorate electronic decision to be taken by the Board.**
- **HD to seek clarity on the source of the cost projections for the Bowling Green substation.**

Meeting closed

Paper 2- GLLEP Investment Board Electronic Approval June 2019 - Gainsborough Growth Project Phases 1a and 1b

The Gainsborough Growth scheme was tabled at the 24 May 2019 Investment Board meeting, but the board was not quorate to make a formal decision. Remaining board members present did however discuss the Gainsborough Growth Project and raised a few queries, which were then followed up with West Lindsey District Council (WLDC) and our external appraisers. An electronic approval process followed for the scheme in June and the decisions made were as follows on the 19th June:

Phase 1a Variation to existing Contract

More certainty was requested regarding which cinema operator will be ultimately signed up to the scheme. It was proposed that GLLEP would not formally apply the contract variation until the WLDC cabinet meeting in June had confirmed commitment to the underwriting of the scheme should Savoy decide not to proceed. The council decision for cross party support and underwriting of the scheme should it be deemed necessary was confirmed to us in writing on the 12th June.

The LEP also asked WLDC to confirm to its Accountable Body where in their budgets their £2.5m match funding will be allocated from and how much would still need to be found via a loan if the scheme needed to be underwritten by the Council going forward. These responses were provided and were deemed acceptable by the Board.

The contract variation making the total Phase 1a grant including GLLEP fees £1,124,093, will be actioned in due course subject to the following remaining conditions:

Conditions prior to contract variation being finalised

- It is recommended that State Aid Advice is provided prior to the variation agreement being put in place between the parties.
- It is recommended that it is a condition of investment that the Red Book Valuation is provided.

Pre-drawdown Condition

- It is recommended that a copy of the final approved appraisal is provided to GL LEP prior to any drawdown of funding for the acquisition.

Conditions within the contract

- As WLDC in accordance with the Heads of Terms to be put in place with the Savoy, will be undertaking the development appraisal of the Savoy scheme, it is recommended a copy of this is required for GL LEP due diligence purposes.
- It is recommended that a copy of the gap funding agreement that is put in place with the Savoy is provided to GL LEP in order to demonstrate that procurement regulations have been satisfied.

Paper 2- GLLEP Investment Board Electronic Approval June 2019 - Gainsborough Growth Project Phases 1a and 1b

Phase 2b Approval to contracting stage

On the Bowling Green Road scheme the board sought clarity on the cost projections for the substation and wanted some further reassurance that this provisional sum would not later compromise the delivery of the scheme, particularly as our outputs would be dependent on the subsequent housing being delivered. WLDC and our external appraisers subsequently provided reassurance and further evidence in this regard.

The GLLEP Investment Board formally approved £2,799,740 towards the Phase 1b scheme and both the Bowling Green Road and Corringham Road schemes can now proceed to contracting stage with GLLEP. This is subject to the following conditions:

Pre-Contract Conditions

- Confirmation that Cabinet approval has been secured.
- Confirmation in writing that no additional land is required to be acquired to enable delivery of the projects.
- A copy of the State Aid Advice from DWF be provided to GLLEP

Pre-drawdown Conditions

- WLDC to ensure on-going liaison with GL LEP to report any material changes to the schemes and/or associated costings.
- A copy of the lowest tender and report on tender to be provided for each project when available. This is of particular relevance to the Bowling Green Lane provisional sums.

General Condition

- It is recommended that detailed programmes be provided by WLDC at the time these are crystallised for both projects.

The following milestones would also form part of the funding agreement:

Corringham Road

- Procurement - May/June 2020.
- Contractor mobilisation and start on site - July/August 2020.
- Practical completion of the works - November 2020.

Bowling Green Lane

- Detailed design to complete - August 2019.
- Site remediation design complete - September 2019.
- Heads of Terms are finalised between WLDC and ACIS by September 2019.
- Planning application submitted - September 2019.
- Planning submission approved - December 2019.
- Legal contracts between WLDC and ACIS executed in 2019.

Paper 2- GLLEP Investment Board Electronic Approval June 2019 - Gainsborough Growth Project Phases 1a and 1b

- Tender process October 2019 - November 2019.
- Site mobilisation - December 2019.
- Start on site - January 2020.
- Contract completion - December 2020.

Paper 6 – Feasibility Fund

1. PAPER FOR DECISION

- 1.1 Investment Board Directors are asked to approve Feasibility Fund allocations to the two projects set out in this paper.

2. BACKGROUND

- 2.1 This paper presents an overview of two applications for feasibility funding, a summary of the panel assessment and recommendations for approval.
- 2.2 Since re-opening the Feasibility Fund to applications from short and short/medium-term projects on the Greater Lincolnshire LEP pipeline, we have received two applications for grant from Gradus Business Centre, Market Deeping, and Huttoft Boat Shed Visitor Centre.
- 2.3 The Fund has been re-opened to pipeline projects on a rolling basis with no closing date for applications. Applications may, therefore, be submitted at the right stage in the development of a project, rather than to an artificial deadline.
- 2.3 The Feasibility Fund budget for pipeline projects is £203,474.

3. FEASIBILITY ASSESSMENT CRITERIA AND ELIGIBLE COSTS

3.1 Funding Criteria

- The fund is open to public, private and voluntary sector applicants
- The maximum amount of funding available to applicants for individual projects is £50,000
- All applicants seeking funding must demonstrate that at least 50% of total feasibility costs are either secured or expended to date as match funding
- The funding **will not be available** to undertake feasibility where projects are at a very early stage of the development/concept stage. Projects must be advanced to a stage where there is certainty and prospects for delivery. This is required to mitigate the risks that the LEP pay for feasibility reports and then ultimately the project does not proceed
- Pilot schemes would be considered only where they significantly contribute towards achieving SEP priorities and where there is an identified gap in existing provision
- Applicants seeking funding must be able to demonstrate previous investment made in the project in terms of overall development and progress made to date
- Applicants must be able to demonstrate that LEP funding sought is the last resort and all other means to secure funding to meet the costs of the required feasibility have been exhausted.

Paper 6 - Feasibility Fund

Eligible Costs

Costs considered for funding by the LEP are as follows:

- Professional fees relating to undertaking/completing detailed design
- Activity which pilots innovative services
- Studies and surveys required to discharge planning conditions
- A contribution towards costs of preparing detailed planning applications including professional and Planning Authority fees
- Funding of some onsite investigations and surveys to be considered, provided that these will enable final feasibility and due diligence to be completed by the applicant
- Costs incurred after 29/3/2019
- Other potential feasibility fees and costs may be considered on a project by project basis.

4. CRITERIA AND ASSESSMENT

Gradus Business Centre

Project summary	The application seeks £7,000 towards £14,000 spent on feasibility work in preparation for an extension to the Gradus Business Centre in Market Deeping.
Panel score	12 out of a maximum 20 points
Panel comments	<p>The location benefits from proximity to Peterborough and the A15/A16 roads. The project meets the need to maintain a supply of high quality, serviced employment sites; to grow GL's businesses; and to ensure that the SME community flourishes, creating more work opportunities (both employed and self-employed) by creating the right conditions for growth.</p> <p>There is clear evidence that the project is needed. Northfields is the main industrial area for The Deepings.</p> <p>An Outline Business Case was submitted to the GL LEP in December 2018; consequently the project has been included within the GL LEP pipeline as a short/medium term project under the theme of Business and Innovation, for future consideration if further funding becomes available.</p> <p>Funding is sought retrospectively for work which was commissioned after 29/3/2019, which is within scope of eligible costs. Feasibility Funding will be recycled within the project to finance further project costs which will be incurred in the development of the project e.g. planning application. A copy of the feasibility study has been provided.</p>

Paper 6 - Feasibility Fund

	<p>The current budget, as allocated by LCC as part of the budget setting process, is £1,500,000. It is intended that a funding application is made to the GL LEP for pipeline projects, under the theme of Business and Innovation, for £2,250,000.</p> <p>The project scores well for strategic fit and economic case. Slightly lower scores were awarded by the panel for deliverability as detailed design work has not yet started; and for Impact as the benefit of the project will be relatively localised.</p>
Panel recommendation	The panel ranked the project as a medium priority project and recommends that feasibility funding is awarded to the amount requested.

Huttoft Boat Shed Visitor Centre

Project summary	<p>The project aims to replace an existing redundant boat shed with a new visitor facility, metres from the seafront, at Huttoft. The application seeks £4,534 towards £9,068 feasibility work to identify the restrictions and limitations of the site and get a better understanding of the options that could be developed.</p> <p>The building will contain a high quality café, kiosk, roof terrace and external deck for hosting larger 'pop-up' food and other events. It will also host satellite art exhibitions and activities in conjunction with the North Sea Observatory Gallery in Chapel St Leonards.</p> <p>It will provide information to visitors on local attractions, and events within the Lincolnshire Coastal Country Park. It will also refreshment and toilet facilities for walkers using the newly completed National Coastal Footpath, passing outside the building.</p> <p>If the project progresses, in addition to the feasibility costs, the total investment in this project will be £480,000.</p> <p>An Outline Business Case was submitted to the GL LEP in December 2018. The project was identified as one of the projects most likely to be able to advance in the short term and has subsequently been approved for funding subject to due diligence.</p>
Panel score	16 out of a maximum 20 points
Panel comments	This project delivers another key facility within the Lincolnshire Coastal Country Park (LCCP). It will help address seasonality by extending the tourist season and creating new patterns of demand for tourists and opportunities and access

Paper 6 - Feasibility Fund

	<p>for all.</p> <p>This scheme will deliver a new project to boost the Visitor Economy which is one of the key objectives of the Greater Lincolnshire LEP.</p> <p>It will strengthen the quality of the visitor experience and the performance of local businesses, supporting local jobs and enhancing the areas long-term growth potential.</p> <p>It builds upon investment already made in the area by Lincolnshire County Council, supported by the Coastal Communities Fund in delivering two major new visitor facilities at Skegness (the Gibraltar Point visitor centre) and at Chapel St Leonards (the North Sea Observatory).</p> <p>The ambition to complete and open the project in time for the summer 2020 high season required project development work to continue. Funding is applied for retrospectively, therefore, for work which was commissioned after 29/3/2019 and is within scope of eligible costs.</p> <p>The panel awarded high scores for strategic fit, the economic case for investment and deliverability. Impact was regarded as very local at one level but with a much broader impact in terms of increasing the appeal of the Lincolnshire coast more generally to visitors across the region.</p>
Panel recommendation	The panel ranked the project as a high priority project and recommends that feasibility funding is awarded to the amount requested.

5. RECOMMENDATIONS

5.1 Investment Board are recommended to approve the following Feasibility Fund allocations

Scheme	Amount Requested	Proposed Allocation
Gradus Business Centre, Market Deeping	£7,000	£7,000
Huttoft Boat Shed Visitor Centre	£4,534	£4,534
Total		£11,534

Paper 7 - Consideration of a reserve provisional allocation to a GLLEP Pipeline scheme

1. PAPER FOR DECISION

- 1.1 Board Directors are asked to review and endorse Officer recommendations for a 'first reserve' GL LEP pipeline provisional allocation (pending outcome of a due diligence assessment) to Keadby Terminal Assisted Outfall (TAO) Pumping Station should Growth Deal funding become available in the short term.

2. BACKGROUND

- 2.1 A call for pipeline projects was released on Monday 29th October 2018 and closed on the 10th December 2018. This invitation to local stakeholders and businesses for project ideas on an outline business case basis received 47 responses, and initial comments/advice on the submissions were sought from key individuals representing our Strategic Advisory Groups prior to the assessment process.
- 2.2 This pipeline call was a first step in ensuring that a realistic pipeline for delivery could be developed for future funding, with the potential to deliver growth and productivity in the Greater Lincolnshire area, taking into account of key SEP and LIS priorities.
- 2.3 The LEP may also need to be prepared should more hard decisions need to be made by the Board over the next couple months to ensure Growth Deal programme delivery (£3.4m already reallocated this year). A 'reserve' pipeline project from the five recently reviewed and assessed as being deliverable by 31 March 2021 would help to reduce risk to programme delivery.

3. PROJECT ASSESSMENT

- 3.1 Assessment of the Keadby TAO Pumping Station began in March 2019, when the six short term schemes deemed most deliverable by March 2021 were invited to compete for grant funding that had become available due to two other schemes unable to meet expected milestones having to return to the pipeline.
- 3.2 Only five pipeline schemes provided proposals for consideration requiring £9.9m of grant in total, and at the 24th May investment board three projects were awarded a provisional allocation. The Keadby TAO Station scheme also scored very well, but North Lincolnshire Council was asked to submit an updated business case on the scheme with greater focus and clarity on demand, need and impact. The last of the five schemes assessed was Sleaford Moor Enterprise Park, which was deemed as requiring more feasibility work before progressing further, and a technical study is now already underway by North Kesteven District Council to help inform the project.

Paper 7 - Consideration of a reserve provisional allocation to a GLLEP Pipeline scheme

3.3 This Keadby TAO project will renew the Pumping station and sustain its ongoing reliable operation. The project includes the replacement of all mechanical and electrical parts of the Keadby TAO, provision of a new electrical grid connection and construction of a new outfall to the River Trent and would be delivered by the Environment Agency. The revised business case has been received and reviewed, and the following information is regarded as an important addition to that already considered:

3.3.1 Keadby TAO is located on the River Trent in Keadby and discharges the Three Rivers and River Torne catchment gravity and pumped flood flows into the River Trent. Keadby TAO has been assessed to have a risk of failure during flood events, resulting in failure of the facility to operate. Failure of Keadby TAO would result in the increased risk of flooding over time to thousands of homes, businesses, major infrastructure and prime agricultural land across the area.

3.3.2 The Isle of Axholme strategy and the Keadby Group Business Case justifies the investment through a process of economic appraisal using a process of damage avoided (benefit) compared against all upfront capital costs and future investment and maintenance costs on the assets across the Isle of Axholme. Impacts of not investing in flood defence infrastructure across the area have been explored in depth, as have the economic damages avoided through ensuring appropriate investment is made. This analysis is demonstrated through a series of appendices (1-8) to visually show the size and scale of flooding and economic benefit the flood defence infrastructure provides to the sustainment of the Isle of Axholme.

Appendix 1 shows the network of flood defences and pumping stations across the area that help to sustain the current economy.

Appendix 2 shows the topography of the area to demonstrate that if the correct level of investment isn't made the areas that would be extremely susceptible to flooding (blue demonstrates the parts of the Isle of Axholme at or below sea level).

Appendix 3 shows a summary of the projected future investment into these defences (those highlighted in dark green to the left of the table form the wider Keadby Group investment).

Appendices 4, 5, 6 and 7 all demonstrate the impacts on the area if no future flood investment were made. **Appendix 6** in

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particular shows the economic damage avoided to the area and the sustainment of the economy across the Isle of Axholme (see table below).

Type of Benefit (Damage Avoided) Category	Amount of Damage Avoided to area through investment into All Isle of Axholme Flood Risk Infrastructure
Residential	£2 Billion (15,761 Properties)
Commercial (Businesses)	£279 Million (3813 Businesses)
Agriculture	£966 Million (30,000 Hectares of Prime Agriculture)
Major Infrastructure	£1.93 Billion (M180, Rail, Electricity, Gas Pipeline Networks)
Total	£5.18 Billion

The level of Benefit Apportioned specifically to the Keadby Project is outlined in the table below.

Type of Benefit (Damage Avoided) Category	Amount of Damage Avoided to area through investment in Keadby and Wider Group
Residential	£467 Million (3,573 Properties)
Commercial (Businesses)	£58.5 Million (962 Businesses)
Agriculture	£161.5 Million
Major Infrastructure	£217.1 Million (M180, Rail, Electricity, Gas Pipeline Networks)
Total	£904.3 Million

3.3.3 The development of the 55.3ha Sandtoft business/logistics park enabled by this investment would support the wider growth of the Greater Lincolnshire and North Lincolnshire economies as well as the South Humber Bank ports by providing a suitable location for storage and distribution of goods. Ports and logistics are identified in the Greater Lincolnshire Strategic Economic Plan (SEP) and the emerging Local Industrial Strategy as a key economic sector that will be further developed. The site has been identified as a priority location for employment development within North Lincolnshire Council's planning policy framework, an important consideration given recent British Steel complexities.

3.3.4 The GLLEPs investment into the Keadby Pumping Station project will enable the overall amount of FDGIA to be available to undertake further works required on the upstream parts of the Keadby Group. **Appendix 3** shows the level of future

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investment into the wider Keadby Group including both Capital interventions on the raised flood defence network and also on the watercourse through conveyance work highlighted in green. The more partnership funding that can be attracted to the communal asset at Keadby that benefits the whole of the isle of Axholme, the more this frees up 'Flood Defence Grant in Aid' (FDGIA) to be used on more localised works and will enable to correct level of investment to be made after the investigation works have been undertaken.

- 3.3.5 The Keadby Pumping Station and wider Isle of Axholme (IoA) projects will help to sustain the current economic climate across the North Lincolnshire council area of the IoA as well as Doncaster Council and East Riding Council to the north. A truly cross LEP area investment.
- 3.3.6 Securing of the investment into Keadby pumping station will provide confidence for future investment in the area and stimulate future economic growth into the area.
- 3.3.7 The Keadby project will provide a greater level of protection for communities and the strategic infrastructure network that connects Greater Lincolnshire to the north of England (M180 motorway and trans-Pennine rail line). It will protect existing energy generation companies, (Keadby Power Station, Keadby Windfarm and Tween Bridge Windfarm; protect over 15,500 existing properties across the whole of the Isle of Axholme area, of which 3,105 existing properties are directly attributed to the Keadby Project investment business case; and will allow the sustainable market towns and villages in the Isle of Axholme to facilitate housing growth as future plan allocations.
- 3.3.8 Of significant strategic importance to the LEP is water management and the how water management plan links the impact of flood risk on economic growth. This scheme will continue to facilitate conversations around water, whether this be flood water, water resources, or future sustainable management and operation of flood risk infrastructure.

4. OUTPUTS

- 4.1 Total Public Sector leverage would amount to £34,937,095 (£3,101,240 Highways England; £28,342.146 FDGIA)

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	2020/21	2021/22	2022/23	2023/24	Future Years	Total
Core Outputs						
Number of new Jobs Created (gross)					588 (min)	588 (min)
Number of new housing units completed	18	18	19	19	100+	174+
Commercial floorspace refurbished/constructed and occupied (sqm)					125,834	125,834
Number of businesses assisted to improve performance					30	30
Number of new businesses created					10	10

5. PROJECT COST, TIMESCALES AND RISK

- 5.1 It is extremely important that the LEP continues to have a clear prioritisation of pipeline in the short term should existing schemes become undeliverable or have to be withdrawn.
- 5.2 The Keadby scheme requires £3,493,709 of GLLEP grant funding should an opportunity become available and has already secured £34,937,095 of match funding.
- 5.3 The scheme is progressed to the point of construction having commenced by the EA's framework contractor GBV under the Environment Agency's Water and Environment Management (WEM) framework in April 2019. A summary of milestones already achieved can be seen in the table below:

dx	Forecast Commencement /Submission Date	Forecast Completion/ Award Date	Comments
Initial scheme design	13/04/2017	28/08/2018	Completed
Feasibility work	13/04/2017	28/08/2018	Completed
Detailed design	28/08/2018	28/11/2018	Completed
Planning Permission	02/11/2018	03/01/2019	Completed
Match funding secured	28/11/2018	21/01/2019	Completed
Procurement process	10/10/2018	19/02/2019	Completed
Procurement contracts Awarded	19/02/2019	19/02/2019	Completed

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Construction	01/04/2019	5/7/2021 (financial by March 2021)	Commenced
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- 5.4 Risk to GLLEP programme spend if this scheme were to be supported would therefore be minimal and this could be assessed further with a full due diligence appraisal should a provisional allocation be awarded going forward.

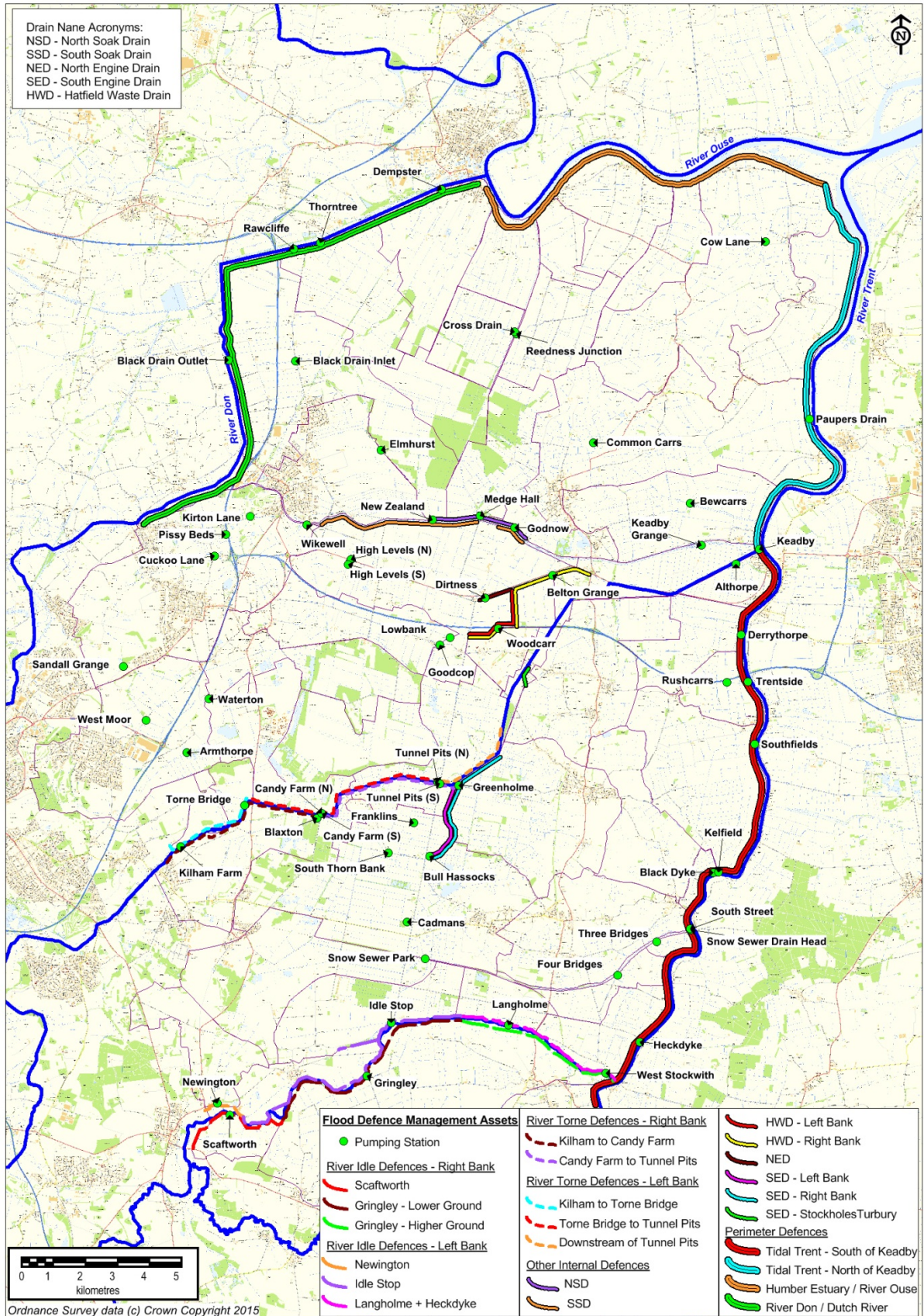
6. COMMENTS FROM THE ACCOUNTABLE BODY

- 6.1 The Growth Deal programme spend risk remains high and the Keadby project provides an opportunity to manage that risk by ensuring that the LEP have a strong strategic project that has been demonstrated as deliverable within the timeframes of the programme. Many of the barrier milestones have been achieved on the scheme and construction is in the early stages.
- 6.2 The project has gone further in demonstrating the overall impact. The public investment levered output looks strong; however the other recorded direct outputs are post 2024. I would like to see the due diligence process explore quantifiable outputs around Land and Flood mitigation should the project move to contract.
- 6.3 As identified within Appendix 3 the cost of the wider scheme is £46Million of which £34Million has been identified as match. Although there is sufficient match funding to deliver the Keadby Pumping element of the scheme, the funding requested from the LEP appears to cover a gap in the overall aspirations of the whole scheme and it is advised that we should seek clarification on costs prior to the board meeting and it should be assessed on this basis.

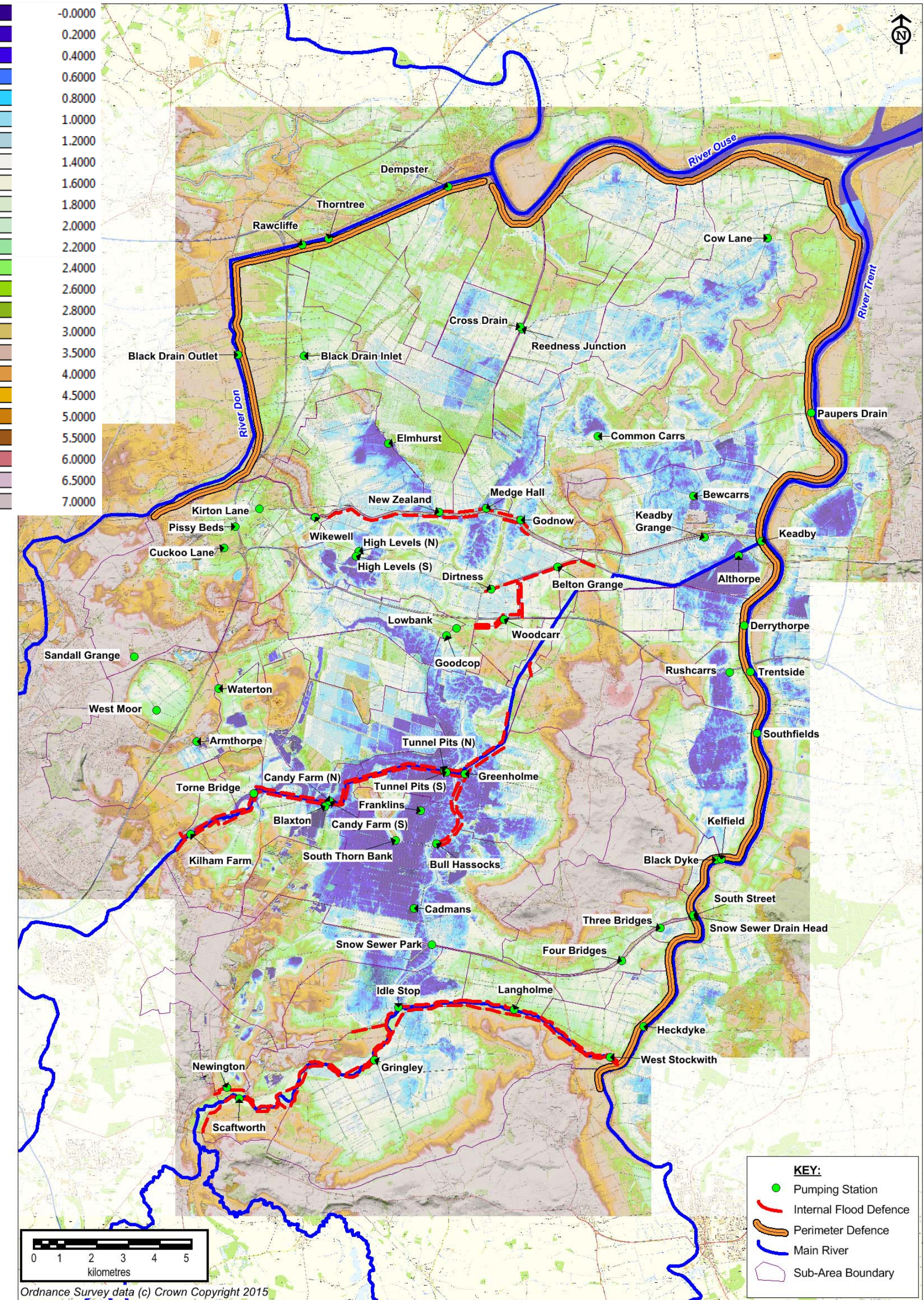
7. RECOMMENDATION

- 7.1 That the Investment Board considers comments from its accountable body and approves officer recommendations for a 'first reserve' provisional allocation of £3,493,709 to the Keadby Terminal Assisted Outfall Pumping Station pipeline scheme (pending outcome of a due diligence assessment) should the need to do so arise.

Figure 2.2 – Flood Defence Management Assests



APPENDIX A – ISLE OF AXHOLME TOPOGRAPHY



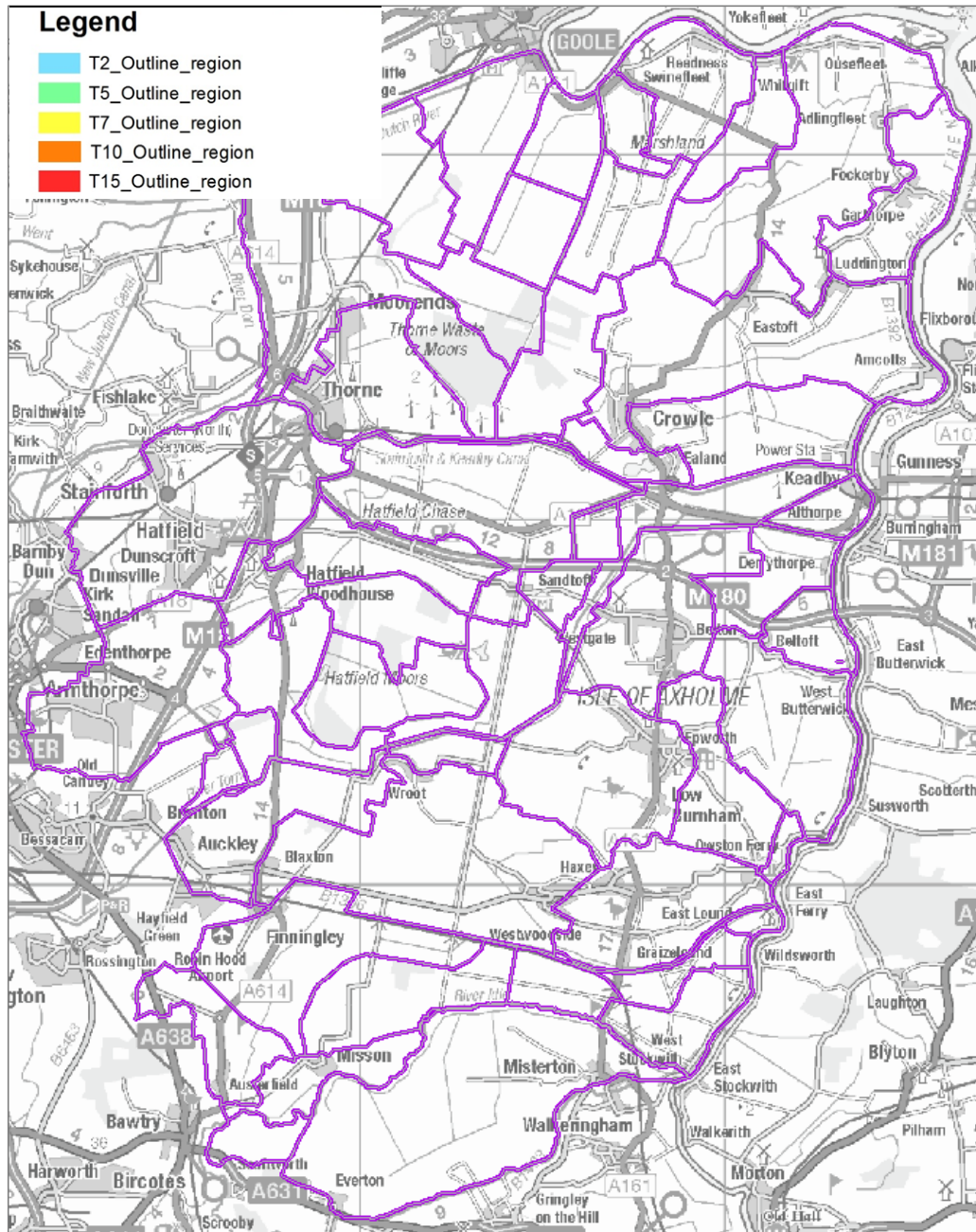
Appendix 3 - Keadby Group Asset Management and Future Investment Plan

(Totals shown are based on discounted costs - Figures in table are non-discounted)

Appendix 3 - Keadby Group Asset Management and Future Investment Plan				£30,214,794	Total Upfront Capital Investment to Keadby PS (Discounted) / Total Undiscounted is £31,547,118																			
(Totals shown are based on discounted costs - Figures in table are non-discounted)				£16,167,475	Total Future Capital and Revenue Investment (Discounted)																			
Watercourse	Floodgrouping	Location of Asset Section	Future Spend Type	Yr0	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Yr11	Yr12	Yr13	Yr14	Yr15	Yr16	Yr17	Yr18	Yr19	Yr 20 to Yr 24
River Torne	21	Keadby PS	Revenue Projects	£59,551	£73,239	£73,239	£73,239	£73,239	£88,239	£73,239	£73,239	£73,239	£73,239	£88,239	£73,239	£88,239	£73,239	£73,239	£188,239	£73,239	£73,239	£73,239	£73,239	£846,197
River Torne	21	Keadby PS	Capital Works	£5,063,363	£13,116,759	£13,366,997	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
North Soak Drain	21	NSD defences	Revenue Projects	£47,917	£47,917	£47,917	£47,917	£47,917	£47,917	£47,917	£47,917	£47,917	£135,417	£47,917	£47,917	£47,917	£47,917	£47,917	£47,917	£47,917	£47,917	£47,917	£271,859	£239,585
North Soak Drain	21	NSD defences	Capital Works	£0	£0	£0	£58,577	£234,308	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
South Soak Drain	21	SSD defences	Revenue Projects	£70,624	£70,624	£70,624	£70,624	£70,624	£70,624	£70,624	£70,624	£70,624	£160,624	£70,624	£70,624	£70,624	£70,624	£308,937	£70,624	£70,624	£70,624	£70,624	£160,624	£353,119
South Soak Drain	21	SSD defences	Capital Works	£0	£0	£0	£4,000	£16,000	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
South Level Engine Drain	21	SED RB defences	Revenue Projects	£138,783	£138,783	£138,783	£138,783	£138,783	£138,783	£138,783	£138,783	£138,783	£158,783	£138,783	£138,783	£138,783	£138,783	£432,159	£138,783	£138,783	£138,783	£138,783	£158,783	£693,913
South Level Engine Drain	21	SED RB defences	Capital Works	£0	£0	£0	£17,655	£70,619	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
South Level Engine Drain	21	SED LB defences	Revenue Projects	£10,726	£10,726	£10,726	£10,726	£10,726	£10,726	£10,726	£10,726	£10,726	£20,726	£10,726	£10,726	£10,726	£10,726	£137,648	£10,726	£10,726	£10,726	£10,726	£20,726	£53,629
South Level Engine Drain	21	SED LB defences	Capital Works	£0	£0	£0	£2,773	£11,093	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
South Level Engine Drain	21	SED Stockhole Turbury	Revenue Projects	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
South Level Engine Drain	21	SED Stockhole Turbury	Capital Works	£0																				
North Level Engine Drain	21	NED defences	Revenue Projects	£22,487	£22,487	£22,487	£22,487	£22,487	£22,487	£22,487	£22,487	£22,487	£24,987	£22,487	£22,487	£22,487	£22,487	£47,487	£22,487	£22,487	£22,487	£22,487	£24,987	£112,437
North Level Engine Drain	21	NED defences	Capital Works	£0	£0	£0	£4,000	£16,000	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Hatfield Waste Drain	21	HWD LB defences	Revenue Projects	£19,732	£19,732	£19,732	£19,732	£19,732	£19,732	£19,732	£19,732	£19,732	£266,395	£19,732	£19,732	£19,732	£19,732	£19,732	£19,732	£19,732	£19,732	£19,732	£34,732	£98,659
Hatfield Waste Drain	21	HWD LB defences	Capital Works	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
Hatfield Waste Drain	21	HWD RB defences	Revenue Projects	£83,529	£83,529	£83,529	£83,529	£83,529	£83,529	£83,529	£83,529	£83,529	£351,623	£83,529	£83,529	£83,529	£83,529	£83,529	£83,529	£83,529	£83,529	£83,529	£161,029	£492,692
Hatfield Waste Drain	21	HWD RB defences	Capital Works	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
River Torne	21	River Torne RB Candy Farm (S) to Tunnel Pits (S)	Revenue Projects	£13,820	£13,820	£13,820	£13,820	£13,820	£13,820	£13,820	£13,820	£13,820	£28,820	£13,820	£13,820	£13,820	£13,820	£13,820	£13,820	£13,820	£13,820	£13,820	£227,115	£69,101
River Torne	21	River Torne RB Candy Farm (S) to Tunnel Pits (S)	Capital Works	£0	£0	£0	£74,588	£298,353	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
River Torne	21	River Torne LB Kilham to Torne Bridge	Revenue Projects	£25,793	£25,793	£25,793	£25,793	£25,793	£25,793	£25,793	£25,793	£25,793	£35,793	£25,793	£25,793	£25,793	£25,793	£25,793	£25,793	£25,793	£25,793	£25,793	£35,793	£128,963
River Torne	21	River Torne LB Kilham to Torne Bridge	Capital Works	£0	£0	£0	£0	£0	£0	£0	£0	£59,271	£237,086	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
River Torne	21	River Torne RB Kilham to Candy Farm (S)	Revenue Projects	£18,326	£18,326	£18,326	£18,326	£18,326	£18,326	£18,326	£18,326	£18,326	£35,826	£18,326	£18,326	£18,326	£18,326	£18,326	£18,326	£18,326	£18,326	£18,326	£277,438	£91,628
River Torne	21	River Torne RB Kilham to Candy Farm (S)	Capital Works	£0	£0	£0	£96,645	£386,580	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
River Torne	21	River Torne LB Torne Bridge to Tunnel Pits (N)	Revenue Projects	£20,043	£20,043	£20,043	£20,043	£20,043	£20,043	£20,043	£20,043	£20,043	£45,043	£20,043	£20,043	£20,043	£20,043	£20,043	£20,043	£20,043	£20,043	£20,043	£45,043	£100,213
River Torne	21	River Torne LB Torne Bridge to Tunnel Pits (N)	Capital Works	£0	£0	£0	£0	£0	£0	£0	£0	£113,687	£454,747	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0
River Torne	21	River Torne LB Downstream of Tunnel Pits (N)	Revenue Projects	£153,847	£153,847	£153,847	£153,847	£253,847	£153,847	£153,847	£153,847	£153,847	£183,847	£153,847	£153,847	£153,847	£153,847	£253,847	£153,847	£153,847	£153,847	£153,847	£236,507	£869,236
River Torne	21	River Torne LB Downstream of Tunnel Pits (N)	Capital Works	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£0	£74,572	£298,289	£0	£0	£0	£0	£0	£0

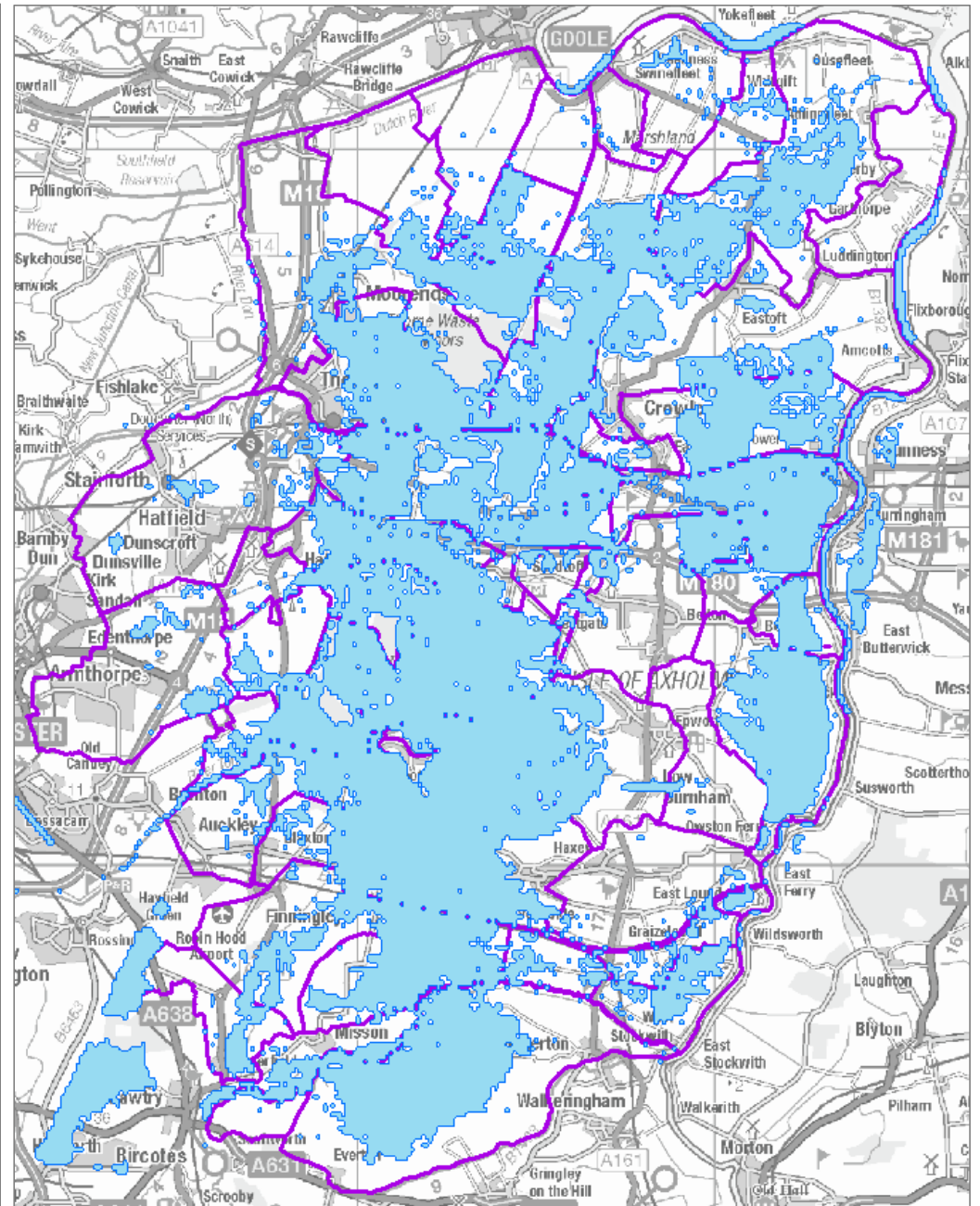
‘Do Nothing’ Build Up in the Isle of Axholme (remodelled 2018)

Plan Below Shows IoA Strategy Extents – Purple lines show drainage Catchments



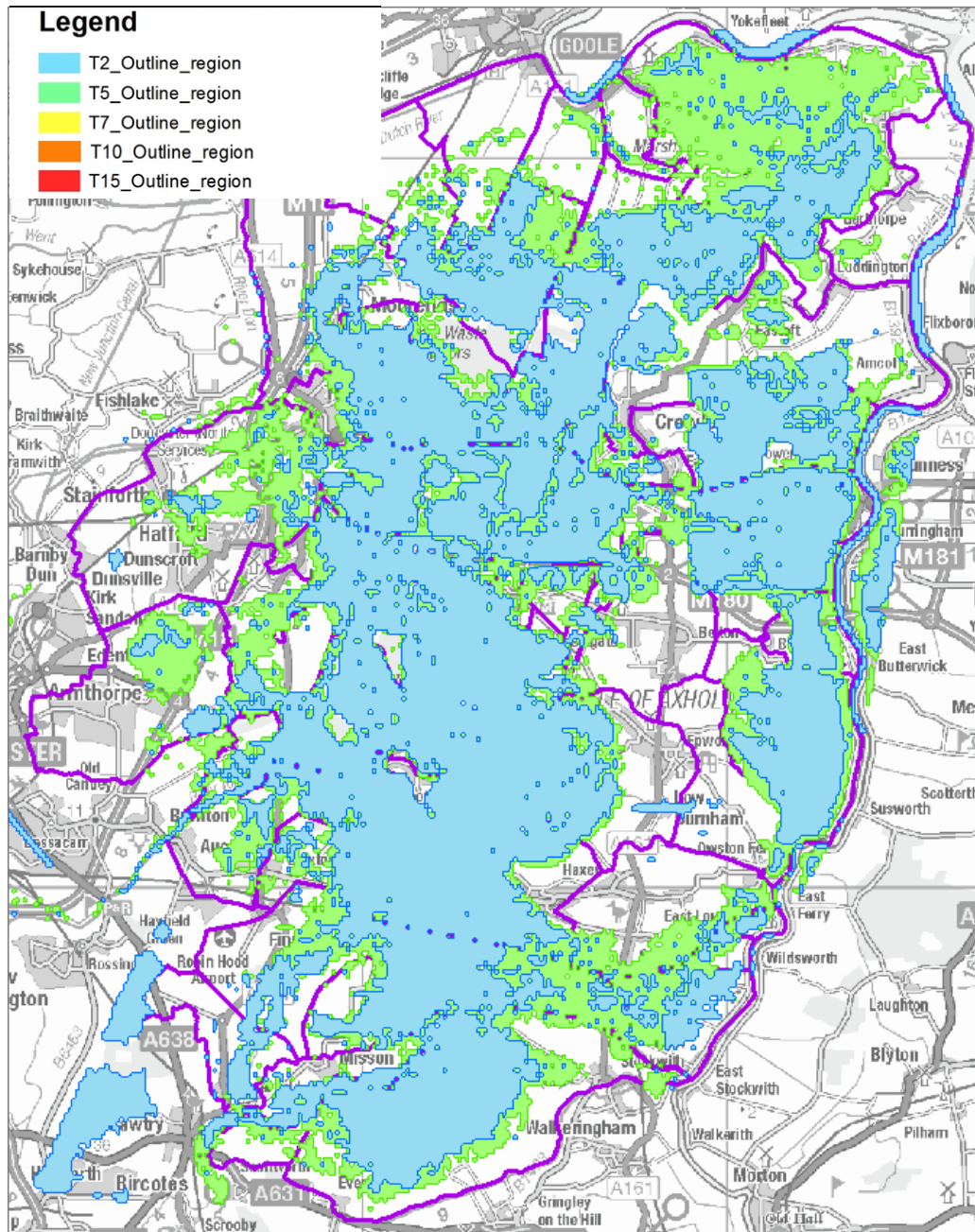
2 Years

Expected Flood Extent after 2 years build up of annual average rainfall across the IoA – Do Nothing - No Drainage or Pumping



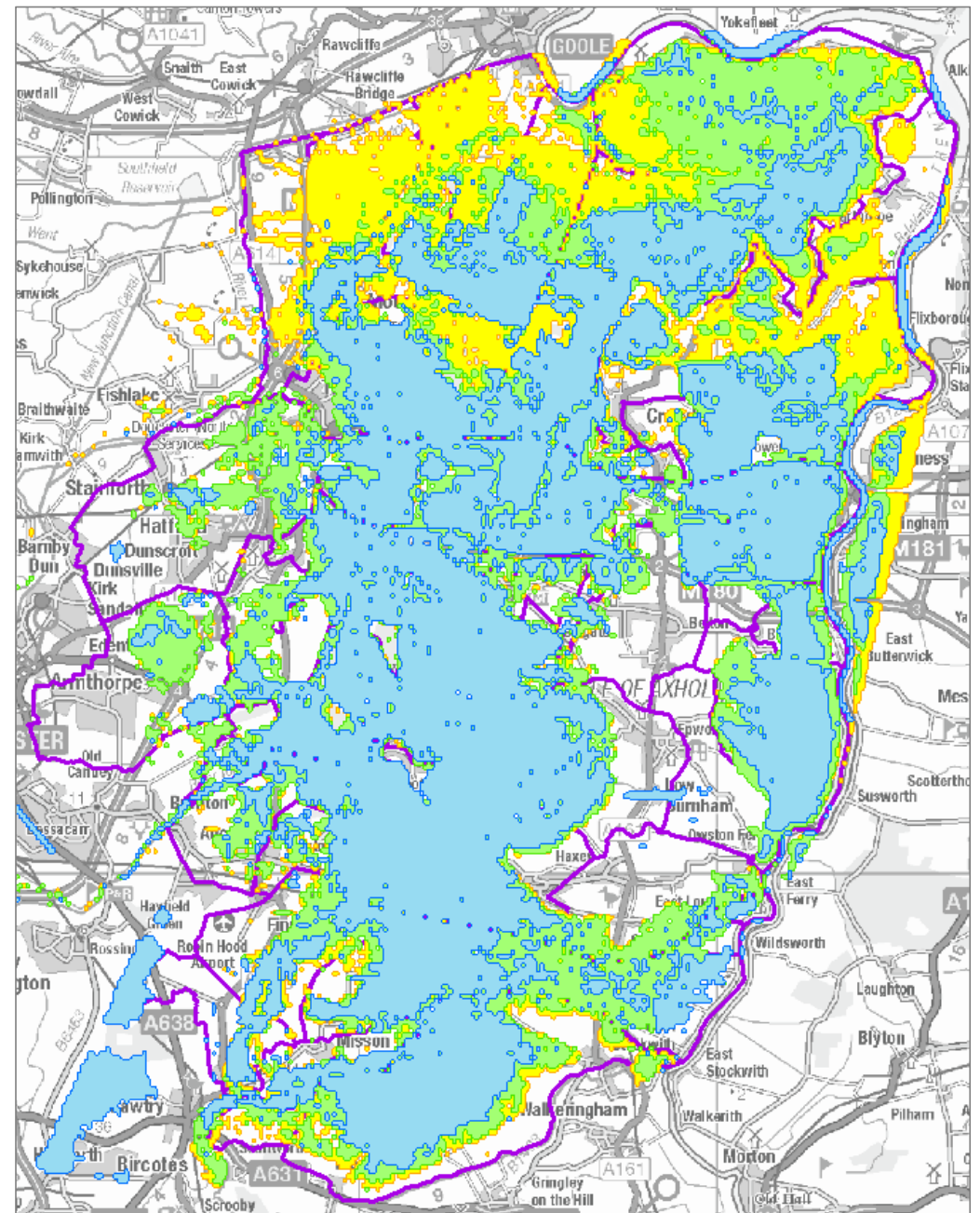
5 Years

Expected Flood Extent after 5 years build up of annual average rainfall across the IoA – Do Nothing - No Drainage or Pumping



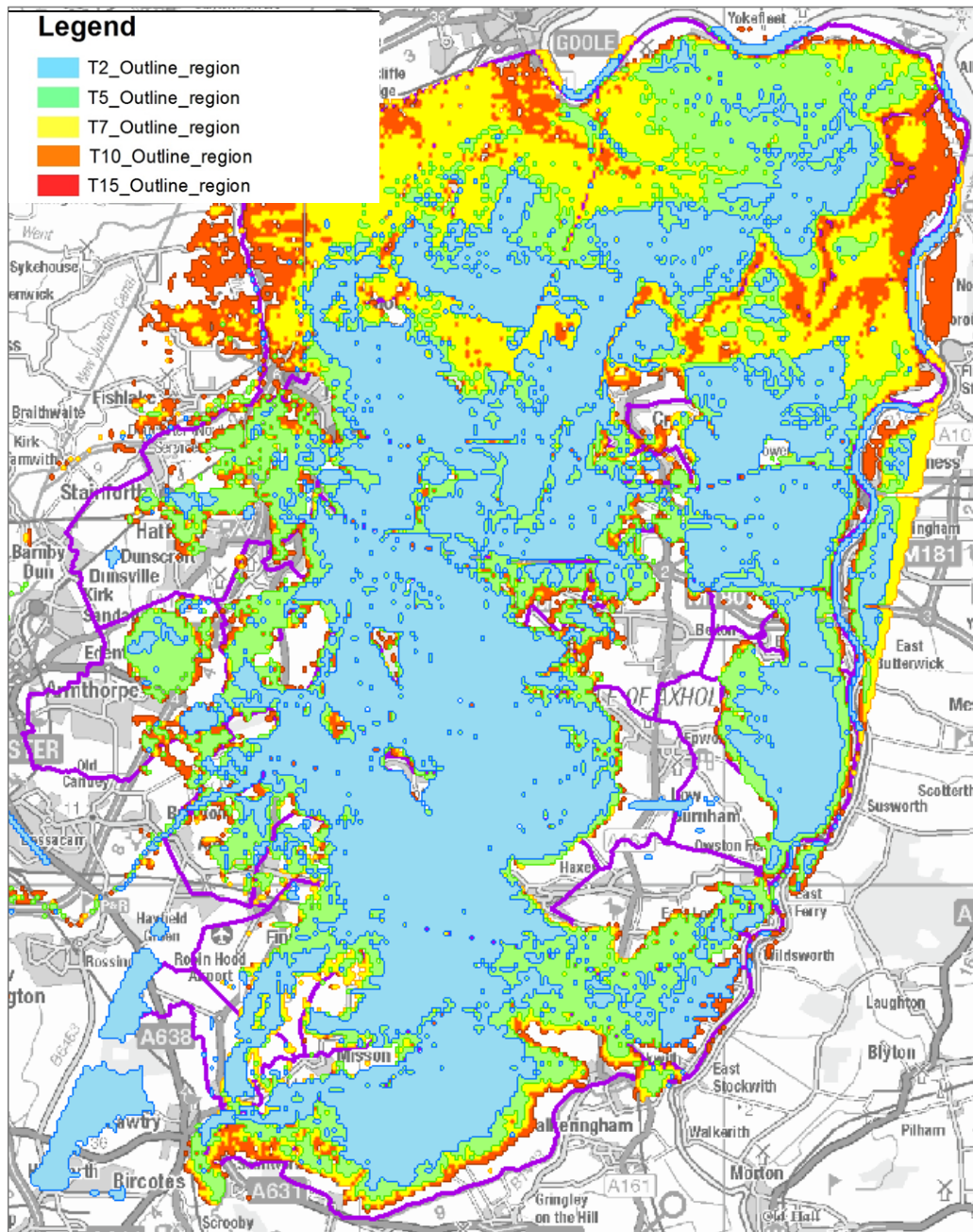
7 Years

Expected Flood Extent after 7 years build up of annual average rainfall across the IoA – Do Nothing - No Drainage or Pumping



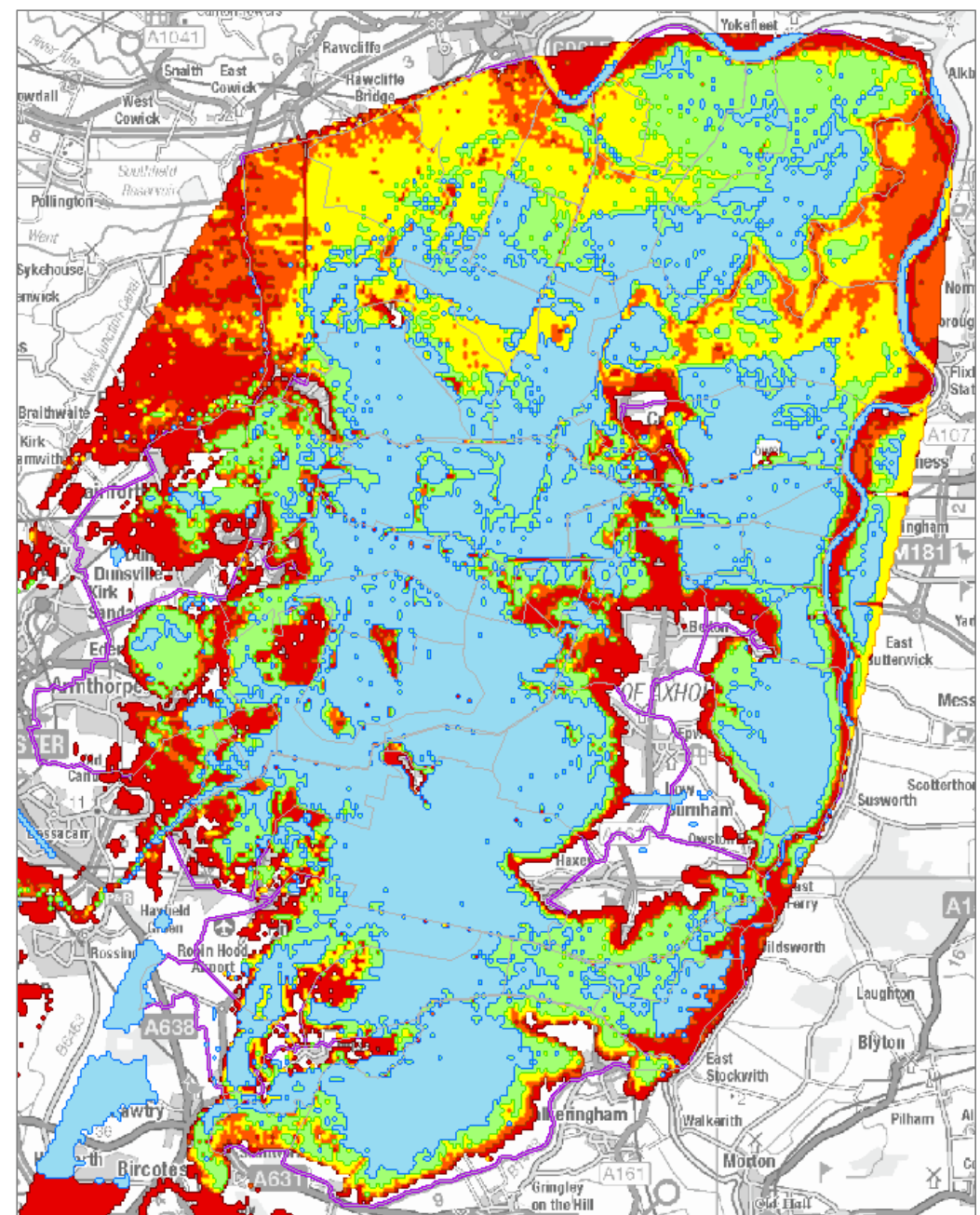
10 Years

Expected Flood Extent after 10 years build up of annual average rainfall across the IoA – Do Nothing - No Drainage or Pumping

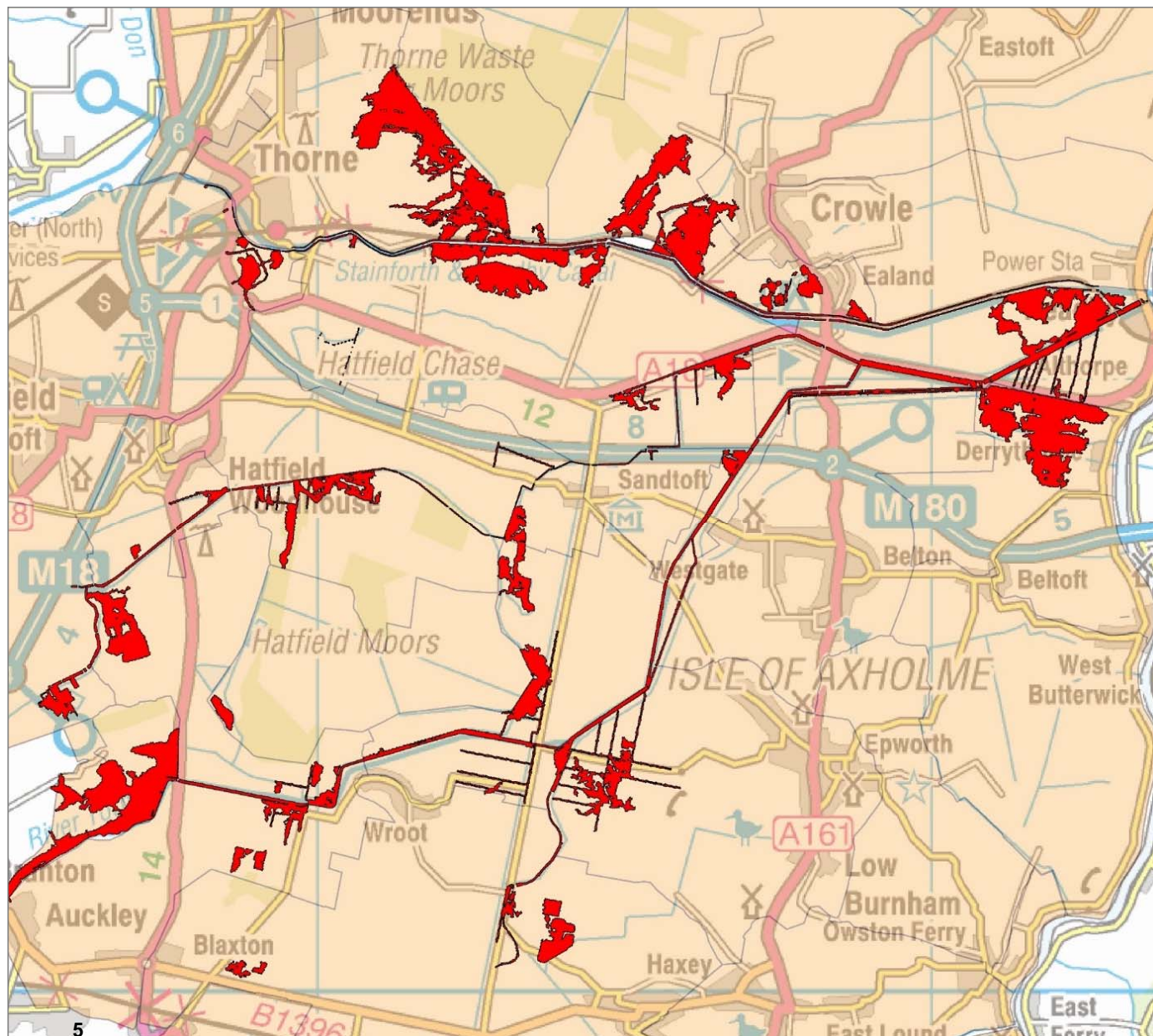


15 Years

Expected Flood Extent after 15 years build up of annual average rainfall across the IoA – Do Nothing - No Drainage or Pumping



Keadby Pumping Station Residual Flood Extent During Operation – 1 in 75 year Flood Event

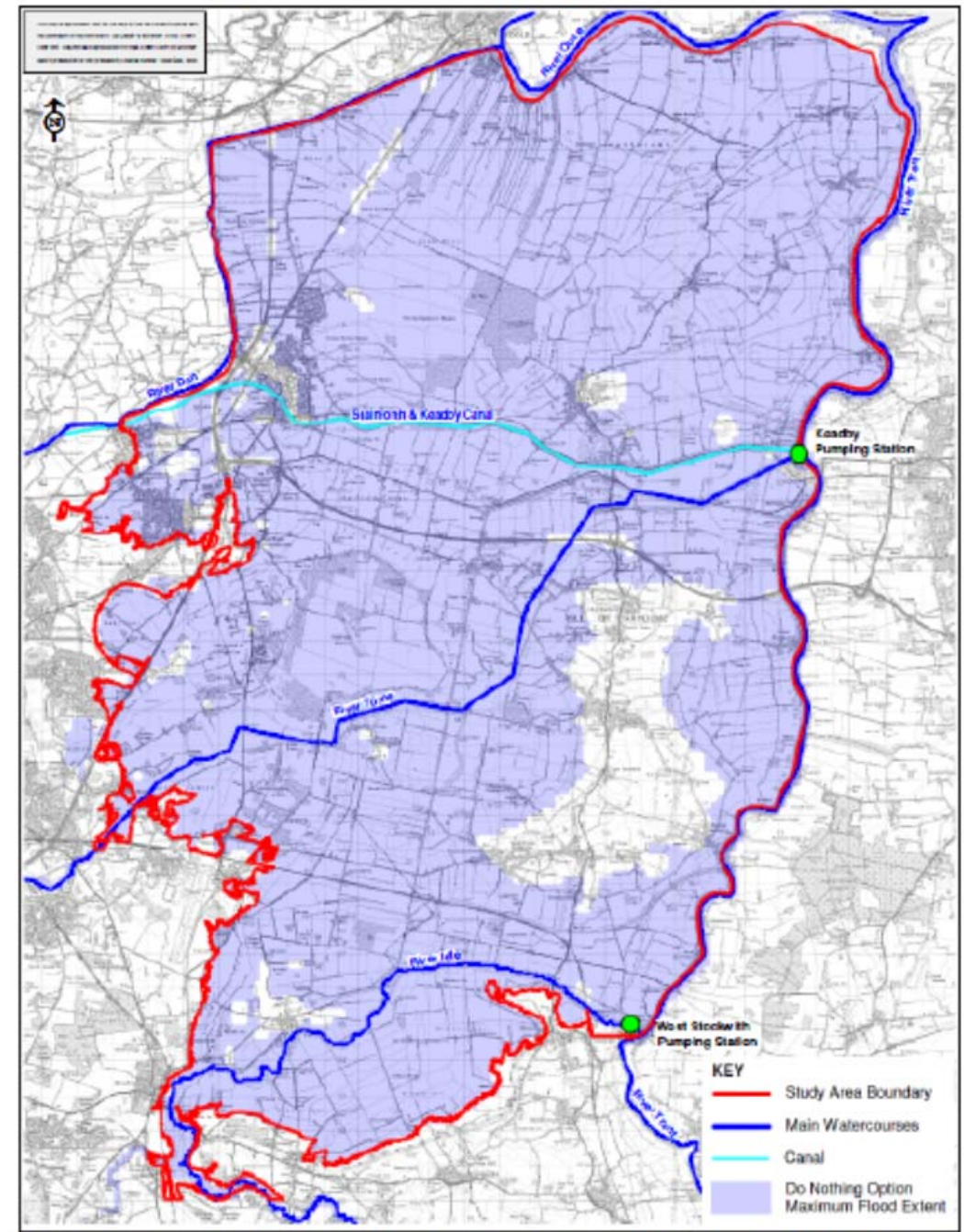


- Plan shows the impacts of Keadby Pumping Station in Operation in a 1 in 75 yr flood event (Red areas are areas which still succumb to flooding)
- The benefit to the local economy is the Do Nothing Approach Minus the Residual Flooding shown in red on the plan
- This Economic Benefit is Summarised in Additional Appendix 4

IoA Strategy Economic Benefit Summary

- ➔ 'Do Nothing Scenario' which fills the whole area up to 5.25 mAOD
- ➔ Isle of Axholme area and the Flood Risk Management Infrastructure across the area supports the following economic benefits (Produced as part of the Keadby and IoA Business Case)
 - **£2bn residential damages avoided** - 15,761 residential properties
 - **£279m commercial damages avoided** - 3,813 commercial properties and Businesses
 - **£966m agriculture damages avoided** ~30,000 ha agricultural land
 - **£1.93bn infrastructure damages avoided** Critical infrastructure plan shown on next page
 - **Internationally important conservation sites** (No value given)
 - **Total £5.18 Billion of flood damage avoided over 100 years**

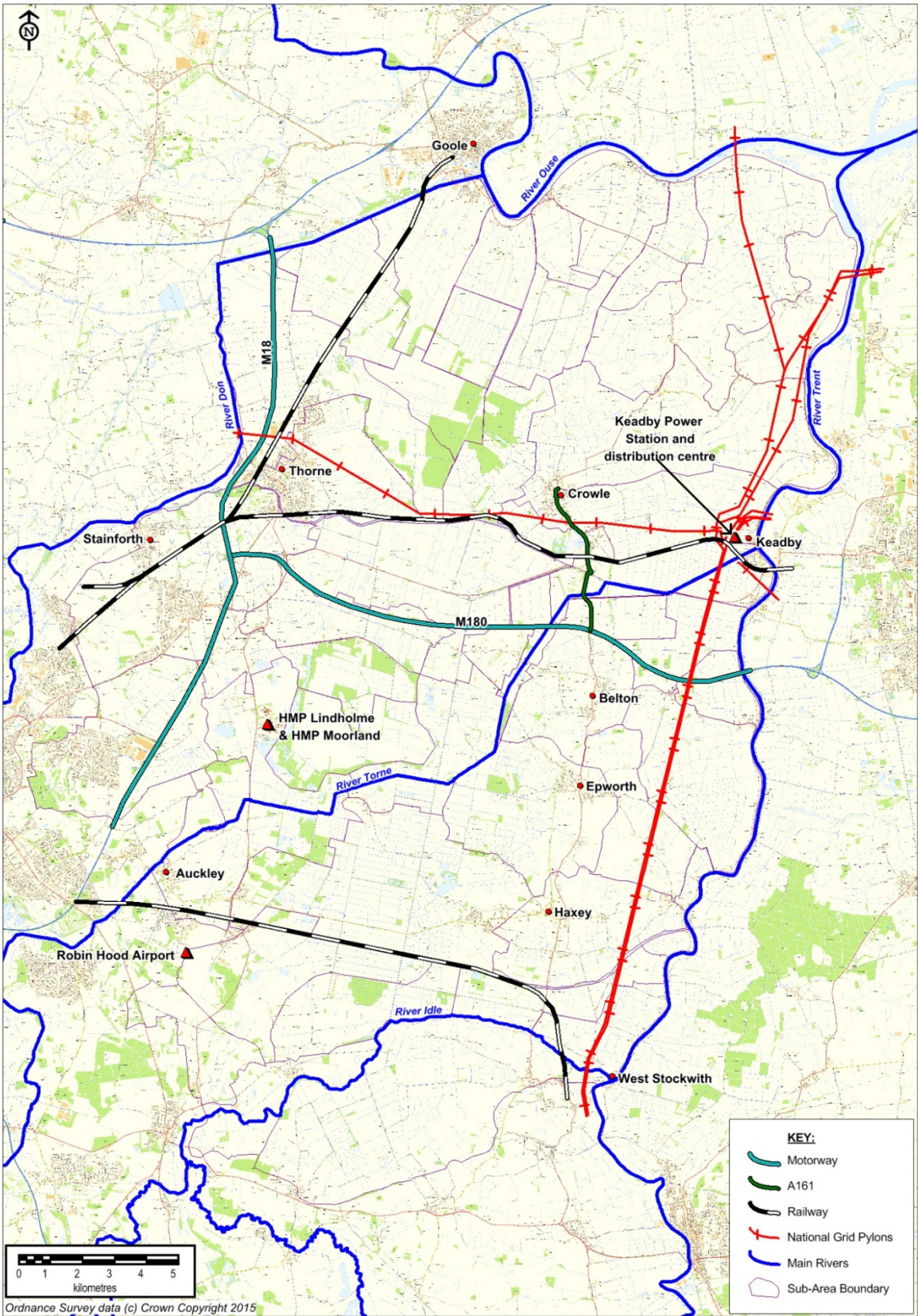
Figure 1.1 – The 'Do Nothing' Option Flood Extent



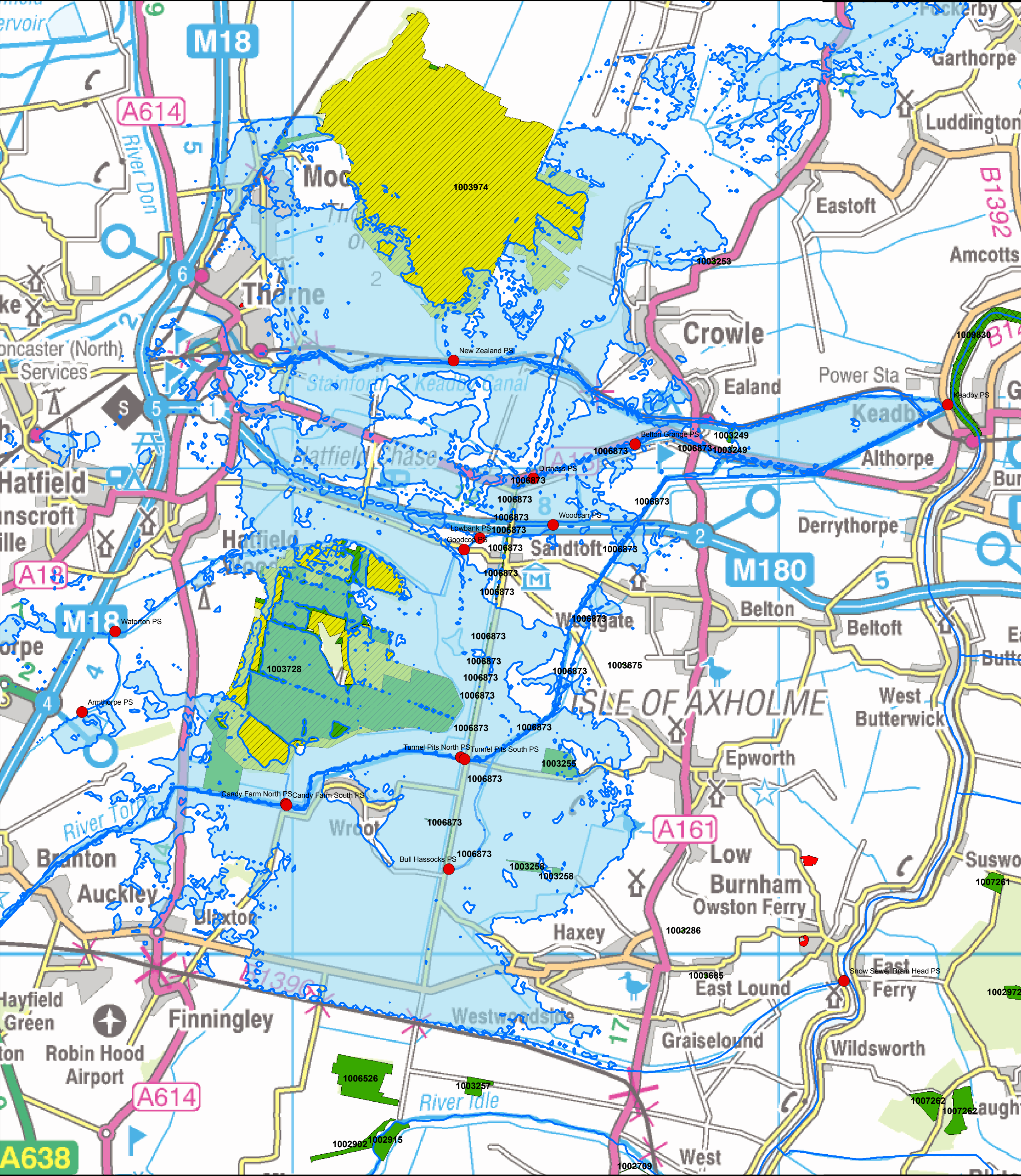
Note: figure is an extract from the IoA FRMS – The Do Nothing Option Report, B&V, Nov-09

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Figure 2.3 – Infrastructure

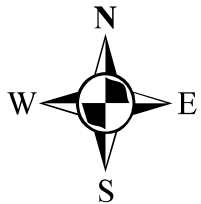


Isle of Axholme - Do Nothing Scenario -
Blue outline is the flooding that would occur after 2 years of the
area filling up with no pumping stations operational



Legend

- T2_Outline_region - 2 Year Do Nothing Build Up
- T2_Outline_region - 2 Year Do Nothing Build Up
- Owston_Ferry_Main_River
- Owston_RAMSAR
- Owston_SACs
- Owston_SAMs
- Owston_SPA
- Owston_SSSI



480400 480 Meters

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