

Greater Norwich Growth Board

Date: 04 February 2019

Time: 14:00

Venue: Mancroft Room, City Hall, Norwich City Council, NR2 1NH

Board members:

Norwich City Council:

Cllr Alan Waters (Chair)

South Norfolk Council:

Cllr John Fuller

Norfolk County Council:

Cllr Andrew Proctor

Broadland District Council:

Cllr Shaun Vincent

New Anglia Local Enterprise Partnership:

Douglas Field

Officers:

Laura McGillivray
David Moorcroft
Graham Nelson

Trevor Holden
Debbie Lorimer

Tom McCabe
Vince Muspratt

Trevor Holden
Phil Courtier

Chris Starkie

Jobs, homes and prosperity for local people



NORWICH
City Council



Norfolk County Council

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

AGENDA

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1. Apologies	
2. Declarations of Interest	
3. Minutes of meeting held on 27 November 2018	5-10
4. Infrastructure Investment Fund Project Showcase Library self-access improvements GP41- 43 and 56- 60 <i>Ian McCann, Assistant Head of Service, Norfolk County Council</i>	
5. LEP update <i>Chris Starkie, Chief Executive, New Anglia Local Enterprise Partnership</i>	
6. Greater Norwich Annual Growth Programme 2019-20 <i>Debbie Lorimer, Director of Growth and Business Development, South Norfolk District Council</i>	11-50
7. Community Infrastructure Levy in Norwich <i>Alan Waters, Leader, Norwich City Council</i>	51-56
8. Future Greater Norwich Growth Board Meeting Plan <i>Debbie Lorimer, Director of Growth and Business Development, South Norfolk District Council</i>	57-59
9. Date of Next Meeting <i>To be agreed in Item 8 above South Norfolk District Council</i>	

FOR FURTHER INFORMATION PLEASE CONTACT:

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25 January 2019



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10:00 to 11:35

27 November 2018

Venue: Norwich City Council, Mancroft Room, City Hall, St Peters Street, Norwich, NR2 1NH

Present:

Board members

Norwich City Council

Councillor Alan Waters (chair)

Officers

David Moorcroft

Broadland District Council

Councillor Shaun Vincent

Phil Courtier

South Norfolk Council

Councillor John Fuller

Debbie Lorimer

Norfolk County Council

Councillor Andrew Proctor

Vince Muspratt
Phil Morris

In attendance:

Joe Ballard, Greater Norwich Project Team
Grace Burke, Greater Norwich Project Team
Jeremy Wiggin, Norfolk County Council

Apologies:

Douglas Field, New Anglia Local Enterprise Partnership
Sandra Dinneen, South Norfolk Council
Phil Kirby, Broadland District Council
Laura McGillivray, Norwich City Council
Chris Starkie, New Anglia Local Enterprise Partnership
Wendy Thomson, Norfolk County Council

1. Declarations of interest

There were no declarations of interest.

2. Minutes

Councillor Fuller asked for an update on resolution (5) of the last item 'Greater Norwich Local Infrastructure Fund':

recommend that the Greater Norwich Project Team actively promotes the LIF loan facility to encourage more expressions of interest from SMEs with a focus on affordable housing, whilst continuing to manage the cash flow forecast for the total LIF loan commitment.

Grace Burke, project manager, said that they had updated the delivery officers group that the LIF loan facility was still available and requested that they inform developers. As a result, the team have received a number of queries, received one expression of interest and are expecting 2 more in the future. The delivery officers group was asked to forward contact information for all known SMEs to the project managers so that a joint email could be sent out. This has not happened to date.

RESOLVED to approve the accuracy of the minutes of the meeting held on 7 September 2018.

3. IIF Project Showcase – GP13 Eaton Interchange – Presentation

(Jeremy Wiggin, Transport for Norwich Manager, Norfolk County Council, attended the meeting for this item.)

Jeremy Wiggin gave a presentation on works at Eaton Interchange. He said that the works aimed to make it easier and safer to get around by Eaton by bicycle, on foot and by bus, without delaying general traffic.

Members noted that it was useful to see the outcome of schemes which had been funded.

RESOLVED to thank Jeremy Wiggin for the presentation.

4. Infrastructure Investment Fund - New Processes Overview

(The chair took this item early)

Phil Courtier, head of planning, Broadland District Council, presented the report. He highlighted that the Delivery Officer Group was now replaced in the process map by the Greater Norwich Project Team. He noted that the Greater Norwich Infrastructure Plan would be considered by the Greater Norwich Growth Board in May 2019.

In response to a question from Councillor Waters, Joe Ballard, project manager said that paragraph 5.6 referred to the fact that the instigation of the process map did not have an environmental impact; it was the project itself that did.

RESOLVED to:

- 1) agree the process map attached as the new overall process for projects receiving funds from the Infrastructure Investment Fund; and
- 2) continue to give the Infrastructure Development Board delegated authority to oversee the changes to forms and guidance of the Infrastructure Investment Fund.

5. Draft Five Year Infrastructure Plan

Debbie Lorimer, director of growth and business development, South Norfolk District Council, presented the report. She explained that the Five Year Investment Plan (5YIP) set out the projects which support the growth as planned within the Joint Core Strategy (JCS) and the Greater Norwich City Deal. The projects were funded from the Community Infrastructure Levy (CIL). Officers from the Greater Norwich Project Team had reviewed the expected CIL income and revised the figures which were lower than had previously been expected. It was recommended that those projects which had already been agreed to be delivered in 2019/20 continue to go forward and that funds previously allocated as a cash reserve be used to finance these projects. The project team had spoken with every project agreed within the programme, had reworked the figures so those presented in the report were the best forecast achievable.

The plan included £2M per annum for education.. An amendment to the report was noted; the last sentence on the education section, agenda page 19, should read:

£2M committed in 2018/19 has helped with two projects; one to identify and secure a new site to move the existing school at Blofield into larger and more suitable accommodation and two, in Brundall to ensure the primary school has suitable accommodation for larger cohorts of children.

Councillor Fuller provided context to the historical expectations of CIL amounts. He said that the possible introduction of Norwich City Council's Exceptional Circumstances Relief Policy (ECR) could impact on the amount of future CIL income received. The chair suggested that a report on CIL ECR policy and other factors that could impact on CIL could be brought to the next committee.

Councillor Fuller raised concerns regarding the repayments for Northern Distributor Road (NDR) and Long Stratton Bypass. Vince Muspratt, acting assistant director (economic development and strategy), Norfolk County Council, said legal agreements were in place regarding repayments in relation to both schemes. He suggested that he could circulate the

likely total cost of borrowing for the NDR. The project manager noted that the repayments for the loans continued beyond the 5YIP.

Councillor Fuller highlighted the need for a CIL review to understand future CIL income levels. Councillor Proctor said it would be useful to note which order loans were called on and which debt was repayed first if there was a limited amount of CIL available. Members debated a CIL review and where this would be directed from. The project manager confirmed that this was in the job description of Mike Burrell, Norfolk County Council.

RESOLVED to:

- 1) note the Draft Joint Five Year Infrastructure Investment Plan 19-24;
- 2) instruct officers to update this draft to reflect changes since its preparation before consideration at Partner's Cabinets and Councils in January 2019 and the Greater Norwich Growth Board meeting at its meeting on 4 February 2019;
- 3) agree the proposed 2019/20 Annual Growth Programme;
- 4) agree that the cash reserve should be reallocated into the IIF to support the delivery of previously agreed annual growth programmes, and to also instruct officers to forward plan the establishment of a new cash reserve in future versions of this Plan;
- 5) note the amendment to the report; the last sentence on the education section, agenda page 19, should read:

£2M committed in 2018/19 has helped with two projects; one to identify and secure a new site to move the existing school at Blofield into larger and more suitable accommodation and two, in Brundall to ensure the primary school has suitable accommodation for larger cohorts of children.

- 6) ask the project team to arrange for a report on the potential impact of Norwich City Council Community Infrastructure Levy Exceptional Circumstances Relief Policy and the changing landscape on CIL income;
- 7) ask the project team to circulate figures on the likely total cost of borrowing in relation to the NDR; and
- 8) the project team to report back on the timeline for a CIL review.

6. Response to the Independent Review of Build Out rates

Debbie Lorimer, director of growth and business development, South Norfolk District Council, presented the report. She explained that the report sought instruction from the board on the development of a Special Purpose Vehicle (SPV). The report suggested that an informal workshop be arranged to explore options as set out in paragraph 4.6. of the report.

Following discussion it was;

RESOLVED to:

- 1) ask the project managers to arrange an informal workshop for board members to explore the development of a Special Purpose Vehicle or Vehicles; to include the commissioning of a specialist consultant; and
- 2) agree a joint contribution from authorities to fund this workshop.

7. Date of Next Meeting

RESOLVED to note the date of the next meeting at 14:00 on Monday, 4 February 2019.

CHAIR

Greater Norwich Annual Growth Programme 2019/20
Debbie Lorimer, Director of Growth and Business Development,
South Norfolk District Council

Summary

This report introduces the Greater Norwich Annual Growth Programme (AGP). This confirms the projects which are prioritised for delivery in 19/20 and are to be funded either wholly or in part by the Infrastructure Investment Fund (IIF). The AGP is assembled from the Five Year Investment Plan, the draft of which was agreed by the GNGB on 27th November 2018.

Recommendations

- (i) In the light of the endorsement of the Five Year Infrastructure Plan (5YIP) by the respective District Cabinets, the GNGB is asked to agree the 5YIP. In the unlikely event that the 5YIP is subsequently rejected or amended by one of the partners Full Councils the matter will be referred back to the GNGB for further consideration.
- (ii) To agree the Greater Norwich Annual Growth Programme 19/20.

1. Introduction

- 1.1 In 2013 the Greater Norwich authorities (Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council) together with the New Anglia Local Enterprise Partnership, signed a City Deal with Government. To help achieve our growth ambitions, the City Deal agreed a strategic infrastructure programme supported through Government-approved access to borrowing at a preferential rate and the local authorities' commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income to form an Infrastructure Investment Fund (IIF).
- 1.2 Decisions on delivery and allocations of IIF funding to support the strategic infrastructure programme are made by the Greater Norwich Growth Board.
- 1.3 The Greater Norwich Growth Board has responsibility for assembling the Annual Growth Programme (AGP) from the Joint Five Year Infrastructure Investment Plan (5YIP), whilst also taking account of any further schemes for delivery across the area which may arise in response to mainstream funding decisions
- 1.4 The AGP identifies the schemes which are prioritised for delivery and are to be funded either wholly or in part by the IIF.

2. Recommendations

- 2.1 In the light of the endorsement of the 5YIP by the respective District Cabinets, the GNGB is asked to agree the 5YIP. In the unlikely event that the 5YIP is subsequently rejected or amended by one of the partners Full Councils the matter will be referred back to the GNGB for further consideration.
- 2.2 To agree the Greater Norwich Annual Growth Programme 19/20.

3. Issues and Risks

3.1 Other resource implications (staff, property)

The programme will be managed within existing resources and will require continued support for the Greater Norwich Projects Team. Resources for project delivery will be the responsibility for the project promoter.

3.2 Legal implications

The pooling arrangements and the designation of an Accountable Body are set out in the Joint Working Agreement and the further agreement formalising the commitment to pool Community Infrastructure Levy (CIL) income across the Greater Norwich area signed on 21 October 2015.

3.3 Risks

The most significant risks are project cost and delivery risks. These remain with the project promoter.

3.4 Equality

No specific issues arising from the funding of the Growth Programme.

3.5 Human rights implications

No specific issues arising from the funding of the Growth Programme.

3.6 Environmental implications

Project promoters will be required to meet their own environmental obligations.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

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Attachments:

- Appendix A – Five Year Infrastructure Plan 19-20
Appendix B – Greater Norwich Growth Board

Greater Norwich Growth Board

Joint Five Year Infrastructure Investment Plan - FINAL

February 2019

Introduction

The projects identified within this Infrastructure Investment Plan are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.

Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB). The projects which receive IIF funding during the forthcoming financial year will be adopted as the 2019/20 Annual Growth Programme (AGP). The projects listed within the subsequent four years are the IIF funding priorities till 2023/24. See Appendix A

This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income projections, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.

Development of the Joint Five Year Infrastructure Investment Plan

Prior to the development of this Plan, the Greater Norwich Infrastructure Plan (GNIP) was updated¹. The GNIP identifies infrastructure priorities to the end of the current Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area.

The three District Councils will consider this Plan in January/February 2019. Projects listed within the forthcoming financial year should be considered as the proposed AGP for 2019/20. Thus approval of this plan will commit IIF funding to those projects. Funding to support the projects in the subsequent four years will be confirmed through future updates to this Plan.

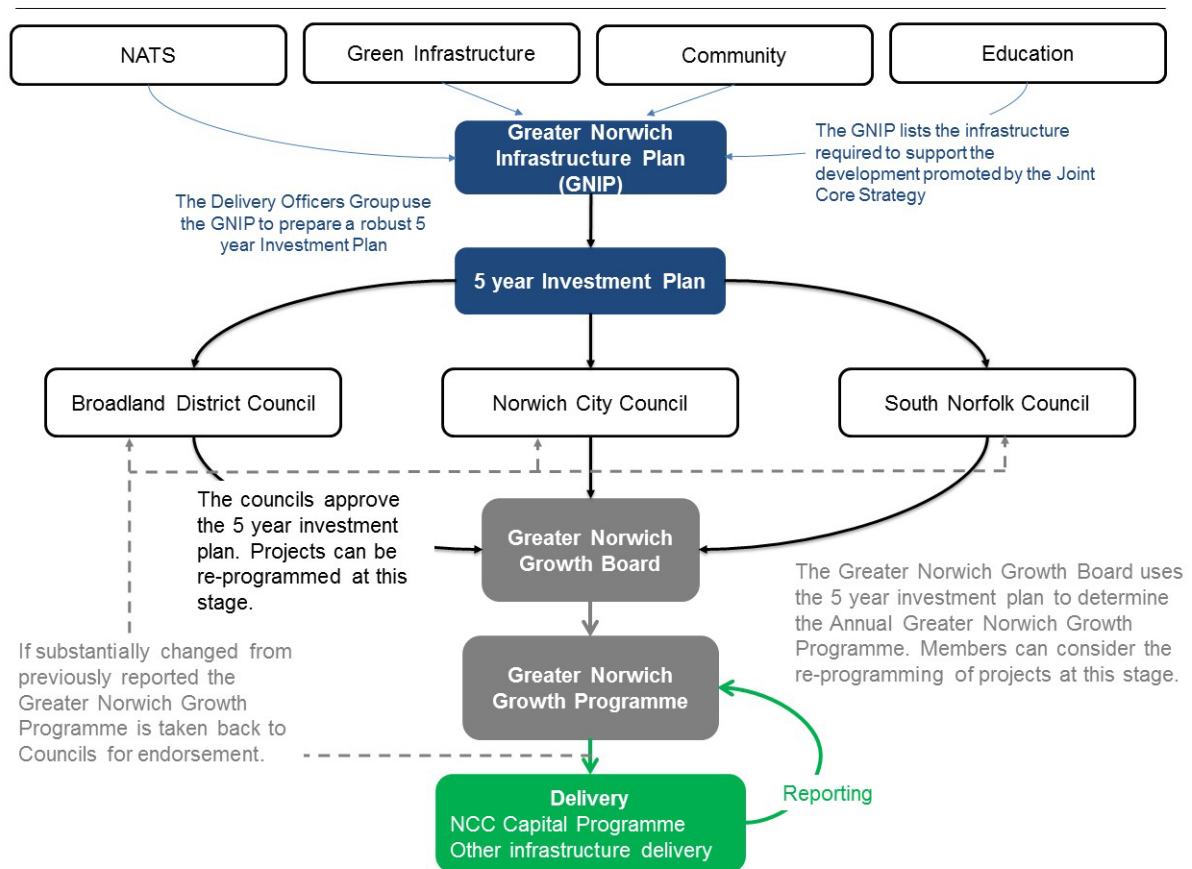
The GNGB will consider this Plan at its meeting in February 2019.

As the Accountable Body for the GNGB, Norfolk County Council will also receive a report on the 2019/20 AGP in early 2019.

¹ <http://www.greaternorwichgrowth.org.uk/delivery/greater-norwich-infrastructure-plan/>

The Five Year Infrastructure Investment Plan process is illustrated in Figure 1, below.

Fig. 1 – Infrastructure Investment Plan Development Process



Proposed 2019/20 Annual Growth Programme (AGP)

Estimates for the total forecasted amount of CIL collected over the plan period have reduced over previous years. This is in part due to the changes in Government policy which have increased the categories of development which are exempt from paying CIL but also due to the complex nature of CIL receipting making forecasts incredibly difficult to calculate.

CIL income has been less than forecasted each year since 2014. In order to safeguard the commitments made to all projects within previously agreed AGPs the GNGB made this decision on 25th June 2018:

To temporarily suspend the inclusion of any new projects in future 5 Year Investment Plans and Annual Growth Programmes. New projects which require urgent or time limited funding will still be able to submit proformas however these will be reviewed independently.

It is proposed that Education receive £2million to support the development of their capital programme, but there are no projects from within the themes of Green Infrastructure, Transport or Communities included within the 19/20 AGP.

This Plan provides the reprogrammed financial commitments for IIF funding against the forecasted CIL income until 2023/24.

Projects which were previously programmed to be delivered in 19/20 have either sourced funding elsewhere, have been closed and are no longer a priority or have agreed to re-programme their delivery until funding is available.

Approximately £1.5million of projects allocated IIF in previous AGPs will continue to be delivered in 2019/20.

Updates on the delivery of projects approved in previous AGPs are in Appendix C.

TRANSPORT

Transport for Norwich (TfN)

The Norwich Area Transportation Strategy (NATS), now more widely known as Transport for Norwich (TfN), is the adopted transport strategy used to deliver improvements across Greater Norwich. The current strategy recognises that everybody's journeys are different and looks to give people viable options on how they choose to travel and actively promotes sustainable transport. The strategy has already delivered key improvements such as the Broadland Northway, a network of Park and Ride facilities and 'Pedalway' cycle routes, the award winning Norwich Bus Station and bus priority measures in the City Centre and along radial routes.

The implementation plan of transport delivery was adopted 2010 and updated in 2013 and set out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.

In 2018, the TfN Board agreed to a review of the transport strategy and an update of its implementation plan. This is underway and a public consultation in March 2018 highlighted that investment in public transport was the top priority, with measures to tackle congestion, maintaining existing infrastructure and reducing the impact transport has on air quality being other key priorities. It is envisaged that a new preferred strategy and implementation plan will be consulted on late-Summer 2019 for full adoption in 2020.

Projects supported by IFF

The 2015/16 AGP agreed to the use of the IIF to top up other funding to help deliver the NATS programme over the period 2015/16 to 2019/20 and committed a total of £3,570,000. Many projects which were initially programmed to receive IIF funding have since taken advantage of alternative funding streams including (in particular) Growth Deal and Cycle City Ambition Grant (CCAG) to deliver projects. The NATS projects which have been allocated IIF are:

- St Clements Toucan crossing
- Eaton Interchange – improvements to the crossing
- Roundhouse way- new bus interchange
- Golden Ball street- highways improvements
- Lakenham Way - Yellow Pedalway
- A140 corridor - improvements north of the city
- St Faiths to airport transport link
- Colney River Crossing
- Broadland way- Green lane North to Plumstead Rd
- Green pedalway junction improvements
- Marriotts Way- access improvements in Costessey
- Marriotts Way- resurfacing at Drayton

Other funding streams

A range of funding in addition to that from the IIF will continue to be sought to fund the existing and future TfN Implementation Plans, which will include locally held Local Transport Plan funding, as well as Cycle City Ambition Grant (CCAG), Local Growth Fund monies and specific funding awards from government. In September 2018, the County Council was informed that Greater Norwich had been shortlisted as one of 10 cities in the UK that is eligible to apply for a share of a £840m Transforming Cities fund covering the period 2018/19 to 2021/22. The Greater Norwich 'Transforming Cities' application is based around transforming connectivity in and around Norwich through a coordinated package of improvements on three transport corridors and in the city centre. Further information on whether funding is secured and its value will not be known until early 2019. Although a range of funding is being sought, it is likely that there will be further requests for funding from the IIF after the currently agreed programme ends in 2019/20.

A provisional IFF allocation of £900,000 per annum for three years was included within the previous version of this Plan, but the Infrastructure Development Board (IDB) have now agreed that funding for future TfN projects will be considered and confirmed individually in future publications of this Plan.

Strategic Transport Schemes

In addition, the 2016/17 AGP agreed to use IIF funding in future years to ensure the delivery of strategic transport projects, including the Broadland Northway and Long Stratton bypass together with Hempnall crossroads junction.

Broadland Northway

Construction of the Broadland Northway was completed in April 2018 and there has been significant positive feedback from residents and businesses regarding the reduced journey times and simpler journeys the new route provides. The road was paid for by the Department for Transport, Growth Point funds and the Community Infrastructure Levy. With the agreement of all the Greater Norwich partners, £40m of borrowing to support its delivery took place during the 2016/17 financial year and will be repaid by future CIL income from the IIF.

Long Stratton Bypass and Hempnall Crossroads

The Long Stratton Bypass will be funded from a combination of developer funding and public sector funding. Currently, work is underway to secure DfT funding towards delivery of the bypass. The remainder of the funding will be made up of a developer contributions and up to £10m of CIL supported borrowing. It is expected there will be a planning decision on the bypass and associated development in early 2019 and if DfT funding can be secured, work could start as soon as late 2020.

EDUCATION

Children's Services publish their Schools Local Growth and Investment Plan (SLGIP) annually in January for the Children's Services Committee. SLGIP recognises growth across the whole County but the most significant growth is within the Greater Norwich area. Land has been or is being secured for up to seventeen new schools in Greater Norwich to support the forecasted growth. Those currently being progressed are:

- Sprowston, White House Farm – in planning;
- Hethersett, new school building to allow the existing Infant School to move into a new building and expand – land transfer in progress;
- Wymondham (Silfield)- land transfer progressing but some issues with access and services;
- Blofield, new building to move and expand existing school – land discussions ongoing;
- Bowthorpe, new building to move and expand existing school – land discussions ongoing
- Trowse, new building to move and expand existing school – land expected to be transferred early 2019.

Children's Services' Capital Priorities Group oversee the work to determine the order, timing, details and funding of education priorities. Eleven of the seventeen schemes currently identified do not have a confirmed funding source. The majority of those which are proceeding are funded via the previous S106 regime or from Basic Need funding from central government.

£2M committed in 2018/19 has helped with two projects; one to identify and secure a new site to move the existing school at Blofield into larger and more suitable accommodation and two, in Brundall to ensure the primary school has suitable accommodation for larger cohorts of children.

GREEN INFRASTRUCTURE

The Green Infrastructure Programme Team is formed by officers from all Greater Norwich councils who work together to strategically plan across all three districts. The projects below are the key areas, prioritised by GNGB for future investment. These growth areas have all received IIF funding to deliver elements of their progress in previous AGPs.

Green Loop – Broadland Way and Marriott's Way

A key element of the North-East Norwich Growth Triangle (NEGT) Area Action Plan is an off-carriageway cycle and pedestrian route between east Norwich at Thorpe St Andrew and the Northern Broads at Wroxham known as Broadland Way.

Broadland Way is designed to be a multi-functional Green Infrastructure corridor that provides residents of the new development with a safe walking/cycling route that can be used for commuting or leisure, whilst also providing ecological connectivity

Combined with Marriott's Way and the Bure Valley Path, this new facility will form a Green Loop to the north of Norwich linking northern city areas of growth with the countryside and a highly biodiverse corridor. Marriott's Way particularly fulfils several key functions as a

wildlife link, a health-promoting asset through cycling and walking, and outdoor classroom.

River Yare Crossing

This project is part of the wider East Norwich Gateway project (described below) and is a cycle/pedestrian bridge crossing the River Yare to enable better access to Whitlingham Country Park from the city centre.

Yare Valley

The project aims to develop the unifying concept of a river parkway, a linear country park based on the River Yare Corridor between Bawburgh and Whitlingham Country Park. The parkway would comprise a collection of linked spaces along banks of the River Yare. This 'umbrella' project was included in the Green Infrastructure Delivery Plan and included several smaller projects, some of which have been brought forward since the study was published.

River Wensum

A strategy has been developed to guide regeneration of the River Wensum Corridor in Norwich, extending to Whitlingham in the east, which was adopted by Norwich City Council and the Broads Authority in June 2018.

The strategy objectives include enhancing connectivity throughout the river corridor, particularly with the Norfolk Trails network, and enhancing the natural environment and green infrastructure. Key green infrastructure proposals which have received IFF funding in previous AGPs include completion of missing links of the Riverside Walk, improvements to accessibility of the existing Riverside Walk and enhanced links with the Broads network at Whitlingham in the longer term. Potential future GI projects include enhancement of Bishops Bridge to Whitefriars Bridge green space, and enhancement of the Boom Towers and Ber Street wooded ridge area.

The Riverside Walk

This is identified as a sub-regional green infrastructure corridor supporting growth locations in the Joint Core Strategy. The development of the Riverside Walk helps to support the green infrastructure requirements for anticipated new housing and employment development identified in the city centre and east Norwich.

COMMUNITY

A number of strategic community projects have been identified and funded in previous publications of this Plan. These include library improvements, open space developments and improved community facilities.

The sports facilities and playing pitches review in 2014 identified key areas requiring development which are now being progressed and delivered by the Greater Norwich Sports Strategy Implementation Group. Notable delivery in 18/19 have seen £1million of IFF funding supporting phase two of The Nest in Horsford plus £250,000 towards a project developing sports and play facilities at Ketts Park Wymondham. Both are large strategic sports projects which have received funding from many other sources in addition to IFF.

Refurbishment of the Hewett School swimming pool was identified as a priority in the review plan. However, this project has not progressed and a leisure feasibility study undertaken by KKP consultants in 2017 recommended that a new leisure facility should be built.

The proposed Mile Cross Health & Wellbeing Centre is expected to deliver a new leisure centre including swimming pool, sports hall, and community and associated fitness facilities. A cost profile is being prepared for this project which is expected to be delivered in 2022.

Economic Development and Regeneration

A number of projects supported by IIF significantly contribute to the economic growth of areas by providing transport, green infrastructure and community benefits. These projects support the wider regeneration of areas but often requires many years of strategic planning to come to fruition. Projects which the GNGB have already identified as strategic priorities within the Greater Norwich area include:

Norwich Airport Industrial Estate

This involves the significant delivery of public realm improvements, infrastructure and transport links at Norwich Airport Industrial Estate. This will enable this key employment location to offer more attractive, modern premises which better serve the needs of the existing SME community and those of emerging high value sectors identified in the New Anglia LEP Strategic Economic Plan and the Greater Norwich City Deal. There is an important synergy between this project and the improved transport connections that will be provided by the St. Faiths Road to Airport project and the NE Norwich Link Road. Both these transport projects have IIF funding.

East Norwich Gateway

This project will provide infrastructure to open up the development of the Utilities Site and Deal Ground (the largest brownfield sites within the Norwich City Council area) and extend cycling and pedestrian access from Norwich City Centre to Whitlingham Country Park in South Norfolk. The proposal would consist of three bridges, one across the River Wensum and two across the River Yare (one of which is the green infrastructure project referred to above) and associated road infrastructure.

Norwich Research Park (NRP)

Various projects in and around the NRP will help improve its connectivity to the wider area, as well as enhance the local environment. Sustainable access will be boosted by a new bus interchange at Roundhouse Way, whilst a more direct footpath link to the significant housing growth at Bowthorpe has been enabled by a footbridge across the River Yare. Health walks open up opportunities to improve the wellbeing of patients, employees and residents alike. These have been implemented in the grounds of the NNUH, along with further enhancements to Green Infrastructure links between the NNUH and the nearby housing development.

Five Year Investment Plan Framework

Explanation of the categories within Table 1

Actual CIL receipts- this is the amount of CIL income received by the IIF to date.

Forecast CIL receipts- this is the CIL income the IIF is forecasting to receive in the next 5 years. Given the complex nature of CIL income it is expected that these figures will change between publications of this Plan, particularly in years 3-5.

Programme Agreed-this is the amount of CIL which will be drawn down from IFF to deliver projects in the given financial year. These projects have been agreed in previous AGPs and will either be being delivered over multiple years, or are projects whose delivery has been delayed and their draw-down has rolled over from a previous year.

Borrowing agreed- This includes the confirmed loan repayments for the Broadland Northway as well as future repayments to support the delivery of Hempnall crossroads and Long Stratton Bypass (loan repayment rates for future borrowing is forecasted and will not be confirmed until the borrowing is committed).

Education-NCC has a statutory duty to support the growth of schools. A £2million allocation of IIF has been identified for each of the 5 years within this Plan. Although, this is an indicative figure which will be confirmed annually with the acceptance of each new Annual Growth Programme.

Cash Reserve- The 2016/17 AGP agreed to borrow £50m at PWLB project rate to support the delivery of both the Broadland Northway and the Long Stratton Bypass. It was agreed that a cash reserve equal to one annual repayment be built up over 3 years from 2017/18 to safeguard this loan repayment.

CIL receipts have been lower than forecast since the creation of the IIF in 2014. As a result we now forecast an over commitment of the Growth Programme in the financial year 2019/20. If this occurs and the IIF falls into deficit, the fund would be charged interest on the amount. However, it is expected that through careful programme management the Greater Norwich Project Team will be able to prevent this situation occurring. This potential interest charge has therefore not been allocated within the framework

The IDB along with each partner's s151 officer has recommended that the accrued cash reserve should be reallocated back into the IIF, whilst a new £2m cash reserve is planned to be built over the subsequent 4 years of this Plan.

The cash reserves allocated in previous versions of the Plan (17/18 and 18/19) have therefore been removed from this updated Framework.

Table 1 – Proposed Five Year Infrastructure Investment Plan

	to date	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
INCOME									
Balance brought forward	£3,396,917								
Actual CIL receipts		£3,214,589	£3,334,000						
Forecast CIL receipts				£5,544,021	£3,963,579	£7,090,086	£7,506,073	£7,091,249	£7,075,971
Cumulative Income	£3,396,917	£6,611,506	£9,945,506	£15,489,527	£19,453,106	£26,543,192	£34,049,265	£41,140,514	£48,216,485
EXPENDITURE									
Borrowing agreed*		£572,518	£2,056,881	£2,064,776	£2,064,776	£2,096,102	£2,096,102	£2,210,958	£2,383,242
Programme agreed	£182,827	£506,000	£1,109,000	£3,750,000	£1,462,000	£1,320,000	£60,000	£30,000	£0
Education			£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000
Cash Reserve						£500,000	£500,000	£500,000	£500,000
TOTAL	£182,827	£1,078,518	£5,165,881	£7,814,776	£5,526,776	£5,916,102	£4,656,102	£4,740,958	£4,883,242
Cumulative Expenditure	£182,827	£1,261,345	£6,427,226	£14,242,002	£19,768,778	£25,684,880	£30,340,982	£35,081,940	£39,965,182
Cumulative Surplus/Deficit	£3,214,090	£5,350,161	£3,518,280	£1,247,525	-£315,672	£858,312	£3,708,283	£6,058,574	£8,251,303
Forecasted surplus to commit to AGP					£0	£858,312	£2,849,971	£2,350,291	£2,192,729

*interest and loan repayments against the borrowing agreed for the Broadland Northway, plus forecasted repayments if additional borrowing is agreed in future years to support the delivery of Hempnall Crossroads and Long Stratton Bypass.

Appendix A -Prioritised projects for future allocations of IIF funding till 23/24

Appendix B - Growth programme to date (previously agreed AGPs)

Appendix C- Individual project delivery updates

APPENDIX A – Prioritised projects for future allocations of IIF funding till 23/24 (grouped by theme)

EDUCATION

Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	Funding need					
				2019/20	2020/21	2021/22	2022/23	2023/24
Hethersett High Extension	8,000	6,790	1,210	1,210				
Hethersett Junior reorganisation	4,600	3,600	1,000	1,000				
Hellesdon New 420 Primary	8,000		8,000		500	3,500	4,000	
New Bowthorpe Primary School	8,000	2,500	5,500		500	2,000	3,000	
Easton Primary Extension to 420	4,000		4,000			1,000	1,500	1,500
Hingham Primary Mobile Replacement	900	500	400	400				
Crangleford New 420 Primary	8,000		8,000	500	3,500	4,000		
Long Stratton New 420 Primary	8,000		8,000			500	3,500	4,000
North Norwich New Secondary and existing schools	26,000		26,000			2,600	2,600	2,600
Blofield New 420 Primary	8000		8,000	1,000	4,000	3,000		
Beeston Park New 420 Primary #1	8,000		8,000			500	3,500	4,000
South of Salhouse Road New 420 Primary	8,000		8,000					500
Beeston Park New Free School 420 Primary #2	8,000		8,000					500
Rackheath New 420 Primary #1	8,000		8,000			500	3,500	4,000
Land East of Broadland Business Park New 420 Primary	8,000		8,000				500	3,500
Education Total				4,110	8,500	17,600	22,100	20,600
Potential future IIF commitment				2,000	2,000	2,000	2,000	2,000

TRANSPORT

Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	Funding need					
				2019/20	2020/21	2021/22	2022/23	2023/24
MW: Inner Ring Road crossing	500		500		200	300		
Transport Total/Potential future IIF commitment				0	200	300	0	0

GREEN INFRASTRUCTURE

Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	Funding need					
				2019/20	2020/21	2021/22	2022/23	2023/24
Marriotts Way: Biodiversity management with community engagement/volunteer support (continues to 2026)	160	15			29	29	29	29
Kett's Heights Norwich- landscape and heritage enhancements	150	100	50		50			
Marriotts Way: Surface and drainage improvements at road crossing points	89	10	79		79			
Riverside Walk Missing Link Duke St to St George's St	300		300		300			
Boudicca Way cycle- development of cycle route between Diss & Norwich	23		20		20			
Boudicca Way- signage and links from new development	17		15		15			
Marriotts Way: Hellesdon Station Area	210		210		105	105		
Marriotts Way: Aylsham Gateway	30		30		30			
Riverside walk access improvements upstream of New Mills	360				80	150	70	60
Kett's Country Trail	85		85		85			
Burlingham Trails Attractions and Facilities Project - including disabled access path, improved car park and toilets	240		240			240		
Burlingham Trails Cycling and Walking Routes- formalising paths	180		180			100	80	
20 Acre Wood path replacement	90	10	80			80		
Yare Valley: Lodge Farm to Bawburgh Lakes cycle/footpath link	210	25	185			85	100	
Wymondham - Tuttle Lane ecological enhancements	30		30			10	10	10
Witton Run GI corridor- improvements of walking/cycling links	170		170			170		
South Walsham GI Project- footpath and community space	150		150			150		
West Brundall GI Project- walking links to new developments	425		425			75	350	
Carrow to Castle Wooded Ridge Walk	400		750			150	250	
Marriotts Way: Trim Track - Cosstessey	10		10			10		
Marriotts Way: Reepham surfacing and biodiversity	100		100			100		
Marriotts Way: Crossing over Taverham Road in Drayton	100		100			100		
Link from Blofield to Blofield Heath- including pedestrian crossing over a47	125		125				125	
Enhancement of Riverside Walk & open space- Bishops Bridge to Whitefriars	50		50				50	
South East Lingwood GI Connectivity- access to new development	25		25				25	
South Walsham Fen Access	35		35				35	

Hellesdon to Drayton Greenway- creating a green corridor, walking/cycle link (continues to 2027)	170		105				34	34
Drayton to Horsford Greenway- creating a green corridor, walking/cycle link (continues to 2027)	300		295				59	59
Long Distance Cycle Loop	75		75				75	
Local walking circulars with links to pubs, restaurants and cafes- creating 7 circular walks by formlaising existing paths	35		35				35	
GI Total/Potential future IIF commitment				0	793	1,554	1,327	192

COMMUNITY

Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	Funding need					
				2019/20	2020/21	2021/22	2022/23	2023/24
Brook & Laurel Farm Community Building	500	200	300				300	
Strategic play - replace play equipment in 5 City parks (project continues to 2025)	430		430		115	100	115	100
Tuckswold library self access improvement	43		43		43			
West Earlham library self access improvement	43		43		43			
Hingham library self access improvement	20		20		20			
New Swimming Pool and Sports Hall in Diss	10,000-12,000		1,600		1,600			
Artificial Grass Pitch in Diss	500		500		500			
New Sports Hall in Thorpe St Andrew	2,700	1,000	2,700					1,700
Rackheath Community Building	500		500					500
Community Total/Potential future IIF commitment				0	2,321	100	415	2,300

Potential future IIF commitment	2019/20	2020/21	2021/22	2022/23	2023/24
Education	2,000	2,000	2,000	2,000	2,000
Transport	0	200	300	0	0
Green infrastructure	0	793	1,554	1,327	192
Community	0	2,321	100	415	2,300
TOTAL	2,000	5,314	3,954	3,742	4,492

GREATER NORWICH GROWTH PROGRAMME
Projects supported by borrowing highlighted in grey

Ref	Expenditure	Status	Theme	Project Budget	Other funding	CIL funding	Actual CIL spend to date					Profiled CIL drawdown for future years											
							2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24						
Agreed 2014/15 Growth Programme																							
GP1	Harrisons' Wood	Ongoing	Green Inf.	(45)		(45)			(15)	(16)	(4)	(10)					45						
	Harrisons' Wood secured funding (S106)						45																
GP2	Danby Wood	Complete	Green Inf.	(35)		(35)			(26)														
GP3	Marston Marsh	Complete	Green Inf.	(30)		(30)			(24)	(1)													
GP4	Earlham Millennium Green - Phase 1	Complete	Green Inf.	(15)		(15)			(3)														
GP5	Riverside Walk	Complete	Green Inf.	(70)	(19)	(51)			(17)	(31)													
GP6	Marriott's Way - Phase 1	Complete	Green Inf.	(60)		(60)			(60)														
GP7	Norwich Health Walks	Complete	Green Inf.	(40)		(40)			(38)														
Agreed 2015/16 Growth Programme																							
GP8	Earlham Millennium Green - Phase 2	Complete	Green Inf.	(66)		(66)			(52)														
GP9	Marriott's Way - Phase 2	Complete	Green Inf.	(250)		(250)			(236)	(1)													
GP11	St Clements Toucan Crossing	Complete	Transport			(113)							(113)										
GP13	Eaton Interchange	Ongoing	Transport			(100)							(100)										
GP13b	Roundhouse Way	Ongoing	Transport			(50)							(50)										
GP16	Golden Ball Street (NATS)	Complete	Transport			(1,023)			(1,023)														
GP17b	A140 Corridor	Not Started	Transport			(950)							(200)	(750)									
GP10 - 17b	NATS Programme 2015/16 - 2019/20		Ongoing	Transport	(29,521)	(27,285)	(2,236)			(1,023)		(463)	(750)										
Agreed 2016/17 Growth Programme																							
GP19	St Faiths to Airport Transport Link	On Hold	Transport	(1,000)		(1,000)			(20)											(980)			
GP22	Pink Pedalway - Heathgate	Complete	Green Inf.	(250)	(100)	(150)			(150)														
GP23	Carrow Bridge to Deal Ground riverside path	On Hold	Green Inf.	(350)	(250)	(100)				(29)													
GP24	Colney River Crossing (NRP to Threescore)	Complete	Transport	(422)	(251)	(171)				(48)		(123)											
GP25	NDR	Complete	Transport	(178,450)	(138,450)	(40,000)			(40,000)														
GP26	Long Stratton Bypass	Not Started	Transport	(20,000)	(10,000)	(10,000)								(561)	(2,000)	(3,000)							
Agreed 2017/18 Growth Programme																							
GP27	Lizard and Silfield Nature Reserves	Ongoing	Green Inf.	(40)		(40)														(40)			
GP29	Barn Road Gateway	Ongoing	Green Inf.	(40)		(40)								(40)									
GP30	Sloughbottom Park - Andersons Meadow	Ongoing	Green Inf.	(250)		(250)							(250)										
GP31	Riverside Walk accessibility improvements	Ongoing	Green Inf.	(200)		(200)								(200)			(150)						
GP32	Broadland Way - Green Lane North to Plumstead Road	Not Started	Transport	(150)		(150)																	
GP33	Strumpshaw Pit Circular Walk	Ongoing	Green Inf.	(60)	(25)	(35)							(35)										
GP34	Cringleford N&N strategic connections	Not Started	Green Inf.	(68)	(10)	(58)								(58)									
GP36	Castle Gardens	Ongoing	Green Inf.	(220)	(70)	(150)								(150)									
GP37	Long Stratton Sports Hub	Ongoing	Community	(2,545)	(2,045)	(500)								(500)									
GP38	Football pitch improvements	Ongoing	Community	(100)		(100)								(10)	(30)	(30)	(30)						
GP39	Hales cricket and bowls clubhouse improvements	Ongoing	Community	(160)	(130)	(30)				(5)		(6)	(19)										
GP40	Ketts Park Sports Hub: Wymondham	Ongoing	Community	(800)	(550)	(250)							(250)										
GP41	Wroxham Library: self service improvements	Ongoing	Community			(120)							(120)										
GP42	Plumstead Road Library: self service improvements	Ongoing	Community	(153)	(33)	(120)																	
GP43	Diss library: self service improvements	Ongoing	Community																				
GP44	Education	Ongoing	Education	(2,000)		(2,000)				(2,000)													
Agreed 2018/19 Growth Programme																							
GP45	Green Pedalway- junction improvements	Ongoing	Transport	(560)		(560)								(500)	(60)								
GP46	MW: Thorpe Marriott to Costessey	Not Started	Transport	(100)		(100)								(100)									
GP47	UEA to Eaton Boardwalk	Ongoing	Green Inf.	(30)		(30)								(5)	(25)								
GP48	Wherryman's Way: Yare Valley Cycle Route	Not Started	Green Inf.	(23)		(23)								(23)									
GP49	Earlham Millennium Green Improvement Project: Phase	Not Started	Green Inf.	(25)		(25)								(25)									
GP50	Yare and Wensum Valleys Link (Norwich, Broadland	Not Started	Green Inf.	(170)		(170)								(75)	(95)								
GP51	Green Infrastructure: Access for All	Ongoing	Green Inf.	(150)		(150)								(30)	(30)	(30)	(30)	(30)					
GP52	Thorpe Marriott Greenway	Not Started	Green Inf.	(105)		(105)								(70)	(35)								
GP53	MW: Surfacing Works (Drayton)	Not Started	Transport	(85)		(85)								(85)									
GP55	Community Sports Hub - Horsford	Ongoing	Community	(1,000)		(1,000)								(1,000)									
GP56	Harleston Library self-access improvement	Ongoing	Community	(35)		(35)								(35)									
GP57	Costessey Library self-access improvement	Ongoing	Community	(35)		(35)								(35)									
GP58	Loddon Library self-access improvement	Ongoing	Community	(35)		(35)								(35)									
GP59	Earlham Library self-access improvement	Ongoing	Community	(35)		(35)								(35)									
GP60	Mill Cross Library self-access improvement	Ongoing	Community	(35)		(35)								(35)									
GP61	Education	Not Started	Education	(2,000)		(2,000)								(2,000)									
	Cash reserve					(2,383)						(863)	(863)	(657)									
	Borrowing costs								(573)	(2,057)	(2,065)	(2,065)	(2,096)	(2,096)	(2,211)	(2,383)							
TOTAL																							
	Pooled funding requirement of Growth Programmes excluding borrowing and cash reserve						(12,420)			(183)	(506)	(3,109)	(5,750)	(1,462)	(1,320)	(60)	(30)	-					
	Pooled Funding Requirement including borrowing									(183)	(1,079)	(5,166)	(7,815)	(3,526)	(3,416)	(2,156)	(2,241)	(2,383)					
Actual CIL Income																							
Pooled CIL Projection (Amended)																							
								56	851	2,490	3,215	3,334											
									1,109	2,620	5,657	4,720	5,544	3,964	7,090	7,506	7,091	7,076					
	Yearly Pooled CIL Surplus / (Deficit)							56	851	2,307	2,136	(1,833)	(2,271)	437	3,674	5,350	4,850	4,693					
	Cumulative Pooled CIL Surplus / (Deficit)							56	907	3,214	5,350	3,517	1,246	1,684	5,358	10,708	15,558	20,251					
	Cash Reserve Pot Surplus / (Deficit)							-	-	-	-	863	1,726	2,383	2,383	2,383	2,383	2,383					

APPENDIX C – Project Updates

Updates for current delivery only. Projects completed in previous years are not included.

Broadland

GP1

Early Delivery of Public Access to Harrison's Plantation: £45,000

Norfolk County Council's Natural Environment Team delivered a completed Woodland Management Plan in June 2015. This woodland management plan focused on Harrison's Plantation and the Breck. Further work relating to Boar Plantation has been deferred. Initial works to ensure that Harrison's Plantation and the Breck were suitable for public access were undertaken between August 2015 and January 2016. The woods, now referred to as Harrison's Wood, were opened to the public in May 2016. At the time of writing, work to complete the formal transfer of land into public ownership is ongoing (pending agreement over land originally designated for a Bus Lane) whilst final works are being completed by the end of the financial year - including general tree-safety work and addressing site drainage by installing a culvert.

GP 19

St Faiths Rd to Airport Transport Link: £1,000,000

In total £1m of CIL funding was allocated to this project. This funding was split equally between 2016/17 and 2017/18. This funding has now been re-profiled.

Initial scheme feasibility ruled out the immediate possibility of a direct link between Hurricane Way and St Faiths Road, as this would have likely required the relocation of an existing owner occupied business premises. Further scheme development has focused on the Meteor Close to Repton Avenue link, with initial traffic modelling completed by Mouchel in June 2016.

The modelling indicated that the completion of an all traffic link between Meteor Close and Repton Avenue would benefit existing traffic problems at the junction between Hurricane Way and St Faiths Road without significant impact on other road and junctions in Old Catton. Public consultation was due to take place on the construction of a link between Meteor Close and Repton Avenue in early 2018. Following pre-consultation engagement with local members the planned consultation was deferred to enable further consideration of:

- the need for the link,
- the routing of the link into the Airport Industrial Estate,
- the optimum timing of the link's delivery
- whether any interim status, such as the initial creation of a bus only link, is appropriate.

Additional feasibility is currently being undertaken alongside negotiations with the developer of the land north of Repton Avenue. This is expected to be completed by the end of 2018. Following completions of feasibility and negotiations a decision will be taken about the delivery of the project.

appropriate standard, can be delivered. Any unused funding will be released back into the pooled CIL for reallocation.

GP32

Broadland Way (Thorpe St Andrew to Wroxham Cycle and Pedestrian facilities): £150,000

Feasibility / scheme development was undertaken during 2015/16 and further work in 2016/17. Funding was agreed in the 2017/18 AGP for £150k to deliver a section of the scheme between Plumstead Road and Green Lane. However, delivery is currently on hold whilst more work is undertaken to define aspects of this project.

GP33

Strumpshaw Pit Circular Walk: £35,000

There is potential to expand the dog walking capabilities of Strumpshaw Pit, which is owned by Norfolk County Council. This could be achieved through additional parking, which would increase the accessibility and usage of the site. In addition, provision of cycle racks will provide for other users.

Strumpshaw Pit is currently owned by Norfolk County Council, and includes a circular walk around a closed landfill site with various wildflowers growing. It is commonly used by dog walkers but is not fully accessible. Additional parking would increase the accessibility and usage of the site. In addition, provision of cycle racks will provide for other users.

Part one of the project includes improvements to the landfill gas infrastructure and part two involves improved parking facilities for cars and bicycles. Match funding has been sourced to enable the delivery of the wider project which also includes improvements to the access to the circular walk and consideration for the biodiversity improvements along the path. Part one is expected to be delivered in spring 2019 and part two in autumn 2019.

GP52

Thorpe Marriott Greenway: £105,000

The Thorpe Marriott Greenway is designed to promote better greenspace and access in the Thorpe Marriott area. To create the greenway, a path will be established through the current tree belt that will link the Thorpe Marriott estate, the Marriott's Way, Nabout Furlong, Pendlesham Rise, Littlewood (three woodlands owned by Broadland District Council) and the Broadland Northway green bridge that leads to Drayton Drewray. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor (S6). The project is expected to begin in March 2019.

GP53

Marriott's Way: Surfacing Works (Drayton): £85,000

This is part of a programme of projects being developed through the Marriott's Way Implementation and Delivery plan, which have been informed by public and stakeholder consultation in 2015. This project covers the section of Marriott's Way at the rear of the Tesco supermarket in the Drayton area (between Fakenham Road and Taverham Lane) and involves surface improvements and work to reduce the gradient of access ramps to allow better accessibility.

Improvement of this section will fit into the ongoing surface improvement between Norwich and Thorpe Marriott to improve cycle commuting into the city. Site investigations

have been underway but delivery is delayed to achieve economies of scale with other projects (including GP46). The start date is expected to be Autumn 2019-20.

GP55

The Nest-Community sports Hub Horsford Manor site: £1,000,000

Norwich City Community Sports Foundation (CSF) has obtained the Anglia Windows sports site at Horsford Manor within Broadland District to develop a large scale "Community Hub" that will provide inclusive facilities for the growing community.

Named 'The Nest' it will comprise: An indoor sports facility comprising full size 3G football pitch, full size sports hall, indoor gym and associated changing facilities, cafe, learning space, classrooms and office, 10 sleeping pods to be used for residential training courses, external spectator stand and associated parking, and an outdoor gym,. It will be the only full 11aside indoor football pitch in the region that is open to the public. Alterations to access and infrastructure will be necessary to delivery these facilities.

Phase 1 (pitches, clubhouse and sleeping pods) is complete and operational. Phase 2 (which this CIL funding is supporting) has received outline planning and the application for reserved matters has been submitted to Broadland District Council. Works are expected to commence February 2019

An official opening took place on 13th September with over 150 guests including representatives from the GNGB. Operationally, the site engaged with a total of 1,603 people during the first month of opening.

Organisations already using the site for training events include Clarion Housing, Broadland Housing, Anglian Training, Norfolk County Council Children Services plus 450 people have used the facility for Football matches and training.

Norwich

GP13

Eaton Interchange: £100,000

Works completed end August 2018, need for some remedial works has been identified. The project included the construction and implementation of the following:

- Reducing traffic speeds through traffic calming and a 20mph restriction.
- Widening the cycle track from the Cellar House to Newmarket Road. This will see an increase from 1.5m to 3m, allowing for two-way cycle flow.
- Increasing maximum stay to two hours in the existing parking area outside the old Post Office on Eaton Street.
- Installing double yellow lines on the remainder of the slip road past the Cellar House and extending these further into Eaton Street.
- Moving the vehicle stop line back in Bluebell Road so buses and other large vehicles can turn left from Eaton Street more easily.

- Additional detection and optimising of signals sequence for right turning vehicles.
- Resurfacing the carriageway and improved lining within the junction.
- Providing an on-carriageway feeder lane, Advance Stop Line (ASL) and a new cycle traffic signal on Eaton Street for cyclists going straight ahead at the junction. This will mean safer access and waiting at the crossroads and allow cyclists a green signal in advance of general traffic, providing a head start towards the slip road going uphill.
- Simplifying pedestrian crossings in the centre of Eaton.
- Installation of 'gateway signs' on the main route into Eaton village at Cringleford.

GP17b

Bus Priority and sustainable transport improvements, A140 corridor (North City): £950,000

The primary objective of this project is to implement on-carriageway bus priority measures through the reallocation of road space on the A140 Cromer Road north of Norwich city centre. This will enable the benefits of the NDR to be realised by improving bus journey reliability and bus service performance as well as having a positive impact on bus patronage. The scope of the project has also been expanded to look at potential improvements to the pedestrian crossing facilities at the Fifers Lane / A140 junction as well as looking at potential cycling improvements along the A140 corridor, primarily between the NDR and Fifers Lane.

Modelling work is currently underway looking at the potential installation of bus lanes on both approaches to the Boundary junction. Signal improvements are being considered at the Woodcock Road / A140 junction to improve efficiency for all users. In addition, work to look at installing detectors on pedestrian crossings so they are not triggered unnecessarily is ongoing. The date of works to begin is still to be confirmed.

GP23

Carrow to Deal Ground riverside walk: £100,000

Delivery of a short section of cycle / footway on north bank of the River Wensum. This will provide a key 'missing link' in the route between Norwich city centre / rail station and Whitlingham Country Park. Planning approval is in place for a 150 metre stretch of riverside walk. Delivery of the project cannot be programmed until Broadland Housing Association's adjoining site has completed their connecting section of riverside walk, probably during late 2019-20. Discussions between Norwich City Council and BHA are ongoing with the aim of confirming the construction date.

GP24

Colney River Crossing (NRP to Threescore): £171,000

Creation of a walking route between Bowthorpe and the Norwich Research Park through the construction of a new footbridge and improvement of the connecting footpath from Bowthorpe Southern Park to Bowthorpe Centre and the associated open space at The Runnel. CIL funding was initially awarded in 2016/17 with an additional £21,000 approved

in 17/18. The bridge is now finished and open for use. The CPO process is continuing with official handover of the structure to the County Council progressing – final completion anticipated in December 2018.

GP29

Marriotts Way- Barn Road Gateway: £40,000

Improvements to the gateway to Marriott's Way to improve legibility and raise the quality of this important entrance. Design work is complete and has been sent to contractor for pricing. The consultation period has finished. Traffic Management costs are higher than budgeted so additional funding is being sort. Completion of works is currently programmed for March 2019.

GP30

Marriotts Way Sloughbottom Park – Anderson Meadow: £250,000

Improvements to a section of the route to increase safety, comfort and personal security. Works include path widening/realigning, providing street lighting, improving an adjacent storm drain, vegetation management, tree planting, and drainage improvements. Topographical survey and design works are complete. Street lighting costs are higher than budgeted and are being reviewed. There has been some slippage with the programme but it remains feasible to complete works as expected by the end of March 2019.

GP31

Riverside walk accessibility improvements: £200,000

The project aims to enable the use of the Riverside Walk (between New Mills and Carrow Bridge) by all, including access measures on and adjacent to the walk, and improved signage and waymarking linking the river with the city centre and other key attractions. Project delivery has slipped due to staff resource but work is expected to start on site in summer 2019.

GP36

Castle Gardens: £150,000

Restoration and improvement works to Castle gardens to promote the use of the gardens as a linear park. Restoration works will safeguard the gardens for future use whilst planned improvements will ensure that the gardens can be maintained within the available budgets. The linkage to the gardens from the surrounding street scene will be enhanced along with improved linkages to the castle and green. There has been slippage with the programme but works continue, with design and planning expected to be finalised summer 2019 and construction works commencing Autumn 2019.

GP38

Football Pitch Improvements: £100,000

Football pitch improvement works at Eaton Park, Sloughbottom Park, Britannia Barracks and Fountain Ground including drainage improvements, improved grass species and improved goal facilities through the provision of new posts, nets and additional ground sockets. This will permit moving the pitches annually to prevent excessive wear, improving the playability of the pitches and increasing capacity. A pitch improvement inspection has been carried out and the final report has just been recived. Project start on site is still to be confirmed.

GP45

Green Pedalway – Earlham Road section: £560,000

The Green Pedalway project sees a comprehensive upgrade and extension to this strategic cycle route. This project relates to improvements to the Earlham Road (B1108) junction with Mill Hill Road and Heigham Road. This project has been combined with cycle ambition funding awarded by the Department for Transport for safety improvements at the Earlham Road (B1108) / Outer ring road (A140) roundabout and along the length of Earlham Road between the outer ring road and Heigham Road. The planning consultation period is complete and the project is undergoing a detailed design process.

GP47

UEA to Eaton Boardwalk extension: £30,000

The project aims extend the existing boardwalk which forms part of the Yare Valley Walk between UEA and Eaton/Cringleford. The boardwalk currently only extends half the length of the path from the UEA to Eaton/Cringleford. Planning permission would be required for the boardwalk. Awaiting Environmental Permit from Environment Agency. Contractor appointed and on site.

GP49

Earlham Millennium Green Phase 3: £25,000

Earlham Millennium Green (EMG) provides both an attractive area for the local community to enjoy and a variety of wildlife habitats. EMG also forms a valuable link for pedestrian access connecting Bowthorpe, West Earlham, the UEA and the Research Park. With the Three Score developments progressing, this route is likely to increase in importance and there are opportunities for improvements that would encourage more people to walk rather than use their cars. Facilities such as path surfacing and gates will need to be more robust to handle this increased level of use and to ensure that the natural habitats and amenity value of EMG and the adjacent sites are not compromised. EMG and the adjacent areas, which include Earlham Marsh, are already well-loved by many local residents and a higher standard of amenities would increase the site's value to the community. A local scout pack has already expressed interest in using the site for leisure and educational activities.

The main pedestrian route through EMG has already been improved and upgraded under Phase 2 of a CIL funded improvement project. Under an earlier Phase 1, habitat improvements were undertaken including refurbishment and enlargement of the wildlife pond. The current proposals seek to build on this work by:

- Improving links to the main route through the site from Bowthorpe, and from West Earlham via George Fox Way;
- Refurbishing and improving existing but 'tired' entrance features such as estate fencing and gates;
- Provision of a new, high quality interpretative signboard;
- Replacing 3 worn-out timber pond and river dipping platforms with more durable recycled plastic versions; and
- Refurbishing an existing timber footbridge connecting EMG with Earlham Marsh

A start date is expected to be confirmed soon for the refurbishment of the entrance features and removal of the foot bridges.

GP50

Yare and Wensum Valleys Link: £170,000

The River Wensum and Yare run close together in the west of the city between Marriott's Way near Gunton Lane and the Three Score development site. The link between the two river valleys is a recognised green infrastructure corridor and the route of the purple pedalway. The first phase of this project is supported through s106 allocation at Bunkers Hill. The CIL funded element of the project is now expected to commence 19/20.

South Norfolk

GP13b

Roundhouse Way: £50,000

Development of a new bus interchange at Roundhouse Way, Cringleford. Land negotiations are still underway and at the time of writing the statutory consultation period for a revised S73 Planning application has closed, but an extension has been requested for the NCC Environment Team's response. A Decision is anticipated in early December 2018.

GP27

Protection/enhancement of the Lizard and Silfield Nature Reserve, Wymondham:£40,000

To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure routes (such as new permissive footpaths) for recreational access. The project will identify and agree new routes, which will be developed as appropriate. Necessary infrastructure such as stiles, fencing, signage/way marking, hedgerow planting/restoration and interpretation/localised publicity will be provided to encourage and manage use of the network. Awaiting landowner agreement for Public Right of Way to be finalised before works can be proceed. Expected start on site early spring 2019.

GP34

Cringleford N & N Strategic Connections: £58,000

Green infrastructure projects of various types to link N&N Hospital, Yare Valley Walk in Cringleford, and the A47 corridor. Delivery is on hold whilst discussions continue with developers of proposed developments in the area, with the expectation that they will bring forward elements of this project as part of their schemes.

GP37

Long Stratton Sports Hub: £500,000

The project aims to bring together South Norfolk Council, Long Stratton High School and Long Stratton Parish Council to improve the sport and leisure facilities in the village in anticipation of significant housing growth. There will be a new sport and leisure 'Hub' across three adjacent sites with new and enhanced facilities that are fit for purpose and better suited to the current and future needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery. Match funding was received from the community asset fund in April.

Works at the leisure centre progressed well despite being delayed by the discovery of asbestos in some areas. Expected handover date now spring 2019

Cost certainty work for pool project is nearing completion – expected late November. Sport England funding is also secured to support that project.

Long Stratton PC pavilion tenders now received – application for match funding from Football Foundation now submitted, decision expected early 2019. If this is not successful the Parish Council will explore borrowing opportunities to support this project.

GP39

Hales cricket and bowls clubhouse improvements:£30,000

There is an identified need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road. The latter had been forced to relocate to the current venue as a result of housing development on their previous site off Yarmouth Road in Hales. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing them to develop and grow participation across a range of ages.

Capacity within this volunteer-run club is causing delays to project delivery but SNC Officer is liaising with the club to discuss the delivery options. Phase 1 is to create new access to the site, which is a planning condition. This has been delayed due to the discovery of a water main underneath the proposed access route, which either needs to be rerouted or lowered. Awaiting quote from Anglian Water to undertake this work.

Phase 2 is the delivery of new pavilion – will require additional capital to be secured from external funders, and not expected to begin until 2019.

GP40

Ketts Park Sports Hub, Wymondham: £250,000

Ketts Park has been identified as being a location that would be suitable for a sports hub, the provision of which can ensure that there are economies of scale in outdoor sports delivery and that clubs can benefit from shared and jointly managed facilities. It is proposed to provide a new full-size, floodlit artificial grass pitch (AGP) on the site which would take advantage of existing infrastructure. With tennis also being available on the Ketts Park site the agreement for creating one of these hubs is strengthened, and significant gains in sporting participation could be achieved. Forthcoming housing is expected to increase demand for pitches in Wymondham, and the carrying capacity of a full-size AGP will help to ensure that the quality of existing natural turf pitches (whose drainage will be improved as part of this project) is not compromised in the future. This is a large strategic project supported by multiple funding bodies.

Delivery of the AGP is now complete with handover to South Norfolk Council from the contractors on 30/11/18. The delivery of the tennis element of the project has been delayed because the Lawn Tennis Association temporarily suspended their capital grants programme. An application is expected to be submitted early 2019.

GP48

Wherryman's Way: Yare Valley Cycle Route: £23,000

Improve the Yare Valley Cycle Route (which follows the Wherryman's Way), through creating signage and route improvements. Delivery has been postponed until Spring 2019 to allow for works to link into the Great Yarmouth cycle signage (which is being funded through the LEP Growth Fund). The LEP funded work is delivering a range of cycle signage through Great Yarmouth and any signage linking into the wider network. The signage will link Great Yarmouth's recreational circular cycle loop with the Wherryman's way circular to create two circulars and a single route that connects Norwich and Gt Yarmouth cycling networks together.

Greater Norwich area-wide

GP46

Marriotts Way Thorpe Marriott to Costessey

To improve access to and on the Marriott's way between Thorpe Marriott and Costessey. This will create an improved commuting route from Thorpe Marriott to the city. The full project brief has been developed but timetable for delivery is yet to be agreed with Tarmac. This project is being linked to others to achieve economies of scale. (incl GP53) Access to the site is being investigated, and project delivery is programmed to begin May 2019.

GP51

Green Infrastructure, Access for All: £150,000 (delivery over five years)

A number of Green Infrastructure trails across the Greater Norwich area have been audited for both power chair use and general accessibility and to identify the improvement works necessary to allow such access. This project implements a range of smaller scale accessibility improvements across various projects and areas.

Delivery in 18/19 has been supported by numerous match funding including private land owner contributions. This has allowed the scope of the project to expand so that access improvements have been made to the full length of the Boudicca way (over 30 miles). Works have included dropped kerbs to allow chair access, removal of stiles, bridging of cattle grid, widening of gates and paths, and path resurfacing to smooth uneven surfaces

The next tranche of works is being planned for 19/20 and will be based on the Wherryman's Way.

GP 41-43 & 56-60

Communities-Library self-service and access improvements (8 projects): Total £295,000

These projects will introduce self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will

be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.

GP41 Wroxham Library

Installation of the Open Library system and the public toilet are complete. The system is live and the public toilet is complete. A DDA compliant access ramp will be completed for handover on 3rd December 2018

GP42 Plumstead Road Library

This library does not have any off-road parking for bikes or cars. The nearby on street parking is limited which means that some customer groups find it difficult to use the services available at the library. This project includes the development of an onsite car park as well as the access improvements.

Preliminary site preparation works have begun which includes cell burial of the Japanese knot weed. Works will be completed by Friday 30th November for formal handover on Monday 3rd December. Final stages of the Open Library works to be completed week commencing 3rd December 2018.

GP43 Diss Library

All works have been completed, and Open Library will be introduced as soon as staff training is completed pending appointment of a Library Manager.

GP 56 Harleston Library

All works have been completed in readiness for going live on 3rd December.

GP57 Cosstessey Library

All works have been completed in readiness for going live 10th December.

GP58 Loddon Library

Works currently being carried out with likely completion date for 'open libraries being Thursday, 29th December 2018. Minor alteration to the shared front door (electronic lock) to be completed by Christmas.

GP59 Earlham Library

All works have been completed in readiness for going live on 7th January.

GP 60 Mile Cross Library

All works have been completed in readiness for going live on 7th January.

Greater Norwich

Growth Board

Greater Norwich Annual Growth Programme 2019/20

February 2019

Introduction

1. In 2013 the Greater Norwich authorities (Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council) together with the New Anglia Local Enterprise Partnership, signed a City Deal with Government. To help achieve our growth ambitions, the City Deal agreed a strategic infrastructure programme supported through Government-approved access to borrowing at a preferential rate and the local authorities' commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income to form an Infrastructure Investment Fund (IIF).
2. Decisions on delivery and allocations of IIF funding to support the strategic infrastructure programme are made by the Greater Norwich Growth Board.
3. The Greater Norwich Growth Board has responsibility for assembling the Annual Growth Programme (AGP) from the Joint Five Year Infrastructure Investment Plan (5YIP), whilst also taking account of any further schemes for delivery across the area which may arise in response to mainstream funding decisions.
4. The AGP identifies the schemes which are prioritised for delivery and are to be funded either wholly or in part by the IIF.

Approval

5. Prior to the development of the AGP, the Joint Five Year Investment Plan was developed and agreed (see appendix B). This plan confirms the strategic priorities in the Greater Norwich area for the IIF to support over the next five years. The projects programmed to receive IIF funding during the forthcoming financial year are accepted and included within the AGP. The projects listed within the subsequent four years become the IIF priorities and will be considered for inclusion within future Annual Growth Programmes.
6. On 27 November 2018 the GNGB approved the draft Joint Five Year Investment Plan 2019-24.
7. The 5YIP was then agreed at the individual district cabinet meetings on the below dates:

Monday 7th January 2019- South Norfolk District Council
Tuesday 15th January 2019- Broadland District Council
Wednesday 16th January 2019- Norwich City Council
8. The AGP will also be reported to Norfolk County Council as the GNGB's accountable body and the New Anglia LEP as partner.

Annual Growth Programme 2019/20

9. The 2019/20 Annual Growth Programme agrees to commit £2m of CIL through the IIF to Children's Services. This will support the development of a new two form entry Primary School in Cringleford.
10. In addition, approximately £1.5million of projects allocated funding in previous AGPs will continue to be delivered in 2019/20.
11. This AGP also reaffirms the commitment to borrow funds as and when required to support the delivery of significant infrastructure projects including the Long Stratton Bypass and Hempnall Crossroads. The Broadland Northway has already drawn down £40m from this facility and the interest and loan repayments are being paid through the IIF.

Delivery and Monitoring

12. Delivery of the growth programme is the responsibility of the Greater Norwich Infrastructure Delivery Board (IDB). Project promoters will be responsible for providing information on individual schemes to the IDB on a quarterly basis. The IDB will consider in-year changes to the Programme based on their monitoring of progress and the outcome of ongoing scheme identification work.
13. The IDB will report progress on programme delivery (and exception reports if required) to meetings of the Greater Norwich Growth Board.

The complete Greater Norwich Growth Programme

14. The GNGB have committed funding to projects through the acceptance of an Annual Growth Programme each year since the establishment of the IIF in 2014. The full list of projects making up the complete Greater Norwich Growth Programme, together with their expected year of delivery is shown below. Further information about each project can be found within appendix A.

Ref	Expenditure	Status	Theme	Project Budget	Other funding	CIL funding	Actual CIL spend to date					Programmed CIL drawdown for future years							
							2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		
Agreed 2014/15 Growth Programme																			
GP1	Harrisons' Wood	Ongoing	Green Inf.	(45)		(45)			(15)	(16)	(4)	(10)			45				
	Harrisons' Wood secured funding (S106)			45		45													
GP2	Darby Wood	Complete	Green Inf.	(35)		(35)			(26)										
GP3	Marston Marsh	Complete	Green Inf.	(30)		(30)			(24)	(1)									
GP4	Earfham Millennium Green - Phase 1	Complete	Green Inf.	(15)		(15)			(3)										
GP5	Riverside Walk	Complete	Green Inf.	(70)	(19)	(51)			(17)	(31)									
GP6	Marriott's Way - Phase 1	Complete	Green Inf.	(60)		(60)			(60)										
GP7	Norwich Health Walks	Complete	Green Inf.	(40)		(40)			(38)										
Agreed 2015/16 Growth Programme																			
GP8	Earfham Millennium Green - Phase 2	Complete	Green Inf.	(66)		(66)			(52)										
GP9	Marriott's Way - Phase 2	Complete	Green Inf.	(250)		(250)			(236)	(1)									
GP11	St Clements Toucan Crossing	Complete	Transport			(113)					(113)								
GP13	Eaton Interchange	Ongoing	Transport			(100)					(100)								
GP13b	Roundhouse Way	Ongoing	Transport			(50)					(50)								
GP16	Golden Ball Street (NATS)	Complete	Transport			(1,023)				(1,023)									
GP17b	A140 Corridor	Not Started	Transport			(950)					(200)	(750)							
Agreed 2016/17 Growth Programme																			
GP19	St Faiths to Airport Transport Link	On Hold	Transport	(1,000)		(1,000)				(20)							(980)		
GP22	Pink Pedalway - Heathgate	Complete	Green Inf.	(250)	(100)	(150)			(150)										
GP23	Carrow to Deal Ground riverside walk	On Hold	Green Inf.	(350)	(200)	(100)					(29)								
GP24	Colney River Crossing (NRP to Threescore)	Complete	Transport	(422)	(251)	(171)					(48)	(123)							
GP25	NDR (see borrowing costs below)	Complete	Transport																
GP26	Long Stratton Bypass (see borrowing costs below)	Not Started	Transport																
Agreed 2017/18 Growth Programme																			
GP27	Lizard and Silfield Nature Reserves	Ongoing	Green Inf.	(40)		(40)									(40)				
GP29	Barn Road Gateway	Ongoing	Green Inf.	(40)		(40)					(40)								
GP30	Sloughbottom Park - Andersons Meadow	Ongoing	Green Inf.	(250)		(250)					(250)								
GP31	Riverside Walk accessibility improvements	Ongoing	Green Inf.	(200)		(200)						(200)							
GP32	Broadland Way - Green Lane North to Plumstead Road	Not Started	Transport	(150)		(150)										(150)			
GP33	Strumpshaw Pit Circular Walk	Ongoing	Green Inf.	(60)	(25)	(35)					(35)								
GP34	Cringelford N&N strategic connections	Not Started	Green Inf.	(68)	(10)	(58)									(58)				
GP36	Castle Gardens	Ongoing	Green Inf.	(220)	(70)	(150)						(150)							
GP37	Long Stratton Sports Hub	Ongoing	Community	(2,545)	(2,045)	(500)					(500)								
GP38	Football pitch improvements	Ongoing	Community	(100)		(100)					(10)				(30)	(30)			
GP39	Hales cricket and bowls clubhouse improvements	Ongoing	Community	(160)	(130)	(30)				(5)	(6)	(19)	(30)	(30)					
GP40	Ketts Park Sports Hub, Wymondham	Ongoing	Community	(800)	(550)	(250)					(250)								
GP41	Wroxham Library: self service improvements	Ongoing	Community			(120)						(120)							
GP42	Plumstead Road Library: self service improvements	Ongoing	Community	(153)	(33)	(120)													
GP43	Diss Library: self service improvements	Ongoing	Community			(120)													
GP44	Education	Ongoing	Education	(2,000)		(2,000)					(2,000)								
Agreed 2018/19 Growth Programme																			
GP45	Green Pedalway- junction improvements	Ongoing	Transport	(560)		(560)					(500)	(60)							
GP46	MW: Thorpe Marriott to Costessey	Not Started	Transport	(100)		(100)					(100)								
GP47	UEA to Eaton Boardwalk	Ongoing	Green Inf.	(30)		(30)					(5)	(25)							
GP48	Wherymar's Way: Yare Valley Cycle Route	Not Started	Green Inf.	(23)		(23)					(23)								
GP49	Earfham Millennium Green Improvement Project: Phase 3	Not Started	Green Inf.	(25)		(25)					(25)								
GP50	Yare and Wensum Valleys Link	Not Started	Green Inf.	(170)		(170)						(75)	(95)						
GP51	Green Infrastructure: Access for All	Ongoing	Green Inf.	(150)		(150)					(30)	(30)	(30)	(30)					
GP52	Thorpe Marriott Greenway	Not Started	Green Inf.	(105)		(105)						(70)	(35)						
GP53	MW: Surfacing Works (Drayton)	Not Started	Transport	(85)		(85)						(85)							
GP55	Community Sports Hub - The Nest Horsford	Ongoing	Community	(1,000)		(1,000)					(1,000)								
GP56	Harleston Library self-access improvement	Ongoing	Community	(35)		(35)					(35)								
GP57	Costessey Library self-access improvement	Ongoing	Community	(35)		(35)					(35)								
GP58	Loddon Library self-access improvement	Ongoing	Community	(35)		(35)					(35)								
GP59	Earfham Library self-access improvement	Ongoing	Community	(35)		(35)					(35)								
GP60	Mile Cross Library self-access improvement	Ongoing	Community	(35)		(35)					(35)								
GP61	Education	Not Started	Education	(2,000)		(2,000)					(2,000)								
Agreed 2019/20 Growth Programme																			
GP62	Education	Not Started	Education	(2,000)		(2,000)						(2,000)							
Full Growth Programme																			
						(14,550)			(183)	(506)	(1,109)	(7,750)	(3,462)	(1,320)	(60)	(30)			
Cash reserve (agreed in 19/20 Annual Growth Programme)						(2,000)									(500)	(500)	(500)	(500)	
GP25	GP25 Broadland Northway (amount borrowed)					(40,000)					(40,000)								
	Interest and loan repayment against borrowing					(573)	(2,057)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	
GP26	GP26 Long Stratton Bypass & Hemprill Crossroads (forecasted borrowing)					(5,561)						(561)	(2,000)	(3,000)	(3,000)	(3,000)	(3,000)		
	Forecasted interest and loan repayments against the borrowing											(31)	(31)	(146)	(146)	(146)	(146)	(318)	
TOTAL borrowing costs (annual payment made from pooled CIL)									(573)	(2,057)	(2,065)	(2,065)	(2,065)	(2,096)	(2,096)	(2,211)	(2,383)		
TOTAL pooled CIL funding requirement									(183)	(1,079)	(3,166)	(9,815)	(5,526)	(3,916)	(2,656)	(2,741)	(2,883)		
Actual pooled CIL income									56	851	2,490	3,215	3,334	5,544	3,964	7,090	7,506	7,091	7,076
Forecasted pooled CIL income																			
Forecasted annual pooled CIL surplus / (deficit)									56	907	3,214	5,350	5,517	1,246	(316)	2,858	4,850	4,350	4,193
Forecasted cumulative pooled CIL income									56	907	3,397	6,612	9,945	15,489	19,453	26,543	34,049	41,140	48,216

Greater Norwich Growth Programme Project Summary

2014/15 Annual Growth Programme	
GP1	Harrisons' Wood, Salhouse Road, Norwich Public access improvements to improve connections from Mousehold Heath to the Broads, contributing to an eventual continuous corridor extending to the Broads buffer/ sensitivity zone and beyond. Works to ensure that Harrison's wood is suitable for public access with path development and clear signage, whilst also transferring the land from private to public ownership.
GP2	Danby Wood Biodiversity and access improvements including upgrading the main footpath through the wood.
GP3	Marsden Marsh Improved pedestrian access to the western part of the site whilst improving the site's biodiversity value.
GP4	Earlham Millennium Green (EMG) (Phase 1) EMG also forms a valuable link for pedestrian access connecting Bowthorpe, West Earlham, the UEA and the Research Park. With the Three Score developments progressing, this route is likely to increase in importance and there are opportunities for improvements that would encourage more people to walk rather than use their cars. This phase will involve the creation of high quality open space and wildlife area, improvements to access and enhanced potential for educational use.
GP5	Riverside Way- Oasis site The development of a revised layout and design for the Oasis site adjacent to Fye Bridge on the River Wensum. Working in partnership with key stakeholders to enhance the site to maximize its use, linkages and potential for access to the river.
GP6	Marriotts Way (Phase 1) Improvements to the city end of Marriott's Way to encourage commuting by bicycle and on-foot. Included surface and lighting improvements
GP7	Norwich Health Walks The development of a footpath through the tree belt surrounding the N&N University Hospital. Offering an opportunity for staff and patients of the hospital to enjoy fresh air and exercise thus aiding a sense of well-being for patients and staff alike.
2015/16 Annual Growth Programme	
GP8	Earlham Millennium Green Path Improvements (Phase 2) Enhancement of EMG for site users and wildlife. This project is a second phase of works and will improve a gravel path which had come to the end of its life with a hard surface path suitable for pedestrians and cyclist.
GP9	Marriott's Way (Phase 2) A second phase of improvement to the section of Marriott's Way from Thorpe Marriott to Norwich City Centre in addition to those agreed in the 2014/15 Growth Programme. Including repairs to Dragon Bridge to enable adoption, highway improvements to access points and barriers, signage and lighting.

<p>GP 10-17</p>	<p>Norwich Area Transportation Strategy Initially 8 projects (GP10-17) were identified from Transport for Norwich's programme of works. The programme aimed to improve accessibility by all forms of transport in and around the city, encouraging the use of more sustainable forms of transport, such as public transport, cycling and walking, while also improving the capacity of the road network, in particular through the Broadland Northway.</p> <p>The programme was delivered by a partnership between Norfolk County Council and Norwich City Council, as well as local authorities within Greater Norwich on schemes in the wider area. Funding sources included the Department for Transport, developer contributions, the New Anglia Local Enterprise Partnership and local growth funds.</p> <p>Pooled CIL was made available to these schemes to use as a top up to fill their funding gaps. Some of the initial 8 projects which were able to secure alternative funding so the Infrastructure Development Board were able to agree amendments to the projects which received CIL.</p> <p>The below 5 projects have been allocated CIL funding (GP11-17b)</p>
<p>GP11</p>	<p>St Clements Toucan Crossing The development of a crossing point at Denton Road/ Chartwell Road/ School Road. The primary objective was to enable cyclists and pedestrians to cross much more quickly and directly providing separate cycling and pedestrian crossing areas: Part of the Blue Pedalway route which links the city centre with the North East Growth Triangle (NEGT).</p>
<p>GP13</p>	<p>Eaton Interchange Works at the crossroads in Eaton to improve safety and traffic flow including reducing traffic speeds, traffic calming measures, widening the cycle track, moving the vehicle stop line so buses and other large vehicles can turn more easily, resurfacing the carriageway, improved lining, a new cycle traffic signal and simplifying pedestrian crossings.</p>
<p>GP13b</p>	<p>Roundhouse Way The creation of a new bus interchange at Roundhouse Way, Cringleford</p>
<p>GP16</p>	<p>Golden Ball Street This scheme builds on the traffic improvements realised as part of the Chapelfield North scheme and is an important element of the City Centre NATS measures that will provide a more attractive environment for pedestrians and cyclists. Additional funding of £500,000 was awarded to enhance the quality of public realm in Westlegate and All Saints Green.</p>
<p>GP17b</p>	<p>A140 Corridor The primary objective is to implement on-carriageway bus priority measures through the reallocation of road space on the A140 Cromer Road north of Norwich city centre. The scope of the project has also been expanded to look at potential improvements to the pedestrian crossing facilities at the Fifers Lane / A140 junction as well as looking at potential cycling improvements along the A140 corridor, primarily between the NDR and Fifers Lane.</p>

2016/17 Annual Growth Programme	
GP19	St Faiths Rd to Airport Transport Link Establishment of a road and cycle links between St Faiths Rd and Airport Industrial Estate (AIE) to join the existing employment area with the North East Growth Triangle.
GP22	Heathgate - Pink Pedalway The construction of a 3m wide lit cycling and walking path between Heathgate and Gurney Road at the junction with Britannia Road.
GP23	Carrow to Deal Ground riverside walk Delivery of a short section of cycle/ footway on north bank of the River Wensum. This will provide a key 'missing link' in the route between Norwich city centre/ rail station and Whitlingham Country Park, which is also needed to serve several planned new developments in the area.
GP24	Colney River Crossing (NRP to Threescore) Improvements to the existing right of way, including a new footbridge across the River Yare and improvements to the existing footpaths will improve linkages between housing at Three Score and the Norwich Research Park. This is part of a wider project of improvements to green space in Bowthorpe associated with the development of Three Score. The river crossing and footpath improvements would provide a direct link between housing in Bowthorpe and the major employment locations at NRP and the Norfolk and Norwich University Hospital.
GP25	Northern Distributor Road- Broadland Northway The NDR is identified in the JCS as a requirement of the growth strategy and a key element of NATS. The NDR is due to open in early 2018. The Growth Board Partners agreed to use up to £40m of pooled CIL to support delivery of the NDR – this has now been drawn down.
GP26	Long Stratton Bypass and Hempnall Crossroads The project consists of a bypass to Long Stratton with appropriate junction strategy, an improvement to Hempnall crossroads and village centre enhancement measures. A planning application is currently being worked up for the development and is due before the end of 2017. Current estimates put the cost of these scheme at about £40m.
2017/18 Annual Growth Programme	
GP27	Lizard and Silfield Nature Reserves To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure routes for recreational access. The project will identify and agree new routes, which will be developed as appropriate. Necessary infrastructure such as stiles, fencing, signage/way marking, hedgerow planting/restoration and interpretation/localised publicity will be provided to encourage and manage use of the network.
GP29	Barn Road Gateway This is part of a programme of projects being developed through the Marriott's Way Implementation & Delivery plan, which have been informed by the public and stakeholder consultation that took place in 2015. The aims of the project are to improve the gateway to Marriott's Way with signage, paving and removal of vegetation to improve legibility and raise the quality of this important entrance.
GP30	Marriotts Way: Sloughbottom Park - Andersons Meadow Also part of the Marriott's Way Implementation and Delivery plan, this project involves enhancing a particularly poor section of the route to encourage greater use. Works would include path widening, providing street lighting, improving an adjacent storm drain (in partnership with Anglian Water, Natural England, and the Environment Agency), vegetation management, tree planting, and drainage improvements.

GP31	<p>Riverside Walk accessibility improvements</p> <p>A package of accessibility improvements to the Riverside Walk, to enable its use by all, including access measures on and adjacent to the walk, and improved signage linking the river with the city centre and other key attractors. It is proposed that the project is implemented in phases, with the development of a branding and identity for the whole Riverside Walk in the first phase, followed by physical improvements to the Riverside Walk in the city centre (i.e. downstream of New Mills) in phase 2.</p>
GP32	<p>Broadland Way - Green Lane North to Plumstead Road</p> <p>This section extends from Green Lane North and will tie in to the Brook Farm development and extend east of Thorpe End up to Plumstead Road, a distance of just over 1km. The route will predominantly follow the western edge of the Bittern Railway Line. At the southern point, the route will link to the existing cycleway at the north end of Dussindale. From Plumstead Road, the section heading north will be delivered as part of the NDR construction. (delivery is currently on hold whilst more work is undertaken to define aspects of this project)</p>
GP33	<p>Strumpshaw Pit Circular Walk</p> <p>A project to expand the dog walking capabilities of Strumpshaw Pit, which is owned by Norfolk County Council. This could be achieved through additional parking, which would increase the distance that dog walkers travel. In addition, cycle rack provision will provide for other users. The existing site includes a circular walk around a closed landfill site with various wildflowers growing and it is commonly used by dog walkers, but is not fully accessible.</p>
GP34	<p>Cringleford N&N strategic connections</p> <p>Green infrastructure projects of various types to link N&N Hospital, Yare Valley Walk in Cringleford, and possibly along A47 corridor: a) a footpath between N&N hospital walk and application to the west of Newfound Farm (around 365m); b) habitat connections between N&N hospital tree belt and boundary treatment for application to the west of Newfound Farm; c) a footpath through Cringleford Wood (around 600m); d) improvement to CWS in Cringleford (details to be confirmed). This would supplement GI to be delivered by other developments (delivery is currently on hold whilst discussions continue with developers of proposed developments in the area, with the expectation that they will bring forward elements of this project as part of their schemes)</p>
GP36	<p>Castle Gardens</p> <p>Restoration and improvement works to Castle gardens to promote the use of the gardens as a linear park. Restoration works will safeguard the gardens for future use whilst planned improvements will ensure that the gardens can be maintained within the available budgets. The linkage to the gardens from the surrounding street scene will be enhanced along with improved linkages to the castle and green</p>
GP37	<p>Long Stratton Sports Hub</p> <p>The project aims to bring together a number of facility-providing partners (South Norfolk Council, Long Stratton High School and Long Stratton Parish Council) to improve the sport and leisure facility stock in the village to support significant housing growth. It will create a new sport and leisure 'Hub' across three adjacent sites and provide new and enhanced facilities that are fit for purpose and better suited to the current and future facility needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery. On completion, the new or improved facilities will be available for school and community use.</p>

GP38	Football pitch improvements Football pitch improvement works at Eaton Park, Sloughbottom Park, Britannia Barracks and Fountain Ground including drainage improvements, improved grass species and improved goal facilities through the provision of new posts, nets and additional ground sockets. This will permit moving the pitches annually to prevent excessive wear, improving the playability of the pitches and increasing capacity.
GP39	Hales cricket and bowls clubhouse improvements There is a need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road, just off the A146, to the south-east of Loddon. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing to develop and grow participation across a range of ages.
GP40	Wymondham: new sports improvements Ketts Park in Wymondham has been identified as being a location that would be suitable for a sports hub, the provision of which can ensure that there are economies of scale in outdoor sports delivery and that clubs can benefit from shared and jointly managed facilities. A new full-size, floodlit artificial grass pitch on the site would take advantage of existing infrastructure and with tennis also being available on the Ketts Park site the argument for creating a hub is strengthened with the potential for significant gains in sporting participation likely. With the expected growth in demand for pitches in Wymondham due to the forthcoming housing, the carrying capacity of a full-size AGP will help to ensure that the quality of existing natural turf pitches (whose drainage will be improved as part of this project) is not compromised in future.
GP 41-43	Library self-access improvements Self-access technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.
GP41	Wroxham Library: self-access improvements This project will introduce both public customer toilets and self-access technology
GP42	Plumstead Road Library: self-access improvements This project will introduce self-access technology plus provide car and bike customer parking (including disabled parking).
GP43	Diss library: self-access improvements This project will introduce self-access technology.
GP44	Education- Allocation for Children's Services Capital Programme Allocation to support the development of Hethersett Junior school and Hethersett Academy. (this is supporting additional need over and above those already supported by s106 contributions)
2018/19 Annual Growth Programme	
GP45	Green Pedalway The Green Pedalway project sees a comprehensive upgrade and extension to this strategic cycle route. This project relates to improvements to the Earlham Road (B1108) junction with Mill Hill Road and Heigham Road. This project has been combined with cycle ambition funding awarded by the Department for Transport for safety improvements at the Earlham Road (B1108) / Outer ring road (A140) roundabout and along the length of Earlham Road between the outer ring road and Heigham Road.

GP46	Marriotts Way- Thorpe Marriott to Costessey To improve access to and on the Marriott's way between Thorpe Marriott and Costessey. This will create an improved commuting route from Thorpe Marriott to the city.
GP47	UEA to Eaton Boardwalk The project will extend the existing boardwalk which forms part of the Yare Valley Walk between UEA and Eaton/Cringleford. The boardwalk currently only extends half the length of the path from the UEA to Eaton/Cringleford
GP48	Wherrymans Way- Yare Valley Cycle Route Improve the Yare Valley Cycle Route (which follows the Wherryman's Way), through creating signage and route improvements.
GP49	Earlham Millennium Green (EMG) Improvement Project (Phase 3) This will build on the works already completed in previous phases (GP4 and GP8) Works will include improving links to the main route through the site from Bowthorpe, and from West Earlham via George Fox Way, refurbishing and improving existing entrance features, new signage, replacing pond dipping platforms and a timber footbridge connecting EMG with Earlham Marsh
GP50	Yare and Wensum Valley Link The River Wensum and Yare run close together in the west of the city between Marriott's Way near Gunton Lane and the Three Score development site. The link between the two river valleys is a recognised green infrastructure corridor and the route of the purple pedalway. (The first phase of this project is supported through s106 allocation at Bunkers Hill)
GP51	Green Infrastructure: Access for All A number of Green Infrastructure trails across the Greater Norwich area have been audited for both power chair use and general accessibility and to identify the improvement works necessary to allow such access. This project implements a range of smaller scale accessibility improvements across various projects and areas. The funding is spread across 5 years with new 'access improvement' projects being identified each year. The first tranche of works will be access improvements to the full length of the Boudicca way (over 30 miles).
GP52	Thorpe Marriott Greenway The Thorpe Marriot Greenway is designed to promote better greenspace and access in the Thorpe Marriot area. To create the greenway, a path will be established through the current tree belt that will link the Thorpe Marriot estate, the Marriott's Way, Nabour Furlong, Pendlesham Rise, Littlewood (three woodlands owned by Broadland District Council) and the Broadland Northway green bridge that leads to Drayton Drewray. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor .
GP53	Marriotts Way- Surfacing works at Drayton This is part of a programme of projects being developed through the Marriott's Way Implementation and Delivery plan, which have been informed by public and stakeholder consultation in 2015. This project covers the section of Marriott's Way at the rear of the Tesco supermarket in the Drayton area (between Fakenham Road and Taverham Lane) and involves surface improvements and work to reduce the gradient of access ramps to allow better accessibility.

GP55	<p>Community Sports Hub- The Nest, Horsford</p> <p>Norwich City Community Sports Foundation (CSF) has obtained the Anglia Windows sports site at Horsford Manor within Broadland District to develop a large scale “Community Hub” that will provide inclusive facilities for the growing community. Named ‘The Nest’ it will comprise: An indoor sports facility comprising full size 3G football pitch, full size sports hall, indoor gym and associated changing facilities, cafe, learning space, classrooms and office, 10 sleeping pods to be used for residential training courses, external spectator stand and associated parking, and an outdoor gym. It will be the only full 11aside indoor football pitch in the region that is open to the public. Alterations to access and infrastructure will be necessary to delivery these facilities.</p> <p>Phase 1 consisting the pitches, clubhouse and sleeping pods is complete and the CIL funding will support the development of operational phase 2.</p>
GP 56-60	<p>Library self-access improvements</p> <p>Self-access technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.</p>
GP56	Harleston Library- self-access improvement
GP57	Costessey Library- self-access improvement
GP58	Loddon Library- self-access improvement
GP59	Earlham Library- self-access improvement
GP60	Mile Cross Library- self-access improvement
GP61	<p>Education- Allocation for Children’s Services Capital Programme</p> <p>This allocation was committed to two projects;</p> <ul style="list-style-type: none"> -to identify and secure a new site to move the existing school at Blofield into larger and more suitable accommodation - to ensure the primary school in Brundall has suitable accommodation for larger cohorts of children.
2019/20 Annual Growth Programme	
GP62	<p>Education- Allocation for Children’s Services Capital Programme</p> <p>The funding will be allocated to a new two form entry primary school in Cringleford.</p>

Community Infrastructure Levy in Norwich

A report by Graham Nelson, head of planning services, Norwich City Council

Summary

This report considers the possible implications for the Infrastructure Investment Fund of the decision of Norwich City Council to adopt an exceptional circumstances relief policy for the Community Infrastructure Levy. It also updates on the continuing national changes to the levy.

Recommendation

- (i) That the report is noted.

1. Introduction

- 1.1 At the Board meeting of 27 November in relation to the consideration of the draft Five Year Infrastructure Plan it was requested that a report be prepared on the potential impact of the Norwich City Council Community Infrastructure Levy (CIL) Exceptional Circumstances Relief (ECR) Policy and the changing landscape on CIL income. This report responds to this request.

2. Exceptional Circumstances Relief Policy

- 2.1 On 27 November 2018 at full council, Norwich City Council resolved to approve the introduction of a CIL ECR policy. This policy is attached as appendix 1. The purpose of introducing the policy is to allow the Council the discretion to offer relief from CIL where individual sites with specific and exceptional cost burdens would not be viable due to the payment of the CIL charge. The report to the City Council explained the following background:

“7 The CIL Regulations (Regulations 55 to 58) allow CIL charging authorities to set discretionary relief for exceptional circumstances. This allows the council the discretion to offer ECR where individual sites with specific and exceptional cost burdens would not be viable due to the payment of the CIL charge. Use of an exceptional circumstances policy enables the charging authority to avoid rendering sites with such specific and exceptional cost burdens unviable.

8 The CIL Regulations make clear that relief can only be granted where there are ‘exceptional circumstances’ which justify doing so, and where the council considers it "expedient" to do so. ECR would also only be available in respect of developments where the Council is satisfied that to require payment of CIL would have an unacceptable impact of the economic viability of the development. Economic viability would be objectively tested by a requirement that applicants for relief must submit a viability report prepared by a suitably qualified professional approved by the council.”

- 2.2 The report went on to examine experience elsewhere and highlighted the fact

that although ECR policies are relatively common among CIL charging authorities instances of the use of the policies are very rare. It highlighted that most of ECR policies that are currently in place elsewhere are of a very similar in their form, simply setting out the legislative requirements. It was agreed that that policy proposed for Norwich should go further than most of these other ECR policies insofar as would enable the City Council to make a judgement in individual cases that is not solely based on the economic viability of proposals and allows the Council to consider whether wider regeneration benefits are achieved and whether there is a need for these to be delivered imminently before granting relief from CIL.

3. **Financial Implications of the ECR Policy**

- 3.1 The introduction of the ECR policy does not have any direct or immediate impact on the level of CIL that will be charged on development in Norwich. The impact will be determined by decisions on any applications for relief that may be submitted. Clearly individual decisions on ECR applications have the potential to impact on CIL arising and as 80% of the CIL arising within the City Council area is pooled into the Infrastructure Investment Fund (IIF) this has a potential impact on the IIF
- 3.2 The potential impact on CIL levels arising was assessed in the report to the City Council as follows:

“28 It is anticipated that the proposed ECR policy will allow for some developments to come forward without paying CIL or paying it at a reduced level. However, the number of such developments is considered to be relatively few as the regulations require that ECR is only granted where it appears to the council that there are exceptional circumstances, which justify doing so and where the council considers it "expedient" to do so.

29 ECR would also only be available in respect of developments where the council is satisfied that to require payment of CIL would have an unacceptable impact on the economic viability of the development. Economic viability would be objectively tested by a requirement that applicants for relief must submit a viability report prepared by a suitably qualified professional approved by the council.

30 It also should be noted that developments on which relief is granted would still contribute towards other benefits through section 106 agreements, for example through the provision of affordable housing or financial contributions. The regulations provide that ECR can only be made available where an applicant has already entered into a S106 agreement in respect of the development in question.

31 The operation of the regulations and the proposed ECR policy is considered likely to result in that developments that would qualify for relief would be ones that would be highly unlikely to go ahead without relief being made available. Therefore whilst CIL income may theoretically be foregone, if the site were to remain undeveloped it would not generate any CIL income anyway. Indeed, if developments do deliver significant regeneration benefits they may actually increase the prospects of further development coming

forward within the area which over time may increase the level of CIL generated within the area. Finally it should also be noted that even if CIL relief is granted this carries no relief from other forms of taxation so enabling development to take place where it otherwise would not due to exceptional costs is likely to increase Council Tax and Business Rates income.”

3.3 Therefore it follows that the City Council consider the long term implications of introducing the CIL ECR are more likely to be to increase the level of contribution it makes to the IIF than diminish it. However, this can only be assessed when individual applications for relief are considered. As the City Council has also amended its constitution to require any approval of an application CIL ECR to be done by Planning Applications Committee any such decision will be made in public following a process that will enable public comments to be made.

3.4 Furthermore it should be noted that a decision whether to retain the CIL ECR policy in the City or introduce one in Broadland and South Norfolk will inevitably need to be considered as part of the process of CIL review to which the authorities are committed and which is expected to be completed by 2021.

4. **Changing Landscape on CIL Income**

4.1 As was noted at the November Board meeting CIL receipts accruing to the IIF have been somewhat lower than forecast since the creation of the IIF. This is a result of the interaction of a number of factors including: the rate of development occurring, the extent of pre-CIL planning permissions that remain capable of implementation, the extent of development in areas with adopted neighbourhood plans, and the number of developments that can take advantage of various forms of relief from CIL (most notably self-build relief, social housing relief and relief for converted buildings that have been in use in the previous 3 years). Updated projections of CIL income to the IIF have now been produced taking account of experience in relation to these factors.

4.2 The government has continued to take forward a package of reforms to the system of developer contributions national. This follows the Community Infrastructure Levy Review, was announced in the Autumn Budget of 2017 and has influenced the changes to approach to the assessment of viability that were brought forward in the revised National Planning Policy Framework in 2018.

4.3 The latest step in this process has been the release of a technical consultation on proposed draft regulations to implement the announced changes. This technical consultation closes on 31st January and is currently available at the link below¹ (note this may be removed following the close of the consultation). The latest regulatory changes the Government are bringing forward relate to:

- Ensuring that consultation is proportionate;
- Removing the restriction which prevent local authorities from using more than five section 106 obligations to fund a single infrastructure project (the pooling restriction);

¹ <https://www.gov.uk/government/consultations/developer-contributions-reform-technical-consultation>

- Improvements to the operation of the Community Infrastructure Levy;
- A more proportionate approach to administering exemptions;
- Extending abatement provisions to phased planning permissions secured before the introduction of the Community Infrastructure Levy;
- Applying indexation where a planning permission is amended;
- Indexing Community Infrastructure Levy rates to more closely track the value of development;
- Removing Regulation 123 restrictions and introducing Infrastructure Funding Statements;
- Clarifying that local planning authorities can seek a sum as part of a section 106 planning obligation for monitoring planning obligations;
- Delivering Starter Homes.

4.4 These latest regulations have been reviewed and are not considered likely to have a significant impact on CIL arising in Greater Norwich up to 2021 although will, in combination with other measures, need to be taken into account in the process of undertaking the CIL review

Officer Contact

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Appendix 1

Community Infrastructure Levy: Exceptional Circumstances Relief Proposed Introduction and Policy as agreed by Norwich City Council

Introduction

The CIL Regulations (Regulations 55 to 58) allow Norwich City Council as a CIL charging authorities to grant relief from liability to pay CIL if it appears to the authority that there are exceptional circumstances which justify doing so.

It is important to note that CIL rates in Norwich City have been set at a level where most development can afford to pay the CIL charge, supported by viability evidence, taking into account affordable housing requirements and other planning policy requirements. In view of this, it will be a rare occurrence where exceptional circumstances are found to exist so as to justify the grant of ECR.

There are alternative ways of improving the viability of development schemes, such as by phasing development (so that the phases form separate, chargeable schemes), phasing or reducing other policy requirements and/or by use of the Council's CIL Instalments policy. These should be fully explored before considering an application for exceptional circumstances relief.

Exceptional Circumstances Relief Policy

This document gives notice that Norwich City Council has determined to make relief for exceptional circumstances available, in accordance with Regulations 55 to 57 of the Community Infrastructure Levy Regulations 2010 (as amended).

Relief for exceptional circumstances will be available until further notice. (It should be noted that the CIL Regulations give the Council the ability to withdraw this policy at any time with two weeks' notice, although this two week period could only commence following a formal decision of the Council to do so.)

Exceptional Circumstances Relief (ECR) will be considered where individual sites with specific and exceptional cost burdens would not be economically viable due to the payment of the CIL Charge (see CIL Regulations 55 to 57). The Regulations state that the Council may grant relief from liability to pay CIL if it appears to the Council that there are exceptional circumstances which justify doing so and the Council considers it expedient to do so. Each case will be considered individually by the Council, which retains the discretion to make judgements about the viability of the scheme and whether exceptional circumstances exist.

In addition Norwich City Council may make a judgement in individual cases that exceptional circumstances are not solely based on economic viability. Even where the CIL may give rise to an unacceptable impact on the economic viability of the chargeable development, the Council may also require a demonstration of wider community and regeneration benefits including the delivery of affordable homes and community facilities and/or the need for the applicant to show that a particular site has to be brought forward imminently in order to achieve wider benefits.

The Regulations require that there must be a planning obligation in place in relation to the planning permission which permits the chargeable development. A person claiming relief must be an owner of a material interest in the relevant land. Any claim for relief must be submitted in writing, using the appropriate form, and must be received and approved by Norwich City Council before commencement of the chargeable development¹. Any claim must be accompanied by:

- a) an assessment carried out by an independent person², of the economic viability of the chargeable development and the cost of complying with the planning obligation,
- b) an explanation of why payment of the chargeable amount would have an unacceptable impact on the economic viability of that development
- c) an apportionment assessment (if there is more than one material interest in the relevant land); and
- d) A declaration that the claimant has sent a copy of the completed claim form to the owners of the other material interest in the relevant land (if any).

The chargeable development can cease to be eligible for exceptional circumstances relief if:

- a) before the chargeable development is commenced, charitable or social housing relief is granted; or
- b) the site (or part of the site) is sold; or
- c) the chargeable development is not commenced within 12 months from the date on which the charging authority issues its decision on the claim

Before granting exceptional circumstances relief for an individual scheme, the Council also must be satisfied that the relief would not constitute notifiable state aid.

¹ A chargeable development ceases to be eligible for relief for exceptional circumstance if before the chargeable development is commenced there is a disqualifying event. This is where the development is granted charitable or social housing relief, is disposed of, or has not been commenced within 12 months.

² For the purposes of the above paragraph, an independent person is a person who is appointed by the claimant with the agreement of the charging authority and has appropriate qualifications and experience.

Future Greater Norwich Growth Board Meeting Plan
Debbie Lorimer, Director for Growth and Business Development
South Norfolk District Council

Summary

This report presents proposals for meeting dates of the Greater Norwich Growth Board for the 2019/2020 financial year.

Recommendation

- (i) The GNGB agree the meeting schedule as set out in the report.

1. Introduction

- 1.1 The Greater Norwich Projects Team have been tasked with bringing together a future schedule of meetings for the Greater Norwich Growth Board (GNGB) past the end of February 2019.
- 1.2 Changes to the processes for the Infrastructure Investment Fund have meant that GNGB meetings have had to be planned around key decision-making points throughout the year.
- 1.3 The schedule below is the result of that planning, and the Board are asked to agree the schedule.

2. Proposed Schedule

- 2.1 The proposed schedule for the next year of GNGB meetings is as follows:
- Thursday 9th May 2019, 10am-1pm
 - Monday 8th July 2019, 1pm-4pm
 - Thursday 26th September 2019, 1pm-4pm
 - Monday 25th November 2019, 1pm-4pm
 - Tuesday 17th March 2020, 1pm-4pm
- 2.2 It is intended that the Greater Norwich Infrastructure Plan (GNIP) will be agreed in May 2019, the 5 Year Infrastructure Investment Plan (5YIP) in November 2019, and the Annual Growth Programme (AGP) formally adopted in March 2020, as set out in the process flow chart agreed at the previous GNGB meeting.
- 2.3 The agreement of the GNIP in May will open the project application period for the next year's Infrastructure Investment Fund AGP.

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