

Greater Norwich Growth Board

Date: 24 March 2015

Time: 2pm

Venue: Colman & Cavell Rooms, South Norfolk Council, South Norfolk House, Swan Lane, Long Stratton, NR15 2XE

Board members:

Broadland District Council:

Cllr Andrew Proctor

Norwich City Council:

Cllr Brenda Arthur

South Norfolk Council:

Cllr John Fuller (Chair)

Norfolk County Council:

Cllr Stephen Morphew

New Anglia Local Enterprise Partnership:

Mark Pendlington

Officers:

Phil Kirby
Phil Courtier

David Moorcroft
Graham Nelson

Tim Horspole

Tom McCabe
Fiona McDiarmid

Chris Starkie

Jobs, homes and prosperity for local people



AGENDA	PAGE
1. Apologies	
2. Minutes of meeting 8 October 2014	4
3. Growth Deal – update <i>To receive an update on the New Anglia LEP Growth Deal from Mark Jeffries, New Anglia Local Enterprise Partnership Board Member</i>	
4. City Deal: Where Next? <i>To discuss how the GNGB ensures the delivery of the growth ambitions of the area</i>	9
5. Growth Programme – 6 month update <i>To receive an update on the previously agreed Growth Programme for 2014/15, note the publication of the Greater Norwich Infrastructure Plan and agree the timetable for development of the 2016/17 Growth Programme</i>	13
6. Greater Norwich Communications Protocol <i>To agree the Greater Norwich Communications Protocol</i>	61
7. Greater Norwich Local Infrastructure Fund <i>To agree amendments to the Criteria and Guidance Notes for the Local Infrastructure Fund and to receive a summary on applications to date</i>	66
 Exempt items: (During consideration of these items the meeting is not likely to be open to the press and the public.)	
To consider whether the press and public should be excluded from the meeting during consideration of an agenda item on the grounds that it involves the likely disclosure of exempt information as specified in Part 1 of Schedule 12 A of the Local Government Act 1972 or it being confidential for the purposes of Section 100A(2) of that Act.	
In each case, members are asked to decide whether, in all circumstances, the public interest in maintaining the exemption (and discussing the matter in private) outweighs the public interest in disclosing the information.	
8. Greater Norwich Local Infrastructure Fund <i>To determine applications to the Local Infrastructure Fund</i>	provided separately

FOR FURTHER INFORMATION PLEASE CONTACT:

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Democratic Services, South Norfolk Council, South Norfolk House, Swan Lane, Long Stratton, NR15 2XE

17 March 2015



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Greater Norwich Growth Board

Minutes

10am to 11.25am

8 October 2014

Present:

Board members:

Norwich City Council:

Councillor Brenda Arthur (chair)

South Norfolk Council:

Councillor John Fuller (vice chair)

Broadland District Council:

Councillor Stuart Clancy
(substitute for Councillor Andrew Proctor)

Norfolk County Council:

Councillor Steve Morpew

Officers:

Graham Nelson
Gwyn Jones

Tim Horspole

Phil Kirby
Phil Courtier

Tom McCabe
Fiona McDiarmid
Sandra Eastaugh
Richard Doleman

New Anglia Local Enterprise Partnership:

Chris Starkie (substitute for Mark Pendlington)

1. Sandra Eastaugh

The chair and vice chair expressed their gratitude to Sandra Eastaugh, who would be leaving her post on 31 October 2014, for her support to members and officers on the Greater Norwich Development Partnership Board and the Greater Norwich Growth Board, and on behalf of the three district councils thanked her for her work and contribution to the City Deals bid and the Joint Core Strategy.

RESOLVED to record the board's gratitude to Sandra Eastaugh for her contribution and to wish her well in the future.

2. Apologies

Apologies were received from Councillor Andrew Proctor (Broadland District Council) and Mark Pendlington, New Anglia Local Enterprise Partnership (LEP).

It was noted the LEP had not appointed a board member to substitute for Mark Pendlington and had confirmed that Chris Starkie would be act as substitute for this meeting.

3. Minutes

RESOLVED to approve the accuracy of the minutes of the meeting held on 31 July 2014.

4. Greater Norwich City Deal – Skills

Fiona McDiarmid presented the report and circulated a table showing progress against targets. (A copy of the table is available on the website.)

The chair referred to government funding for regeneration and growth and said that the bidding process was costly and complicated; and that she welcomed ways that it could be more easily accessed. Members were advised that the New Anglia Structural Investment Fund was ring fenced for the urban areas in the county and split across the Greater Norwich districts as follows: Broadland £51,000; Norwich £82,000 and South Norfolk £70,000.

RESOLVED to note the update on the skills element of the Greater Norwich City Deal.

5. Presentation on joint working to deliver the right infrastructure to promote active and healthy lifestyles.

(Lucy McLeod, Norfolk County Council's interim director of public health, attended the meeting for this item.)

Lucy McLeod presented a power point presentation on the need to ensure that the right infrastructure was delivered to promote active and healthy lifestyles. (A copy of the presentation is available on the website.)

During discussion members considered that the presentation was a timely reminder that the growth programme was about creating healthy communities and addressing disadvantages particularly in the early years.

In summing up, Lucy McLeod invited members to contact her or her colleagues in Public Health.

RESOLVED to thank Lucy McLeod for the presentation.

6. Growth Deal - update

Chris Starkie, managing director, New Anglia LEP provided an oral overview of the New Anglia LEP Growth Deal 2015/16. He said that in July the government had announced a growth deal of £173.3m. This included £81.8m of new funding for 2015-16 and future years and confirmation of £91.5m of previously announced funds including funding for the NDR (£65.5m). Projects awarded new funding included skills capital, transport, enterprise and innovation, broadband and wider infrastructure. The deal also covered a range of freedoms and flexibilities on use of the funding, partnership working with government departments and additional borrowing for infrastructure projects. Since the announcement in July the LEP and its

partners have ensured that all projects set for delivery in 2015-16 were prepared to commence. Since the July announcement the LEP and partners have been preparing projects set for delivery in 2015-16 (setting clear milestones, ensuring value for money and ensuring that projects have the necessary permissions); agreeing governance arrangements and reporting arrangements with government; establishing whether any of the projects can be brought forward to 2014-15 or later projects moved to 2015-16; and making a case for additional projects that did not receive funding in case additional funds become available. The LEP was also working up proposals for the LEP's 2016-17 growth deal bid. It was working with the Norfolk and Suffolk growth groups to prepare a "pipeline" of projects for inclusion in the growth deal bid and would include other funding streams.

Chris Starkie also referred to the progress of the delivery of the Norwich City Deal enterprise and innovation funding; and gave an example of the innovation voucher being used by a business in Loddon to launch a new product with students and said that the growth hub was on track to exceed targets.

RESOLVED to note the report.

7. Growth programme 2015-16

Sandra Eastaugh introduced the report and referred to the additional papers circulated at the meeting, comprising an amendment to the proposed resolution (3) and the amendment of a typographical error in paragraph 7.5 of the report, second sentence, deleting "2018/19" and replacing it with "2019/20". (Colour printed copies of appendix 1 were circulated at the meeting.)

Richard Doleman presented the report and explained the annual timetable for the sign off of the Greater Norwich Growth programme; the programme management and the Strategic infrastructure programme as set out in appendix 1. (Slides illustrating these points are available on the website).

During discussion members considered that the projects listed under the Strategic infrastructure programme should, for completeness, also include schemes funded by S106 agreements. Members asked to have all the information in one place to provide a comprehensive picture of all of the infrastructure that would be delivered. It was also noted that another variable was the community infrastructure levy (CIL). Project delivery was dependent on its receipt and therefore the programme should show how CIL income supports its delivery. Chris Starkie said that it was important for the LEP and the government to see where the funding was being used.

RESOLVED to:

- (1) note the progress on the 2014-15 Growth programme;
- (2) approve the 2015-16 Growth programme in table 3 and on the conclusion of scheme preparatory work, note that additional schemes will be recommended for approval;

- (3) endorse the 5 year NATS programme as set out in Appendix 2 of the report and the use of £2,875,000 of pooled CIL funds to support delivery from 2016-17 to 2019-20 within future annual growth programmes;
- (4) recommend that the responsible groups take forward feasibility /preparatory work to inform future growth programmes for the schemes identified in the annual business plans and set out in paragraph 9.2 of the report (listed below):

Broadland

- North West Norwich Forest Connections: Enhance woodlands and heathlands, creating links between in the Horsford, Felthorpe, Drayton and Hevingham area.
- Burlingham: Green Infrastructure
- Thorpe Ridge: protection and enhancement of woodlands and provision of public access
- Section of North East orbital route between Salhouse Road and the proposed junction on the northern edge of Brook Farm
- Improvements to Bittern Line including potential rail halt at Broadland Business Park
- Cycle improvements at junction between Wroxham Road, Cozens Hardy Road and Cannerby Lane

Norwich City

- Rose Lane / Prince of Wales Road
- Tombland: Public Realm
- Dereham Road BRT - Guardian Road roundabout
- Guardian Road Traffic Signals scheme development
Blue Pedalway

South Norfolk

- Hempnall Crossroads improvements
- Long Stratton Bypass
- Longwater / Easton highways improvements, including improved walking and cycling
- BRT Longwater to City Centre.

8. Greater Norwich Local infrastructure fund

(Councillors Steve Morpew and Stuart Clancy declared an other interest in this item because the county council owned land at Beeston Park.)

Sandra Eastaugh presented the report and updated members on the progress of the three schemes that the board had approved in principle at its meeting on 31 July 2014.

Phil Courtier referred to the report and summarised the proposal for housing at Beeston Park and the application for £5m funding to deliver the new North Walsham Road Corridor and divert the North Walsham Road.

RESOLVED to:

- (1) note progress on the proposals approved in principle at the board meeting held on 31 July 2014;
- (2) subject to further detailed financial scrutiny under item 10 (below), approve in principle, the proposal for Beeston Park and authorise negotiations to commence between the accountable body and the applicant to prepare a loan agreement.

9. Exclusion of the public

RESOLVED to exclude the press and public from the meeting during consideration of the following item on the grounds that it involved the likely disclosure of exempt information as specified in Part 1 of Schedule 12A of the Local Government Act 1972 (paragraphs 1 and 3).

10. Greater Norwich Local infrastructure fund (paragraphs 1 and 3)

(Councillors Steve Morpew and Stuart Clancy declared an other interest in this item because the county council owned land at Beeston Park.)

Phil Courtier presented the report and answered questions. He advised members that outline planning permission had not yet been granted for this scheme.

During discussion the board members concurred with the conclusions and recommendations set out in section 5 of the report. Members were mindful of the public interest in the use of the funding and the general need to require that it was secure. It was also noted that further work was required on the business plan and that dependent on the risk identified the application would need to come back to the board for further consideration.

RESOLVED to approve in principle, subject to local infrastructure fund governance arrangements, and confirm resolution (2) of item 8 (above) and to note that if necessary the application will be referred to the board for further consideration.

CHAIR

City Deal: Where next?

Report of Greater Norwich Infrastructure Delivery Board

Summary

This paper sets out recent national policy developments and the ambitions of Greater Norwich area in this context. It considers how the Greater Norwich Growth Board will ensure the delivery of the growth ambitions of the area.

Recommendation

- (i) The Board are asked to note the contents of the report and request that officers work up proposals for freedoms, flexibilities and funding to drive forward delivery.

1. Introduction

The Greater Norwich area has a well-established and ambitious partnership, nearly ten years old with a strong track record of joint working on both the award winning and innovative Joint Core Strategy and the Greater Norwich Economic Strategy. The area has also worked collaboratively on the development and implementation of the Community Infrastructure Levy and is one of only two areas in the country known to have agreed to pool CIL receipts across authorities.

Greater Norwich has been identified as a main focus for growth in the east of England, with the Greater Norwich Growth Board being set up in direct response to the Greater Norwich City Deal. The Board's key role is to oversee, accelerate and drive forward the delivery of sustainable housing and jobs growth through supporting enterprise and innovation, developing appropriate skills and ensuring the timely delivery of infrastructure across the area.

2. Background

Over recent years the Greater Norwich area has benefitted from the following policy developments intended by Government to increase local power and influence, as well as increasing the level of funding available to deliver economic growth locally.

Local Enterprise Partnerships (LEPs)

One of 39 Local Enterprise Partnerships, New Anglia was approved by the Government in December 2010 as the Local Enterprise Partnership for Norfolk and Suffolk. A voluntary partnership between local authorities and businesses, the LEP was established as a catalyst to create jobs and remove the barriers to growth - working to determine local economic priorities and lead economic growth and job creation within the local area.

City Deals

The Greater Norwich City Deal was agreed in December 2013 setting out the partners' ambition to enable knowledge based industries to develop and grow, and turning that knowledge into jobs and growth by:

- giving the area some of the powers and tools needed to drive local economic growth, such as PWLB reduced rate borrowing to fund infrastructure
- unlocking projects or initiatives needed to boost the area's economy through the creation of a Local Infrastructure Fund
- establishing the Greater Norwich Growth Board to provide the necessary governance structure to oversee the delivery of the Deal.

Growth Deals

Building on City Deals, Growth Deals gave LEPs access to a £2bn funding pot on a competitive basis, secured on the back of an approved Strategic Economic Plan (SEP).

The Greater Norwich Growth Board partners worked closely with New Anglia LEP on the SEP which was submitted to Government in March 2014. New Anglia LEP has been successful in securing over £220m of funding up to 2021. This includes £60m new funding for a variety of projects, including £2.5m for a new construction training centre at Easton & Otley College and £2.1m loan-funding to fast-track the development of Lodge Farm, Costessey, which will provide 495 new homes, a new school site, community centre and sports facilities.

The Growth Deal also includes a £20m+ provisional allocation for new projects as well as confirmation of £90m+ previously awarded funding for transport schemes across the Greater Norwich area. The recent £48.5m expansion to the Growth Deal, includes £3m for an aviation academy at Norwich International Airport and £4m additional funding for transport schemes across Norwich.

Cycle City Ambition

On the back of the City Deal negotiations Norwich was successful in securing £3.7m of Cycle City Ambition funding in August 2013.

In early March 2015 Government announced a further £8.4m investment in cycling in the city. This investment will help fund £15.4 million of improvements for cycling facilities in the city, delivering schemes that will supplement the existing Push the Pedalways programme and will assist in delivery of transport infrastructure across the Greater Norwich area.

3. Ambitions

Growth

The Joint Core Strategy (JCS) was adopted in March 2011, with amendments adopted in January 2014, and sets out an ambitious scale of growth and extensive identified supporting infrastructure. A review and roll forward will be required in the near future and a Strategic Housing Market Assessment (SHMA) is underway.

The Greater Norwich City Deal aims to accelerate growth in the area and provide the following outcomes:

- 3,000 high value jobs by 2020 at the Norwich Research Park;
- 13,000 additional jobs across the Greater Norwich area by 2031, on top of JCS targets;
- Step change in housing delivery to 3,000 per annum by 2019;
- 3,000 additional homes by 2026 in the North East Growth Triangle;
- £100m additional private sector investment in business growth; and
- £2.3bn additional private sector investment in housing.

Investment in Infrastructure – housing, transport and utilities

The Greater Norwich authorities have agreed a Strategic Infrastructure Programme across the Greater Norwich area, detailing an ambitious investment requirement of £440m to unlock housing growth and deliver the targets of 37,000 homes and 27,000 jobs by 2026. Delivery of the programme is supported by a pooled Community Infrastructure Levy (CIL) fund. The Greater Norwich authorities' commitment to pool CIL to deliver strategic infrastructure across the wider area is one of only two such arrangements known of across the country.

Skills

A LEP-wide skills programme has been agreed as part of the City Deal process to provide a locally responsive skills system which maximises employer involvement and investment and increases apprenticeships across the area to get more people into employment

Enterprise and Innovation

Targeted initiatives to help businesses expand and grow and create at least 300 new businesses across the LEP area by 2015.

4. Next steps

The City Deal process identified a programme of strategic infrastructure to support the aspiration of the area. That process focussed the Greater Norwich Growth Board on the infrastructure important to deliver growth.

City Deal assisted with tools to manage the infrastructure programme, both locally through the agreement across Greater Norwich to pool CIL funding, and from Government to offer reduced rate PWLB borrowing to support delivery of the programme. With the majority of the infrastructure programme expected to be funded from mainstream sources, including the Growth Deal, the infrastructure programme continues to be constantly reviewed, and any further opportunities to facilitate delivery are welcomed.

The Greater Norwich Growth Board remains firmly committed to the delivery of its ambitions. The Board will need to consider the ways in which funding may change as a result of the General Election to ensure it can make the most of any opportunities to accelerate and enhance the delivery of growth across the area.

5. Recommendation

- (i) The Board are asked to note the contents of the report and request that officers work up proposals for freedoms, flexibilities and funding to drive forward delivery.

6. Issues and Risks

Other resource implications (staff, property)

Proposals will be managed within existing resources and will require continued support from the Greater Norwich Projects Team.

Legal implications

Legal implications will be considered during the proposals stage.

Risks

No specific issues arising from the development of proposals to support accelerated delivery of local growth.

Equality

No specific issues arising from the development of proposals to support accelerated delivery of local growth.

Human rights implications

No specific issues arising from the development of proposals to support accelerated delivery of local growth.

Environmental implications

No specific issues arising from the development of proposals to support accelerated delivery of local growth.

Officer Contact

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

Name	Telephone Number	Email address
Fiona McDiarmid	01603 223810	fiona.mcdiarmid@norfolk.gov.uk

Growth Programme Update

*Richard Doleman, Principal Infrastructure and Economic Growth Planner,
Norfolk County Council*

Summary

This report provides an update on progress with the approved Growth Programme. The report also sets out the steps and timetable for preparing the 16/17 Growth Programme.

Recommendations

- (i) Members of the Board note the progress on the current Growth Programme and publication of the Greater Norwich Infrastructure Plan.
- (ii) Members of the Board note the timetable for preparation and approval of the 2016/17 Growth Programme.

1. Introduction

- 1.1 The Greater Norwich City Deal was signed with Government in December 2013. The infrastructure strand of the City Deal agreed a supported strategic infrastructure programme through Government approved access to reduced rate Public Works Loan Board borrowing and the local authorities' commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income. Decisions on delivery and pooled funding support for the strategic growth programme are made by The Greater Norwich Growth Board through setting the Growth Programme.

2. The 14/15 Growth Programme

- 2.1 The first Growth Programme, for 2014/15, was approved by the Greater Norwich Growth Board on 31 July 2014 and covered the 6 month period to the end of this financial year.
- 2.2 Seven projects were approved for delivery commencing in 2014/15 with pooled funding support of £215,000 this financial year. The promoting authority for each project draws pooled funding down in arrears. The year-end projection is that the call on pooled funding for these projects will be £125,107 which is £89,893 less than the approved funding.
- 2.3 Table 1 gives a breakdown of expenditure by project.

Table 1: breakdown of expenditure by project

Ref	Project	Promoting Authority	Project budget	14/15 agreed pooled funding	14/15 Recharge	14/15 Variance
GP1	Harrisons' Plantation	Broadland	£35,000	£15,000	£5,000	£10,000
GP2	Danby Wood	Norwich	£35,000	£35,000	£12,600	£22,400
GP3	Marston Marsh	Norwich	£30,000	£30,000	£23,380	£6,620
GP4	Earlham Millennium Green – Enhancement	Norwich	£15,000	£15,000	£9,300	£5,700
GP5	Riverside Walk; improvement work	Norwich	£70,000	£40,000	£25,889	£14,111
GP6	Marriott's Way	Norwich	£60,000	£60,000	£28,938	£31,062
GP7	Norwich Health Walks	South Norfolk	£40,000	£20,000	£20,000	£0
	Total		£285,000	£215,000	£125,107	£89,893

2014/15 Projects Update

- 2.4 The Infrastructure Delivery Board (IDB) monitor progress with projects through regular reporting on individual projects. The Board's attention is drawn a number of key points on individual project delivery.

Harrisons Plantation – Woodland Management Plan prepared. On site works yet to commence. The project has a drawdown profile to 2018/19 and the £10k of work cost from 2014/15 has been slipped to 2015/16.

Danby Wood – Completion by year end.

Marston Marsh – The majority of works are complete and the project is forecast to come in £6,000 under programme cost.

Earlham Millennium Green – Delays caused by the river bursting its banks. Project completion delayed until August 2015.

Riverside Walk – Works delay as planning permission required for the canoe portage. Some delay but project phased over 2 years so should not delay completion.

Marriott's Way – On site. £40k of allocated £60k spent with the remainder committed.

Norwich Health Walk – work underway and allocation of £20k for 14/15 is anticipated to be spent by year end.

- 2.5 A Highlight Report for the seven projects is attached at Appendix 1.

2.5 Although there is slippage in projected expenditure across the programme, currently there is still confidence that the projects will be delivered and will not exceed their individual funding allocations. The IDB will continue to monitor and manage scheme progress and report any exceptions to the Greater Norwich Growth Board.

3. The 2015/16 Growth Programme

3.1 The Growth Programme for the 2015/16 financial year was approved by the Growth Board at its meeting on 8 October 2014. In accordance with the agreed governance, each of the partner authorities signed off the Growth Programme on the dates below:

South Norfolk Council	15 December 2014
Broadland District Council	22 January 2015
New Anglia LEP Board	December 2014
Norfolk County Council	26 January 2015
Norwich City Council	27 January 2015

3.2 The agreed Growth Programme for 15/16 is set out in Appendix 2. Ten schemes are allocated pooled funding for 15/16. The Board also approved in principle pooled funding support for a programme of transport improvements to 2021 as agreed by the Norwich Area Transportation Strategy Board.

3.3 The strategic infrastructure programme has a projected cost of £440m. The programme will be funded from a variety of sources. Although CIL is an important funding stream, it will only account for about 20% of funding required. The majority of funding will be secured through mainstream funding and ad hoc opportunities. Since the programme was approved in October 2014, there have been a number of important funding announcements:

3.4 In December 2014 Government published its Roads Investment Strategy (RIS). In the RIS, Government confirmed its commitment to fund improvement of the A11/A47 Thickthorn Interchange. The project is expected to be completed by 2021. It will be for Highways England, currently the Highways Agency, to promote, develop and deliver the scheme. The strategic growth programme agreed through the City Deal assumed that Thickthorn would be funded by central government.

3.5 £4m to 2021 of Local Growth Fund and £8.4m to 2018 of City Cycle Ambition Grant funding has been secured for delivery of Norwich Area Transportation Strategy schemes. These funding sources will be used to deliver significant improvements over the next few years including:

- A programme of public transport, cycling and junction improvements between Wymondham, the City Centre and North East Growth Triangle (the Blue Pedalway)
- A programme of access and cycling enhancements along the A140 corridor helping connect University Technical College Norfolk, the City Centre and Norwich Airport (the Yellow Pedalway)
- A transport interchange at the UEA

3.7 These announcements of funding support the programme of infrastructure and are welcomed. However it is important to continue the work securing mainstream funding across all infrastructure types and delivery agencies as it is mainstream funding that will secure delivery of the majority of the infrastructure required.

4. Preparation of the 2016/17 Growth Programme

4.1 Work has commenced on the preparation of the Growth Programme for 2016/17. A work programme has been prepared and Table 2 below sets out the key tasks and dates.

Table 2: 2016/17 high level work programme

Action	Date
Publication of the Greater Norwich Infrastructure Plan (GNIP)	March 2015
Approval of individual Council business plans	July 2015
Growth Board Approval of a combined 16/17 Growth Programme	September 2015
Partner Sign off	December 2015 – January 2016
Delivery	April 2016

5. The Greater Norwich Infrastructure Plan

5.1 The Greater Norwich Infrastructure Plan (GNIP) sets out a wide range of projects for delivery and development to support planned growth across the area. The GNIP constantly evolves to reflect the status and progress of the infrastructure projects and the growth they are supporting. The GNIP provides a central reference for the work on infrastructure delivery.

This version supersedes the GNIP published in July 2014. The current update has been informed by:

- A programme of green infrastructure projects developed by the Green Infrastructure Project Team;
- An updated transport programme developed through NATS in response to local growth fund mainstream funding awards;
- A further detailed capital programme for education;
- The identified actions of the Playing Pitch and Built Facilities Strategy;
- Including more detail on community projects;
- Infrastructure identified in adopted and emerging Neighbourhood Plans.

The latest version of the GNIP is attached as Appendix 3

6. The 2016/17 Business Plans

- 6.1 The GNIP provides the evidence base for development of the business plans for 2016/17. The business plans will draw together factors such as delivery timescale, funding and growth pressures on infrastructure to develop priority projects for delivery in 2016/17.
- 6.2 The agreed governance arrangements require each authority to develop and approve a business plan to feed into a combined Growth Programme. With the publication of the GNIP in mid-March this work can now commence in detail.
- 6.3 The Infrastructure Delivery Board will oversee preparation of the 2016/17 Growth Programme.

7. Recommendations

- (i) Members of the Board note the progress on the current Growth Programme and publication of the Greater Norwich Infrastructure Plan.
- (ii) Members of the Board note the timetable for preparation and approval of the 2016/17 Growth Programme.

8. Issues and Risks

8.1 Other resource implications (staff, property)

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

8.1.2 Legal implications

The pooling arrangements and the designation of an Accountable Body are set out in the Joint Working Agreement.

8.3 Risks

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

8.4 Equality

No specific issues arising from the funding of the Growth Programme

8.5 Human rights implications

No specific issues arising from the funding of the Growth Programme

8.6 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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Richard Doleman	01603 223263	richard.doleman@norfolk.gov.uk

Background papers

Greater Norwich Growth Programme Report October 2014

Please see page 17 <http://www.greaternorwichgrowth.org.uk/dmsdocument/2101>

Greater Norwich Growth Programme

See <http://www.greaternorwichgrowth.org.uk/delivery/growth-programme/>

ATTACHMENTS

Appendix 1 – Growth Programme projects highlight report summary

Appendix 2 – Agreed Growth Programme

Appendix 3 – Greater Norwich Infrastructure Plan March 2015

Appendix 1

Greater Norwich Growth Programme

Progress Report, March 2015

Approved Projects for Delivery in 2014/15

Key Project status:

- Red: project experiencing or very likely to hit significant problems – urgent action required
- Amber: project has potential for significant problems – action required
- Green: project on target and no significant problems anticipated

Harrisons Plantation

Project Description:

Securing areas of woodland located off Blue Boar Lane, Sprowston (and associated with the White House Farm development proposal) for public access and future use as a 'Woodland Activity Park', as set out within Sprowston Neighbourhood Development Plan.

Ref:	GP 1	Cost	£35,000	Project Status:	Amber
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Summary of Progress:

Management plan commissioned

Significant issues to be addressed:

Land negotiations to be concluded before works can start. Initial works identified in management plan are likely to slip to 15/16.

Danby Wood

Project Description:

Biodiversity and access improvements, to include:

- Thinning of parts of the wood to encourage natural regeneration, ground floor and to give more space to existing trees
- Upgrading of main footpath through wood
- Renovation of old hedgerow along northern boundary of woodland

Ref:	GP 2	Cost	£35,000	Project Status:	Green
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Summary of Progress:

On site

Significant issues to be addressed:

None

Marston Marshes					
Project Description: Access improvements & related works					
Ref:	GP 3	Cost	£30,000	Project Status:	Amber
Summary of Progress: Project complete. Final out turn expected to be £24,000.					
Significant issues to be addressed: Underspend to be freed for use on other pooled funded projects					
Earlham Millennium Green					
Project Description: Access improvements & related works Improve existing wildlife pond					
Ref:	GP 4	Cost	£15,000	Project Status:	Amber
Summary of Progress: Work delayed by winter flooding.					
Significant issues to be addressed: Now into bird/amphibian breeding season so work is to be delayed to summer 2015 and funding commitment carried forward.					
Wensum Riverside Walk					
Project Description: The development of a revised layout and design for the Oasis site adjacent to Fye Bridge on the River Wensum. In partnership with key stakeholders to enhance the site to maximize its use, linkages and potential for access to the river. The Broads Authority working in collaboration with the City Council aim to provide funding for a new canoe portage accessed from the Oasis site.					
Ref:	GP 5	Cost	£70,000 (£51,000 from GP)	Project Status:	Amber
Summary of Progress: Tenders have been let for site clearance and work has commenced. It has emerged that the canoe portage is likely to require planning permission which will delay delivery.					
Significant issues to be addressed: Planning application to be submitted March 2015. The project is phased over 2 years. The project is expected to be completed next financial year and a revised drawdown profile will be prepared.					

Marriott's Way					
Project Description: Improvements to the city end of Marriott's Way to encourage commuting by bicycle and on-foot.					
Ref:	GP 6	Cost	£60,000	Project Status:	Green
Summary of Progress: Consultation carried out. Design work underway. Likely to be some slippage into 15/16, however as the project has funding in 15/16 this can be accommodated through a re-profiling of pooled commitment.					
Significant issues to be addressed: None					
Norwich Health Walks					
Project Description: A footpath through the tree belt surrounding the N&N University Hospital					
Ref:	GP 7	Cost	£40,000	Project Status:	Green
Summary of Progress: Phase 1 site clearance and procurement completed to programme					
Significant issues to be addressed: None					

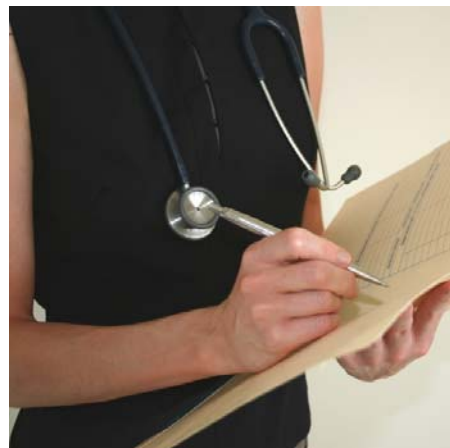
GREATER NORWICH GROWTH PROGRAMME 2015/16

Ref	Expenditure	Total	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
APPROVED												
2014/15 Growth Programme												
GP1	Harrisons' Plantation	(35)		(15)	(5)	(5)	(5)	(5)				
	Harrisons' Plantation secured funding (S106)	35							35			
GP2	Danby Wood	(35)		(35)								
GP3	Marston Marsh	(30)		(30)								
GP4	Earlham Millennium Green – Enhancement	(15)		(15)								
GP5	Riverside Walk; improvement work	(70)		(40)	(30)							
	Riverside Walk secured funding	19		19								
GP6	Marriott's Way	(60)		(60)								
GP7	Norwich Health Walks	(40)		(20)	(20)							
2015/16 Growth Programme												
GP8	Earlham Millennium Green Path improvements	(66)			(66)							
GP9	Marriott's Way	(250)			(250)							
	Salhouse Rd Sustainable Transport Corridor											
	Salhouse Rd Sustainable Transport Corridor Scheme Identification (BRT/Pink Pedalway)	(30)		(30)								
	Salhouse Rd Corridor Scheme delivery	(400)			-	(400)						
	Repton Ave Link (Purple Pedalway)	(1,000)				(1,000)						
	Repton Ave Link developer funding	1,000				1,000						
	Repton Ave Link Scheme Identification	(20)		(20)								
GP10	Salhouse Road Walk/Cycle Route (Pink Pedalway)	(200)			(200)							
	Salhouse Road Walk/Cycle Route Cycle City Ambition Grant funding	200			200							
	North Walsham Road Core Bus Route Enhancements Scheme Identification	(10)			(10)							
	North Walsham Road Core Bus Route Enhancements											
GP11	School Lane/ Chartwell Road/ Denton Road Toucan Crossing and associated works (Blue Pedalway)	(120)			(120)							
	Broadland Way Scheme Development (pink pedalway extension)	(15)		(15)								
	NE Norwich link road	(14,250)			-	(6,000)	(5,000)		(3,250)			
	NE Norwich link road - developer funding	14,250			-	6,000	5,000		3,250			
	Yarmouth Road Sustainable Transport Corridor											
	Yarmouth Rd Sustainable Transport Corridor Scheme Identification (BRT/Purple and Green Pedalways)	(20)			(20)							
	Lower Clarence Road											
	Rail Station Cycle Hub											
	A11 Sustainable Transport Corridor											
	A11 sustainable transport corridor scheme identification (BRT/Blue and Pink pedalways)	(60)		(60)								
GP12	Roundhouse Way Bus Interchange	(500)			(50)	(450)						
	Pink Pedalway Route Extension	(250)				(250)						
	B1172 Bus/Cycle enhancements	(250)				(250)						
	Thickthorn Scheme Development											
GP13	Thickthorn Scheme Development	(100)			(25)	(75)						
	Eaton interchange											
	Dereham Road Sustainable Transport Corridor											
	Extension to Longwater/Easton Scheme Identification (BRT/Green Pedalway)	(40)		(20)	(20)							
GP14	Guardian Road Traffic Signals Feasibility	(50)		(50)								
	Guardian Road Traffic Signals Feasibility	(1,600)			(50)	(50)	(750)	(750)				
GP15	Longwater walk/cycle	(2,000)			(750)	(750)	(500)					
	LTB funding: Longwater Scheme Development	2,000			750	750	500					
	A1067 Sustainable Transport Corridor											
	A1067 Sustainable Transport Corridor Scheme Identification	(30)				(30)						
	City Centre Measures											
GP16	Golden Ball Street / All Saints Green Scheme Development	(125)		(125)								
	Golden Ball Street / All Saints Green Scheme	(2,500)		-	(1,500)	(1,000)	-	-	-	-		
	Golden Ball Street (two-way for general traffic)	Incl above										
	Westlegate (remove right turn and pedestrianise)	Incl above										
	Bus only on All Saints Green	Incl above										
	Finkelgate/Queens Rd Junction	Incl above										
	Ber Street	Incl above										
	Farmers Ave Two Way	Incl above										
	POW Rd, Rose Lane, Ag Hall Plain	(5,100)		-	-	-	(1,100)	(2,000)	(2,000)	-		
	Prince of Wales Road (two-way bus only)	Incl above										
	Rose Lane (two-way for general traffic)	Incl above										
	Agricultural Hall Plain (bus only)	Incl above										
	A140 Corridor											
GP17	A140 Corridor scheme identification (BRT/Yellow Pedalway)	(60)			(60)							
	Yellow Pedalway - Lakenham Way Improvements	(119)		(19)	(100)							
	Yellow Pedalway - Lakenham Way (S106)	119		19	100							
	Bus priority Harford A47 Junction					(100)	(100)	(1,100)	(450)			
	NATS LTP Committed	(735)		-	(205)	(155)	(150)	(225)	-	-		
	NATS LTP Committed Funding	735		-	205	155	150	225				
	Income - LTB City Centre	7,000		-	1,050	1,850	1,850	2,250	-	-		
	Income Future LGF	2,000		-	-	-	-	-	2,000			
Approved Growth Programme Funding Summary												
	Revenue		-	(320)	(110)	(30)	-	-	-			
	Total Approved Capital Cost	(30,721)		(215)	(3,166)	(10,330)	(7,455)	(3,855)	(5,700)			
	Identified Funding	26,088		19	1,584	9,600	7,350	2,250	5,285			
	Pooled Funding Requirement	(4,117)		(196)	(1,066)	(730)	(105)	(1,605)	(415)			
	Pooled CIL Projection	40,665				8,138	11,011	10,838	10,678			
	Actual CIL income	75	75									
	Current year predicted CIL	1,008		1,008								
	15/16 CIL estimate	2,620			2,620							
	CIL income trajectory	44,368	75	1,008	2,620	8,138	11,011	10,838	10,678			
	Yearly Pooled CIL Surplus/(Deficit)	40,251	75	812	1,554	7,408	10,906	9,233	10,263			
	Cumulative Pooled CIL Surplus/(Deficit)	-	75	886	2,441	9,849	20,754	29,987	40,251			

Greater Norwich Growth Board

Greater Norwich Infrastructure Plan

March 2015



Jobs, homes, prosperity for local people

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2. Funding and Delivery This section outlines funding and delivery arrangements including the City Deal and the New Anglia LEP Growth Deal	5
3. Key Infrastructure This section outlines the infrastructure required to support growth	7
4. Major Growth Locations This section identifies where growth is expected to happen in the next few years	12
 Appendix 1 Infrastructure Framework This section lists all the currently planned strategic infrastructure projects.	

1. Introduction

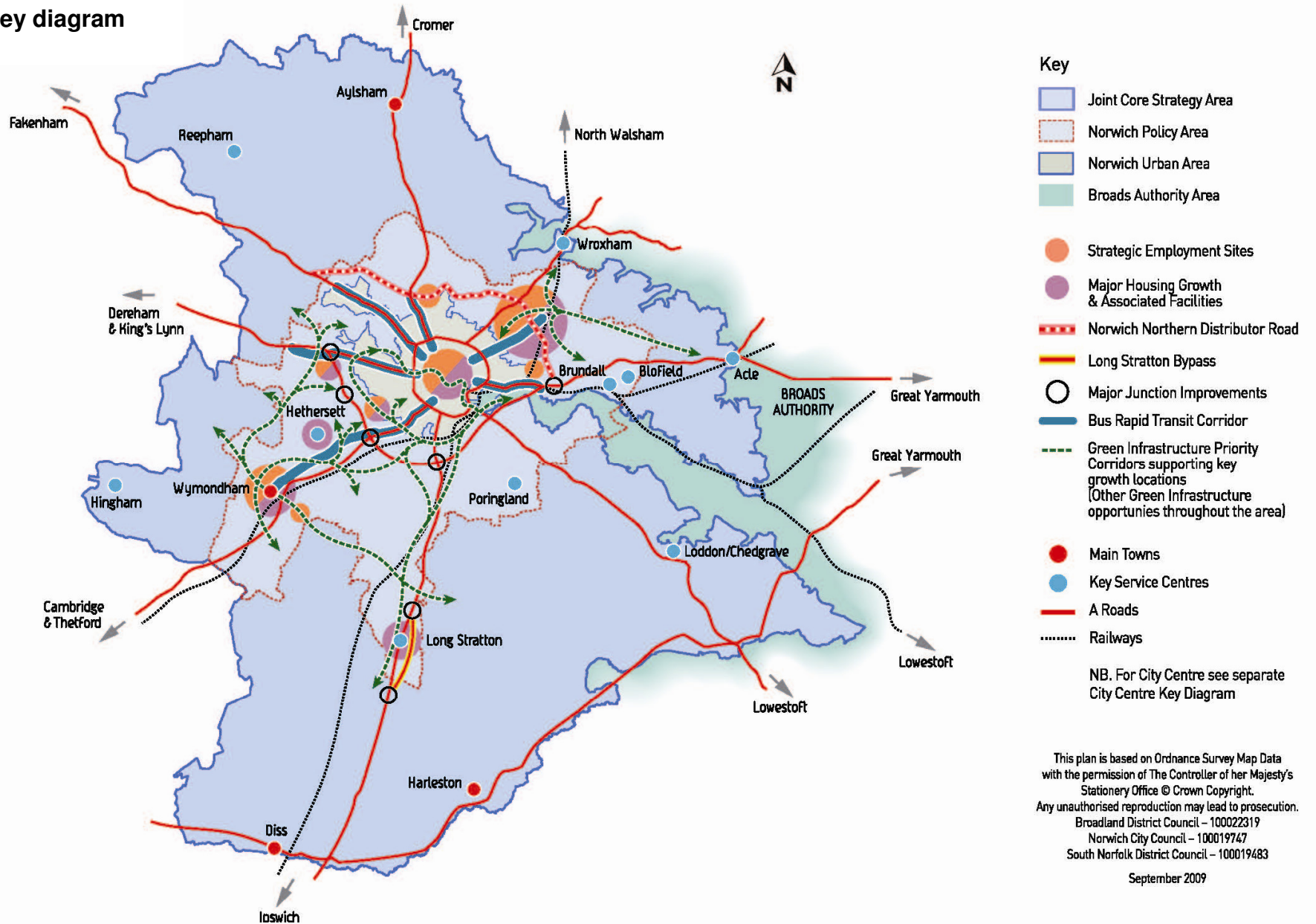
- 1.1 The Greater Norwich Infrastructure Plan helps co-ordinate and manage the delivery of strategic infrastructure to support growth, a high quality of life and an enhanced natural environment¹. It informs prioritisation of investment and delivery. It is not an exhaustive list. It is a living document, updated every 6 months to reflect the latest information.
- 1.2 The Greater Norwich Infrastructure Plan supports the delivery of the Joint Core Strategy for Broadland, Norwich and South Norfolk, other Local Plan documents for the area, local economic strategies, the Greater Norwich City Deal and the Strategic Economic Plan (produced by the New Anglia Local Economic Partnership). It draws on work to identify and secure the key infrastructure required to support growth as set out in the Joint Core Strategy Infrastructure Framework (included in Appendix 7 and 7a of the JCS). The updated Infrastructure Framework is included as Appendix 1 of this GNIP.
- 1.3 While mainstream funding provides the primary support for new infrastructure, contributions from new development, such as Section 106 agreements and Community Infrastructure Levy are also important. Section 2 provides an overview of funding and delivery mechanisms.
- 1.4 Section 3 outlines the range of infrastructure required to support growth including that delivered and funded by other means – e.g. Asset Management Plans, or infrastructure directly delivered or funded as part of the development.
- 1.5 The Greater Norwich Infrastructure Plan concentrates on the key infrastructure requirements that support the major growth locations (see figure one – Joint Core Strategy Key Diagram) or the overall scale of growth. Individual developments tend to require smaller scale infrastructure that is not detailed here. Section 4 provides an overview of progress expected in the next few years on significant sites.
- 1.6 Many elements of key infrastructure can be implemented incrementally to reflect emerging patterns of growth. This includes enhancements to public transport corridors to move them towards fully fledged Bus Rapid Transit, elements of the green infrastructure network and extensions to cycle routes.
- 1.7 The Greater Norwich Infrastructure Plan provides greater detail on the schemes for delivery in the shorter term. It does not seek to fundamentally review or re-prioritise agreed infrastructure, but is a means of refreshing and managing the strategic programme, keeping it up to date and fit for purpose.

¹ The GNIP evolved from the previous Local Investment Plan and Programme to provide a more focused delivery plan.

1.8 However, as time moves on and projects evolve, some differences with previous work may be noted. This is because:

- Project titles can change to better reflect the details of the proposals.
- A Project can support more than one topic, for example a cycle route can be both Green infrastructure and transport infrastructure.
- The expected timing of infrastructure delivery can change, for example to reflect updated assumptions on the timing of the development it is intended to support, or because funding has become available.
- Significant changes in timing can alter the nature of any solution and the capacity of existing infrastructure to support growth can have changed in the interim.
- The original evidence identified the need for pre-school places separately. In fact, these places are delivered in new primary schools having taken account of any capacity in existing provision. Consequently, pre-school provision no longer appears as a separate line.

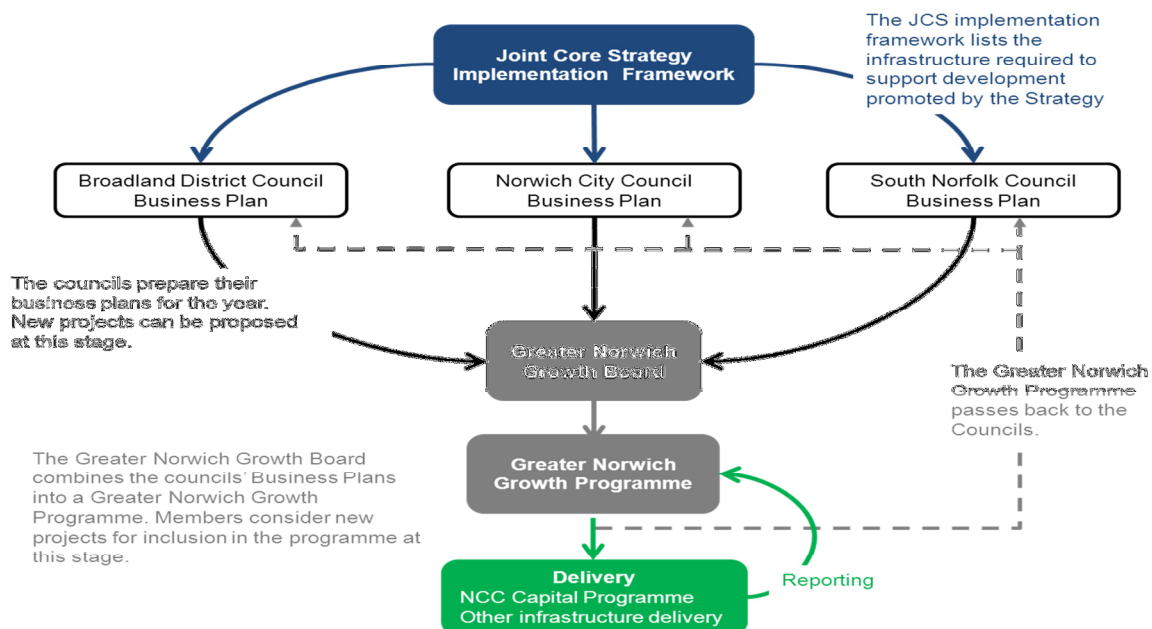
Figure 1: Key diagram



2. Funding sources and delivery planning

- 2.1 In December 2013, Broadland, Norwich City, Norfolk County, South Norfolk councils and the New Anglia LEP signed a City Deal with central government. A core theme supports infrastructure delivery to accelerate planned growth.
- 2.2 The City Deal identifies a £440m infrastructure investment programme developed from the JCS Infrastructure Framework. The councils, with the LEP, have put in place pooled funding and governance arrangements to manage timely delivery of the programme. To help fund the programme about £120m of Community Infrastructure Levy is identified from the housing trajectory (excluding the proportion retained for local communities).
- 2.3 The Greater Norwich Infrastructure Plan provides the longer term context to inform short term business plans and funding decisions. Each Council prepares and approves an Annual Business Plan. These plans are presented to the Greater Norwich Growth Board which puts together a Greater Norwich Growth Programme from the individual plans. Collectively, the councils manage this Programme, identifying projects for delivery and packages of funding. There is a collaborative approach to funding the Programme through pooling of the Community Infrastructure Levy, Local Growth Fund, use of mainstream funding, identification of other funding and, where required and agreed, the use of borrowing. The Greater Norwich Growth Board manages the risks to delivery and provides a robust means of agreeing ongoing priorities.

Figure 2: Greater Norwich Growth Programme process



- 2.4 The GNIP Infrastructure Framework looks over longer term and tends to identify the earliest date on which a piece of infrastructure can be delivered taking account of broad indications and reasonable assumptions of funding availability. The business plans and Growth Programme take a shorter term view and consequently prioritise schemes based only on known funding sources or those with a high degree of certainty.
- 2.5 Local communities will retain 15% of Community Infrastructure Levy contributions to deliver schemes within their area (25% where there is a Neighbourhood Plan in place).

Progress on delivering key infrastructure

- 2.6 The Postwick Hub is under construction with completion expected later in 2015. The Northern Distributor Road has been considered through the Nationally Strategic Infrastructure Projects process. The public examination hearings closed on 2 December 2014 with a decision due no later than the beginning of June 2015.
- 2.7 A major improvement at Thickthorn to address existing and future problems has been included in the trunk road programme 2015-21. The scheme had previously been identified in the Infrastructure Framework with an expectation that it would be developer funded at an indicative cost of £30m. The Government announcement essentially releases this level of CIL investment for other elements of the Infrastructure Framework. The £2m LGF previously allocated for Thickthorn has been switched to Longwater in 2015/16-17/18.
- 2.8 The Norwich Area Transportation Strategy is a New Anglia Strategic Economic Plan priority. The New Anglia Growth Deal announced in July 2014, and the more recent (February 2015) Growth Deal 2 announcement, confirmed Local Growth Funding of £11m for scheme delivery from 2015-2020. Final sign-off of the funding will be made by the New Anglia Local Transport Body (the Local Transport Body is set up across Norfolk and Suffolk to provide advice to the LEP Board and manage central government funding devolved to the LEP for transport schemes).
- 2.9 Improvements for buses and cyclists in the City centre have been introduced, funded from a variety of sources, on Grapes Hill, Chapelfield North, Theatre Street, Rampant Horse Street, St Stephens Street, Westlegate and Red Lion Street.
- 2.10 In August 2013 the area was awarded £3.7m Cycle City Ambition grant, which, with match funding, has led to over £5.5m investment in cycling for the period up to March 2016. A successful second round bid in February 2015 awarded a further £8.4m which, with match funding provides £15.4m investment for the period up to March 2019.

3. Key Infrastructure

3.1 There are a range of topic based mechanisms for the delivery of Infrastructure, including plans and strategies with their own objectives, priorities and implementation plans. The Greater Norwich Infrastructure Plan is guided by these topic plans and processes and also influences them to meet needs arising from emerging growth pressures. The GNIP's main focus is on green infrastructure, transport, schools and community facilities such as libraries, sports and recreation. This section also includes infrastructure which is required to support growth but is funded and delivered by other means and does not feature in the Infrastructure Framework. Work on utilities infrastructure and capacity constraints is ongoing.

Green Infrastructure

3.2 A Green Infrastructure Delivery Plan was produced in 2009 focusing on the two main geographical areas identified for significant development: South West and North East Norwich. It identifies a number of schemes or projects to contribute to the protection and enhancement of the strategic green infrastructure network and continues to inform delivery.

3.3 However the understanding of need and prioritisation is always under revision and as information becomes available, projects are refined and re-prioritised. The projects in the Greater Norwich Infrastructure Plan are based on the need to mitigate the potential impacts on European Sites under the Habitat Regulations and an understanding of the location and timeframe for development within the spatial framework of the identified green infrastructure corridors.

3.4 Green infrastructure is identified in the Strategic Infrastructure programme.

Transport

3.5 Provision is guided by the Norwich Area Transportation Strategy and its implementation plan developed alongside the Joint Core Strategy. The proposals in the Implementation Plan (updated in 2013) include:

- plans for improving transport and accessibility in the city centre
- improving the cycling and walking network across Norwich
- further improvements to rail and bus services building towards a Bus Rapid Transit system for the city.
- capacity improvements to the A47 Postwick interchange (Postwick Hub)
- delivering the Northern Distributor Road
- taking additional steps to improve traffic flows in the area

3.6 A number of elements in the Implementation Plan are directly related to the delivery of growth, such as Bus Rapid Transit routes associated with major growth locations. Implementation is kept under review to reflect housing and employment delivery and the availability of further funding.

Schools

- 3.7 The County Council is responsible for ensuring sufficient school places and works with a variety of providers. Growth can often be accommodated through expansion of existing schools but new schools are also required to serve large scale growth. Funding comes from a mainstream capital funding, S106 and CIL. The County Council develops a capital programme which is reflected in this GNIP.

Waste and recycling

- 3.8 Responsibility for waste disposal and planning, including Household Waste Recycling Centres, lies with Norfolk County Council. The County Council has to ensure that waste facilities coming forward provide adequate capacity to dispose of and/or treat all other kinds of waste, including commercial and industrial, construction and demolition, and hazardous waste.
- 3.9 There are currently seven Household Waste Recycling Centres in the area. One additional centre will be required by 2026, with the preferred location being the Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle.

Police, Ambulance and Fire services

- 3.10 Development will be well designed, to include safe and accessible space where crime and fear of crime are minimised. Access to police services through Safer Neighbourhood Teams will require new local facilities in major growth locations, though there may be scope to co-locate these with other community facilities. Norfolk Constabulary has indicated the need for a deployment base at Postwick junction and Beat Offices at Thorpe St Andrew and Rackheath.
- 3.11 Additional ambulance service capacity is expected to be met through a reorganisation of existing provision and the use of strategically located stand-points or facilities at hospitals, with limited impact on capital expenditure.
- 3.12 Fire appliances must be based at stations for most of the time. The existing fire stations across the area are well positioned in relation to the strategic growth locations and are expected to provide the necessary levels of service.

Healthcare

- 3.13 Health care facilities and the infrastructure needed to promote healthy lifestyles are required. The precise scale and nature of the facilities required will be dependent on the evolving nature of healthcare provision and will be kept under review.
- 3.14 NHS England continue to engage with the GNGB partners about the need for health and social care facilities, including potential facilities at Old Catton/Sprowston and Rackheath, and the expansion of existing facilities elsewhere.

Community infrastructure

- 3.15 Parishes will receive 15% of the CIL to deliver community infrastructure projects that they deem as necessary to support growth in their area. This rises to 25% where there is an adopted Neighbourhood Plan. Broadland District Council and South Norfolk Council continue to engage with parishes about the delivery of infrastructure, including how this relates to the development and implementation of Neighbourhood Plans. In the Norwich City Council area there are no parishes and the council will be consulting directly with communities.

Libraries

- 3.16 The County Council has a statutory responsibility to provide a comprehensive and efficient library service. New housing development may be served by a new library building, fixtures and stock, upgrading or providing extra capacity at an existing library or providing a mobile service. Funding requirements may be phased throughout the Plan period dependent on the trajectory of development at any particular location.

Recreation

- 3.17 Recreational facilities are provided and maintained by a number of different organisations, both public and private. Additional recreational facilities required to serve growth will be provided on-site on larger new developments and through improvements to existing facilities. Up to date evidence from the playing pitch and built sports facilities strategies will be used to inform prioritisation decisions and will assist sports facilities providers in accessing grant funding.

Housing

- 3.18 The Joint Core Strategy policy target for delivery of affordable housing is 33% of total housing delivery. Affordable housing will continue to be negotiated on a site by site basis alongside other direct development requirements. As strategic infrastructure is funded from pooled sources, negotiations on Affordable Housing provision do not directly impact on delivery of the Strategic Infrastructure programme.

Electricity

- 3.19 The partners continue to work with UK Power Networks to explore mechanisms to ensure the cost of electricity infrastructure is shared proportionately between planned developments. No significant barriers to the delivery of require infrastructure have been identified.

Gas

- 3.20 Limited improvements to gas infrastructure are required across the area and do not provide a constraint.

Water

- 3.21 Significant investment is required in infrastructure to support growth and meet the requirements of the Habitat Regulations. Water quality is crucial, due to the number of protected sites relying on high water quality, including the Broads.

3.22 Anglian Water’s “Water Resource Management Plan 2015” was approved in 2014 and covers the period 2015 to 2040. Some £25.6m of investment is proposed in the Norwich and the Broads water resource management zone during the period 2015-20 to deliver a relocation of the direct intake, improve water efficiency and enhanced metering. Further investment is proposed during post-2030 to resolve longer term issues. The plan also identifies additional options for maintaining the supply-demand balance should the future deficit significantly exceed current expectations.

Waste Water

3.23 Growth in several parts of the area is dependent on investment at sewage treatment works. Investment in sewerage capacity is required to the north and the south of Norwich and to serve the city centre. The timing of these investments will have an important effect on the phasing of development. The partners are working closely with Anglian Water to identify the best means of ensuring infrastructure is provided in a timely manner to serve development. Anglian Water works in five-year Asset Management Programmes with the forthcoming period for 2015-2020.

Table 1: Sewerage investment required to support major growth

Broadland : North East Growth Triangle	A new strategic sewer to Whitlingham would use existing way leaves on the route of the existing sewer and can be upgraded in sections. Delivered by developers and Anglian Water through requisition order process.
Norwich : Three Score, Bowthorpe South Norfolk : North Hethersett; Costessey, Lodge; Farm, Easton	Yare Valley sewer upgrade
Long Stratton	Strategic sewer

Flooding

3.24 The great majority of development proposed in the JCS is located in areas with no fluvial/tidal flood risk. Any development proposed in areas of some flood risk (zone 2), will have to provide a flood risk assessment to show how flood risk can be mitigated. This will apply mainly to limited areas of the city centre. In Broadland and South Norfolk, the site allocations documents have actively avoided allocating any new sites with any Zone 2 or 3 flood risk.

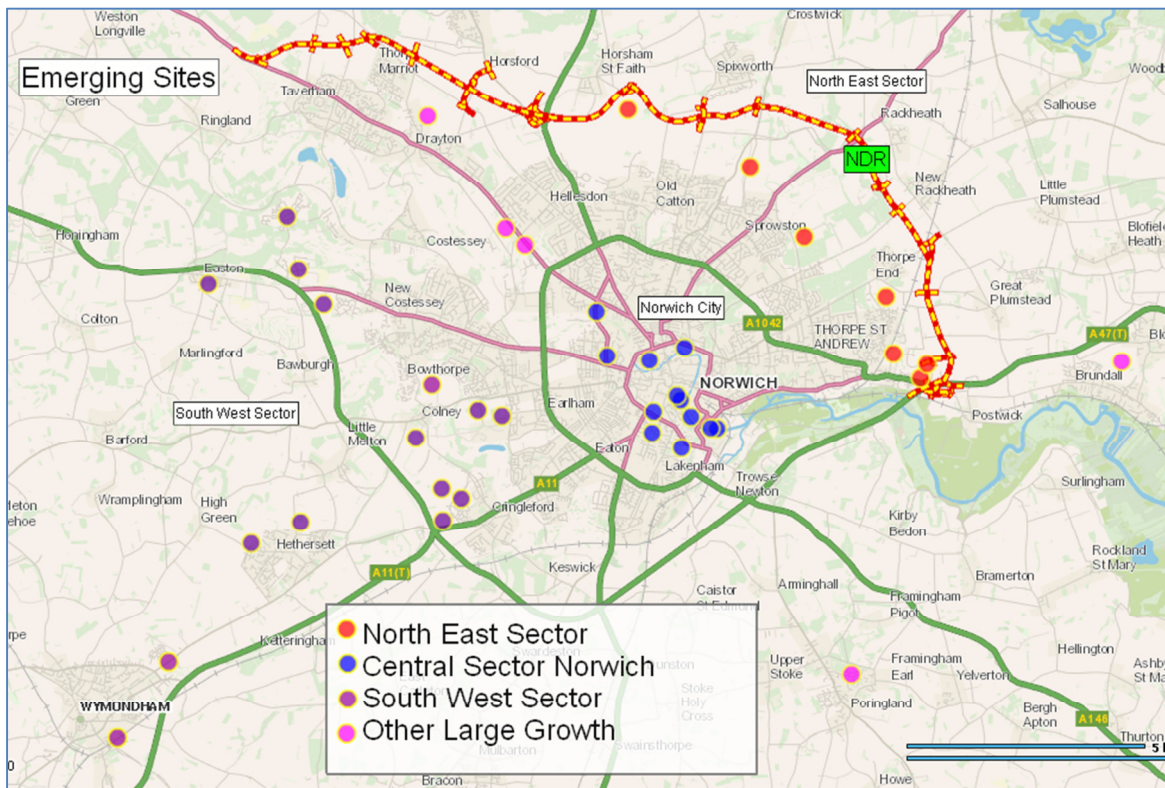
3.25 Developers will work with the relevant public authorities in minimising flood risk through a combination of high quality urban design and green infrastructure, as well as use of Sustainable Drainage Systems.

Telecoms

- 3.26 A high speed and reliable broadband infrastructure is critical to economic development. It is also a key component in tackling deprivation and improving access to services amongst disadvantaged communities.
- 3.27 The 'Broadband Strategy for Norfolk' highlights the importance of broadband to enable businesses to grow, encourage investment and reduce the digital divide and is being used to identify priorities and investment opportunities in the area.
- 3.28 The "Better Broadband for Norfolk" project began in 2012 and phase 1 completes at the end of 2015. Phase 2 was announced in January 2015. On completion the project aims to ensure that 92% of premises in Broadland, 99% in Norwich and 86% in South Norfolk, are connected to the broadband fibre network providing access to 24mb/s. The aim of the project will be to supply the majority of Norfolk with access to superfast broadband and everyone with at least 2mb/s.

4. Major Growth Locations

4.1 Infrastructure planning reflects the distribution of planned growth illustrated in figure one. Progress is illustrated on the following map



North East Norwich

- 4.2 The North East sector includes the Old Catton, Sprowston, Rackheath Thorpe St Andrew Growth Triangle as well as a number of adjacent developments. It is the largest single growth location in the Joint Core Strategy seeking to deliver 10,000 additional new homes (on top of existing commitments in 2008), a 25 hectare expansion of Broadland Business Park, 25 hectares of new employment land at Rackheath and 30 hectares of new employment land at the airport. In addition, planning permissions have been granted for a 40 hectare Aeropark on the north side of the airport, and a 12,750m² office development on the old hospital site at Thorpe St Andrew.
- 4.3 Successful delivery is dependent on the Postwick Hub and the Norwich Northern Distributor Road. The Postwick Hub is under construction. The decision on development consent order for the Northern Distributor Road is due by June 2015 and this timetable will not delay housing delivery.
- 4.4 Broadland District Council is producing an Area Action Plan to coordinate planning and delivery across the triangle. The Area Action Plan has been submitted for examination with hearings due later in 2015.
- 4.5 Although the Area Action Plan has yet to be adopted there are significant planning consents in the Growth Triangle that total over 5,300 dwellings. While delivery will span a number of years all these are planned to be on site within the next 3 years. Emerging developments in the north east sector as a whole are summarised in table two below.

Table 2: North East sector – significant sites for early delivery

Site/ Location	Development	Status	Expected start
Norwich International Airport	Aeropark 40ha aviation related business development	Permitted	2015
Beeston Park (North of Sprowston and Old Catton)	3,520 dwellings, employment, shops, services, cafes, restaurants and pubs, a hotel, two primary schools, community space	Resolution to permit	2016
White House Farm (Sprowston)	1233 dwellings, a link road, a primary school, and a large woodland park	Permitted (pre-CIL)	Commenced
Brook & Laurel Farms including Broadland Business Park North (Thorpe St Andrew)	600 dwellings, 14.6ha of employment land and local centre plus a link road between Plumstead Rd and BBP.	Permitted	2017/18
Broadland Business Park South (Thorpe St Andrew)	5 ha undeveloped	Remainder of allocation	
Broadland Gate (Thorpe St Andrew)	c18ha of employment land associated with the Postwick Hub junction	Permitted junction under construction	
Former northside hospital (Thorpe St Andrew)	12,750m ² office development	Permitted existing buildings demolished	

4.6 The original delivery trajectory and infrastructure delivery profile was developed to support a strong start within the Triangle. This remains the case.

Norwich City

4.7 The city is unique as a growth location as the majority of the commitment of 8,600 dwellings will be delivered on many smaller sites within the existing urban area. Some of the more significant sites with early delivery are identified in table three below. The largest site, for 1000 dwellings at Bowthorpe, and developments at UEA are included under the South West Sector as they will share some of the same infrastructure.

Table 3: Norwich City - significant sites for early delivery

Site/ Location	Development	Status	Expected start
City Centre			
St Ann's Wharf, King Street	Mixed use development of 437 dwellings plus retail and leisure uses	Permitted	2016/17
Mounergate West	180 dwellings	Allocation	2016/17
Wherry Road	66 dwellings	Permitted	Underway
Muspole Street	57 dwellings	Permitted	2016/17
Barrack Street	Mixed use office (20,500sqm), shop units, hotel and 200 dwellings	Permitted	Part implemented
All Saints Green/Bus Station	228 student bedrooms	Permitted	Underway (Complete 2015)
Edge of centre (Dereham Rd corridor)			
Goldsmith street	100 dwellings	Allocated	2015/16
Edge of centre to south east sector			
Aviva Car Park, Brazengate	86 dwellings	Permitted	Underway (near completion)
Kerrison Rd / Carrow Road	NR1 (Taylor Wimpey) 174 dwellings	Permitted	Complete March 2015
	Carrow Quay 250 dwellings	Permitted	2015/16
Lakenham Sports Club	75 dwellings	Permitted	Underway
North west sector (Fakenham Rd corridor)			
Havers Road	100 dwellings	Allocated	2017/18

4.8 These sites generally only require improvements to provide open space requirements and access but do pressure the city wide transportation networks and education provision. Education, transport and green infrastructure projects are required across the city to meet current development rates, although because of the area wide nature of many of these improvements development is not directly dependent on infrastructure delivery.

South West

Table 4: South West sector - significant sites for early delivery

Site/ Location	Development	Status	Expected start
Threescore-Bowthorpe	1000 dwellings, plus housing with care	Permitted (pre-CIL)	Underway
UEA	1,000 student bedrooms	Permitted / allocated	220 by 2015 remainder 2016/17
Norwich Research Park (UEA)	Enterprise Centre	Permitted	Underway
Norwich Research Park (Colney)	43ha available for expansion. Centrum and Medical Research buildings completed	Permitted	
Roundhouse Park (Cringleford)	280 dwellings remaining	Permitted (pre-CIL)	Underway
Newfound Farm (Cringleford)	620 dwellings	Allocation with resolution to permit	2015/16
Land north and south of A11 (Cringleford)	Around 650 dwellings	Allocation	2016/17
North village (Hethersett)	1196 dwellings	Permitted (pre-CIL)	2015/16
Gt Melton Rd (Hethersett)	158 dwellings	Permitted (pre-CIL)	2015/16
Wymondham	2420 dwellings on a range of sites	Permitted (pre-CIL)	Underway/ 2015
Queens Hills (Costessey)	390 dwellings remaining	Permitted (pre-CIL)	Underway
West of Lodge Farm (Costessey)	490 dwellings	Permitted	Underway
Longwater (Costessey)	6,660m2 Major retail development (for Next)	Permitted	Underway
Easton	900 dwellings	Application submitted	2015/16

- 4.9 The South West includes four major growth locations in South Norfolk, Wymondham, Hethersett, Cringleford and Easton, plus Three Score (Bowthorpe) in Norwich. It also includes UEA (Norwich) and the strategic employment locations at Longwater, Hethel and Norwich Research Park.
- 4.10 Collectively the growth at Wymondham, Hethersett, Cringleford and the NRP is dependent on an improvement at the A11/A47 Thickthorn junction and public transport corridor enhancements. A major improvement at Thickthorn has been included in the trunk road programme 2015-21.
- 4.11 Similarly, growth at Easton and Costessey is served by the A1074 Dereham Rd public transport route and improvements at Longwater junction.

Long Stratton

- 4.12 South Norfolk Council is preparing an Area Action Plan for Long Stratton. The Area Action Plan has been submitted for examination. In addition there have been pre-application discussions with potential developers promoting land for 1800 houses and the bypass. The delivery of the bypass is a prerequisite of growth. Phasing linked to development rates is being explored through the Area Action Plan. Currently there is no immediate development pressure for delivery of the bypass or other Long Stratton Growth related infrastructure, but there remains a long-standing desire for the bypass to be constructed to improve existing quality of life.

Elsewhere in the Norwich Policy Area

- 4.13 In addition to the major growth locations, the JCS seeks additional commitment for about 3800 homes on smaller sites in the Broadland and South Norfolk parts of the Norwich Policy Area. These sites are being identified through sites allocations documents. Recent permissions have included speculative applications taking advantage of the lack of five year housing supply. Local infrastructure enhancements may be required for these sites and secured through Section 106 legal agreements. Cumulative impacts of small sites are hard to predict and it is likely that improvements will be driven by the pressure on services and facilities. These do not appear in the short term but will be kept under review.
- 4.14 Some of the larger sites, or particular concentrations of smaller sites, may influence decisions on strategic infrastructure:
- Development at Blofield and Brundall will benefit from some of the strategic infrastructure serving the north east quadrant.
 - Although of a smaller scale than in the north east and south west quadrants, significant concentrations of growth are planned in the north-west, on the Fakenham Road axis, and in the south east from the edges of the city centre out towards Poringland.

Table 5: other significant sites for early delivery:

Site/ Location	Development	Status	Expected start
Golf Course (Hellesdon)	1000 dwellings,	Emerging allocation	2017/18
Hospital site (Hellesdon)	300 dwellings	Emerging allocation	2017/18
Cator Lane / Hall Road (Drayton)	200 dwellings	Permitted	2016/17
Various Blofield / Brundall)	Over 400 dwellings	Permitted	Underway
Various Framingham Earl / Poringland	Over 900 dwellings	Permitted	Underway

Outside the Norwich Policy Area

- 4.15 Outside the Norwich Policy Area the scale of planned growth is modest and currently is not identified to require anything other than development specific improvements likely to be secured through the planning process. Infrastructure requirements will be kept under review

Appendix 1: Greater Norwich Infrastructure Framework

Community Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Funding Profile												
								2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
CF1	Broadland	Community Facilities																		
CF1.1	Broadland	Community Building - Home Farm	Serviced Site provided as part of Home Farm development	TBC		Other			X											
CF1.2 (prev. 2.1)	Broadland	Community Building - Brook & Laurel Farm	Requires Project Brief / Feasibility	500	75	S106/CIL	425					300								
CF1.3 (prev. 2.2)	Broadland	Community space including new library -North Sprowston & Old Catton	Requires Project Brief / Feasibility	2,400		S106/CIL	2,400				2,400									
CF1.4	Broadland	Community Building - Land South of Salhouse Road	Requires Project Brief / Feasibility	500		S106/CIL	500						500							
CF1.5	Broadland	Community Building - Rackheath	Requires Project Brief / Feasibility	500		S106/CIL	500							500						
CF1.7	Broadland	Expansion of Sprowston Library				S106/CIL														
CF1.8	Broadland	Modernisation of Thorpe St Andrew School swimming pool	Feasibility Study required	1,000		S106/CIL														
CF1.9	Broadland	New Sports Hall in Thorpe St Andrew	Feasibility Study required	2,700	1,900	S106/CIL	800				2,700									
CF1.10	Broadland	Refurbishment of 3G pitch in Thorpe St Andrew	Feasibility Study required			Other														
CF1.11	Broadland	Modernisation of Hellesdon High School sports hall	Feasibility Study required			S106/CIL														
CF1.12	Broadland	Modernisation of Aylsham High School swimming pool	Feasibility Study required			S106														
CF1.13	Broadland	Gym and Dance Hall contribution Aylsham	Feasibility Study required			S106														
CF1.14	Broadland	Sports Hall Provision in Reepham	Feasibility Study required			S106														
CF1.15	Broadland	Modernisation of Sprowston High School Swimming Pool	Feasibility Study required	1,000		S106/CIL														
CF1.16	Broadland	Modernisation of Sprowston High School Sports Hall	Feasibility Study required	1,000		S106/CIL														
CF1.17	Broadland	A new sports hall in a growth area (such as Rackheath) co-located with a new secondary school	Feasibility Study required	2,750																
CF1.18	Broadland	A new sports hall in Acle	Feasibility Study required	2,700		S106/CIL														
CF1.19	Broadland	New pitch provision in NEG T	Delivered by Development			S106														
CF1.20	Broadland	Children's Playspace delivered through the development of allocations within the Growth Triangle	Delivered by development.			S106														
CF1.21	Broadland	Informal Open Space delivered through the development of allocations within the Growth Triangle	Delivered by development. Required to fulfill HRA public access to open space requirements.			S106														
NP1.1	Broadland	Acle Neighbourhood Plan																		
NP1.1.1 (PRI 3)	Broadland	Village Centre Public Realm Improvements inc. increasing pavement width and open space	Requires Project Brief / Feasibility			CIL and Other														
NP1.1.2 (EDU?)	Broadland	Improvements to Building and Sports Facilities at Acle High School	Requires Project Brief / Feasibility			CIL and Other														
NP1.4	Broadland	Sprowston Neighbourhood Plan																		
NP1.4.2 (CF2.?)	Broadland	Community Hub - Diamond Centre				CIL and Other		x												
NP1.4.3 (PRI 1)	Broadland	Public Realm Improvements at Wroxham Road Local Centre and Tree Planting along Wroxham Road	Requires Project Brief / Feasibility			CIL and Other														
NP1.4.4 (PRI 2)	Broadland	Public Realm Improvements inc. Traffic Calming Measures, Planting and review of on-street parking. School Lane, Sprowston	Requires Project Brief / Feasibility			CIL and Other														
NP1.5	Broadland	Strumpshaw Neighbourhood Plan																		
NP1.5.1 (CF2.?)	Broadland	Community Room and Allotments	To be delivered through development			S106														

*Indicative timetable for delivery

Community Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Funding Profile														
								2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26			
NP1.5.2 (CF2.?)	Broadland	Toilet, Kitchen and Amenity Facilities at St Peters Church				CIL and Other																
HWRC1	Broadland	Home Waste Recycling Centre - Rackheath																				
HWRC1.1	Broadland	Home Waste Recycling Centre - Rackheath	Requires Project Brief / Feasibility	450		S106/CIL	450															
		Policing																				
CI 1.1	Broadland	Police Deployment Base - Vicinity of Postwick Junction	Norfolk Constabulary Broadland Command Policing Plan	TBC		Other																
CI 1.2	Broadland	Police Beat Office - Thorpe St Andrew	Norfolk Constabulary Broadland Command Policing Plan	TBC		Other																
CI 1.3	Broadland	Police Beat Office - Rackheath	Norfolk Constabulary Broadland Command Policing Plan	YNC		Other																
		Health Care																				
HC4	Broadland	Sprowston / Old Catton Health and Social Care Facility	Infrastructure Needs and Funding Study 2009	3,350		Other																
HC5	Broadland	Rackheath Health and Social Care Facility	Infrastructure Needs and Funding Study 2010	3,350		Other																
HC6	Broadland	NE Norwich - Expansion of existing Heath and Social Care Facility	Infrastructure Needs and Funding Study 2011	TBC		Other																
CF2	Norwich	Community Facilities																				
CF2.x	Norwich	Noticeboards (citywide)		10	10	CIL n'hood	0		10													
CF2.x	Norwich	Heartsease electric gym	Further work required to scope and develop project	65	65	CIL n'hood	0			65												
CF2.x	Norwich	Netherwood Green BMX / woodland play		48	48	CIL n'hood	0	24	24													
CF2.x	Norwich	Natural area improvement South of George Fox Way	Delivery 2015-16	10		CIL n'hood	0		10													
CF2.x	Norwich	Mile Cross Business Centre	Investment in employment infrastructure – project to be developed.																			
CF2.x	Norwich	Suckling Avenue Restoration	Single scheme too big for neighbourhood funding, but potential here for an HLF bid?																			
CF2.x	Norwich	Bowthorpe Park bowling green and pavillion improvements	Design required	130		City Council Capital Programme																
CF2.x	Norwich	Bowthorpe Park tennis court improvements	Design required	143		City Council Capital Programme																
CF2.x	Norwich	Bowthorpe Park multi-use games area improvements	Design required	94		City Council Capital Programme																
CF2.x	Norwich	Modernisation of Hewett School swimming pool	Feasibility Study required																			
CF2.x	Norwich	Pitch Improvement at Eaton Park	Feasibility Required	10-50k																		
CF2.x	Norwich	Improved Changing facilities and pitch improvement at Sloughbottom Park	Feasibility Required	685																		
CF2.x	Norwich	Reinstatement of NELM Pitches and Facilities	Feasibility Required																			
CF2.x	Norwich	Artificial Grass Pitch at Open Academy	Feasibility Required																			
CF2.x	Norwich	Additional Storage Space and Floodlights at Recreation Road	post 2017																			
CF2.x	Norwich	Children's Playspace, Sports Pitches and Informal Recreation Space delivered through the development of allocations	Status review of open space / play projects is required			S106																
CF3-5	South Norfolk	Community Facilites																				

*Indicative timetable for delivery

Community Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Funding Profile													
								2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26		
CF3.4	South Norfolk	Expansion of Long Stratton library	Awaiting developer contributions once development proceeds			S106/CIL					Major growth starts										
CF3.x	South Norfolk	New Swimming Pool and Sports Hall in Diss	Design Required	10,000-12,000	6,800-8,800	CIL/other	3,200			1,600	1,600										
CF3.x	South Norfolk	Full size Artificial Grass Pitch in Wymondham	Wymondham High School Academy masterplan	500		CIL/Other			500												
CF3.x	South Norfolk	Long Stratton Sports Hub, pitch improvements	Feasibility Required	500		CIL/Other				500											
CF3.x	South Norfolk	New Pitches North Hethersett	Delivered by Development - but uncertain whether only pitches or also changing rooms etc will be provided through the S106	?		S106/CIL			?	?											
CF3.x	South Norfolk	Artificial Grass Pitch in Diss	Design Required	500		CIL/Other				500											
CF3.x	South Norfolk	New pitches and Clubhouse in Loddon	Feasibility Required	530		CIL/Other				530											
CF3.x	South Norfolk	New pitches, AGP and Clubhouse in Poringland	Feasibility Required	1,000		CIL/Other				1,000											
CF3.x	South Norfolk	New football pitches, better drainage and changing improvements in Scole	Feasibility Required	200		CIL/Other				200											
PPS	South Norfolk	Improvements to Burston football/cricket clubhouse		30		CIL				30											
PPS	South Norfolk	Diss Cricket Club - replacement cage and nets		22		CIL				22											
PPS	South Norfolk	Improvements to Hales cricket clubhouse		130		CIL					130										
PPS	South Norfolk	Improvements to Hales bowls clubhouse		30		CIL					30										
PPS	South Norfolk	Resurfacing of Hingham tennis courts & new fencing		45		CIL				45											
PPS	South Norfolk	Improvements to Topcroft football/cricket clubhouse		30		CIL				30											
PPS	South Norfolk	Improvements to Wymondham (Ketts Park) tennis clubhouse		30		CIL				30											
PPS	South Norfolk	Improvements to Yelverton football changing facilities		30		CIL				30											
	South Norfolk	Children's Playspace, Sports Pitches and Informal Recreation Space delivered through the development of allocations	Status review of open space / play projects is required			S106															
NP2.1		Cringleford Neighbourhood Plan																			
NP2.1.3	South Norfolk	Demand for Medical / Dentistry facilities	Unlikely to be delivered other than through NHS funding																		
NP2.1.5 (PPS)	South Norfolk	3.8 hectare playing field to accommodate a cricket pitch, football pitches and Pavilion to include changing rooms.	Scheme that would deliver this playing field refused PP; appeal in progress, so timescale uncertain	?		S106				?	?	?									
NP2.1.6	South Norfolk	Cringleford Library facilities	All developers will be required to make provision for additional library facilities for the library service which serves the development. This will be funded through either a Section 106 Agreement or the Community Infrastructure Levy, except to the extent (if any) that this would render needed development unviable.	?		S106/CIL			?	?	?	?	?								
NP2.1.7	South Norfolk	Allotment and Community Orchard	A possible site is indicated on the Proposals Map. Developers (Barratts) to deliver as part of the S106 (although these discussions are not yet finalised and PP not yet issued)	?		S106				?	?										

*Indicative timetable for delivery

Emerging Neighbourhood Plan Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Total Estimated Scheme Cost (£,000)	Contributory funding (£,000)	SOURCE	Funding need (£,000)	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
NP1.2	Broadland	Drayton Neighbourhood Plan																		
NP1.2.1 (T)	Broadland	Improved walking and cycling routes	Requires Project Brief / Feasibility				CIL and Other													
NP1.3	Broadland	Great and Little Plumstead Neighbourhood Plan																		
NP1.3.1 (T)	Broadland	Footpath Improvement Water Lane to Great Plumstead	Requires Project Brief / Feasibility				CIL and Other													
NP1.3.2 (T)	Broadland	Cycle and Pedestrian NDR Crossing at Low Road	Requires Project Brief / Feasibility		2000		CIL and Other	2000												
NP1.3.3 (T)	Broadland	Install hard standing at Great Plumstead bus stop	Requires Project Brief / Feasibility				CIL and Other													
NP1.3.4 (T)	Broadland	Improvement at Norwich Rd, Salhouse Rd, Belt Rd and Honeycombe Rd junction	Requires Project Brief / Feasibility				CIL and Other													
NP1.3.5 (T)	Broadland	Extend Woodland Footpath along northern and western boundary of Thorpe End.	Requires Project Brief / Feasibility				CIL and Other													
NP2.2		Mulbarton Neighbourhood Plan																		
NP2.2.1 (T)	South Norfolk	Transport Plan including bus stops, cycle parking or pavements	NP in production - Reg 14 current stage				CIL													
NP2.2.2 (T)	South Norfolk	Car Parking management measures to local schools and Doctor's surgery.	NP in production - Reg 14 current stage				CIL													
NP2.2.4 (T)	South Norfolk	Implementation of reduced traffic speed schemes	NP in production - Reg 14 current stage				CIL													
NP2.2.5 (T)	South Norfolk	Cycle routes to Hethel Engineering Centre/ Lotus and Norwich	NP in production (Reg 14 current stage) NOTE Project may fit with aims of the GNIP Hethel GI project P9.4				S106 / CIL possible													
NP2.2.6 (T)	South Norfolk	Resited Doctor's surgery	NP in production - Reg 14 current stage																	
NP2.2.7 (T)	South Norfolk	Mulbarton Common, enhancements	NP in production - Reg 14 current stage				CIL													

*Indicative timetable for delivery

Education Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding and Source		To fund	Funding profile											
					S106	Basic Need		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	Broadland	Blofield Primary Extension to 315 - Feasibility	Feasibility only. Unfunded project	50	tbd	tbd	tbd	50											
EDU1/2	Broadland	Blue Boar Lane New (commissioned) 420 Primary		6,400	4,300	2,100	0		1,280	2,560	2,560								
	Broadland	Little Plumstead Primary Extension to 420	Project for 420 on hold until further growth.	3,000	400		2,600				3,000								
EDU5	Broadland	Beyond Green New (commissioned) 420 Primary #1		6,400	0	0	6,400				1,280	2,560	2,560						
	Broadland	Hellesdon New (relocated an/or enlarged) 420 Primary		6,400	0	0	6,400				1,280	2,560	2,560						
EDU6	Broadland	Beyond Green New (commissioned) 420 Primary #2		6,400	0	0	6,400						1,280	2,560	2,560				
EDU7 (9?)	Broadland	North Norwich New (commissioned) Secondary		26,000	0	13,000	13,000							2,600	2,600	3,900	3,900		
EDU1/2	Broadland	Rackeath New 420 Primary #1		6,400	0	0	6,400									1,280	2,560	2,560	
EDU1/2	Broadland	Rackeath New 420 Primary #2		6,400	0	0	6,400									1,280	2,560	2,560	
EDU1/2	Broadland	Land East of Broadland Business Park New 420 Primary		6,400	0	0	6,400									1,280	2,560	2,560	
EDU1/2	Broadland	South of Salhouse Road New 420 Primary		6,400	0	0	6,400									1,280	2,560	2,560	
NP1.1.5	Broadland	Improvement to existing Pre-School Facility at Primary School	Requires Project Brief / Feasibility																
	Norwich	Catton Grove Primary Extension to 630	Underway	2,000	0	2,000	0	x	x										
	Norwich	Bignold Primary Extension to 630		2,249		2,249	0	49	421	1,779									
	Norwich	Sparhawk Infants Extension to 180		325		325	0		325										
EDU11	Norwich	Norwich Central New (commissioned) Primary 210		4,100	0	0	4,100					820	1,640	1,640					
	South Norfolk	Poringland Primary Extension	Project underway to replace existing mobiles with permanent. Awaiting further housing growth	885		885	0	714	100										
	South Norfolk	Wymondham High Extension	Project underway to deliver 4 classbase extension					40	920										
	South Norfolk	Queen's Hill Primary Extension to 630	excludes land purchases	5,500		5,500	0	x	x	x									
	South Norfolk	Roydon Primary Extension to 315	Current phase to 315 with view to 420 depending on growth in Roydon/Diss area	3,000		3,000	0	60	2,000	940									
	South Norfolk	St Augustine's Primary Extension to 315	Basic need project to deliver expansion to 315	870		870	0		76	794									
S106	South Norfolk	Trowse New (relocated and/or enlarged) 210 Primary		4,300	1,100	3,200	0		860	1,720	1,720								
	South Norfolk	Brooke New (relocated) 150 Primary	Capital maintenance funding	3,000	0	3,000	0			600	1,200	1,200							
EDU21/S106	South Norfolk	Hethersett New (commissioned) 315 Primary		5,100	4,500	600	0			1,020	2,040	2,040							
S106	South Norfolk	Wymondham High Extension		10,000		10,000	0			2,000	2,000	3,000	3,000						
EDU14/S106	South Norfolk	Wymondham New (commissioned) 315 Primary		5,100	5,100	0	0			1,020	2,040	2,040							
EDU7/8?	South Norfolk	Costessey New (commissioned) 210 Primary		4,500	790	3,710	0			900	1,800	1,800							
EDU22	South Norfolk	Easton Primary Extension to 420	Modular programme completed for Sept 14. Awaiting further housing growth for permanent capital project	2,500	0	0	2,500					2,500							
EDU25	South Norfolk	Long Stratton New (commissioned) 420 Primary		6,400	0	0	6,400					1,280	2,560	2,560					
EDU18 (NP2.1)	South Norfolk	Cringleford New (commissioned) 420 Primary	The primary school and pre-school provision will be funded by the developers (S106 or CIL or both) Land transfer S106	6,400	0	0	6,400					1,280	2,560	2,560					
S106 (NP2.1)	South Norfolk	Hethersett High Extension	The future improvement of the catchment high school will be funded by the developers Land transfer S106	5,000		5,000	0						x	x	x	x			

*Indicative timetable for delivery

Green Infrastructure Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Funding profile £'000											
									2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
GI N	Norwich	Norwich																		
GI N.1	Norwich South Norfolk	River Wensum Parkway (City and SNDC)	Feasibility work through the River Wensum Strategy Partnership	410			S106/CIL													
GI N.1.1 (GPS)	Norwich	Riverside Walk Improvement work to river banks, seating and interpretation	Delivery underway		70	19	S106	51	40	30										
GI N.1.2	Norwich	Riverside Walk Missing Link at Playhouse	Feasibility		250		DEV													
GI N.2 (CF2.x)	Norwich	Replacement/enhancement of Urban Street Trees	Pending review of green infrastructure		50	50	CIL N'Hood	0		50										
GI N.3	Norwich	Various open space / play projects within the Norwich Urban Area	Status review of open space / play projects is required (total may reduce)	2,266	1,243		S106 - various pots			0										
GI N 4	Norwich	Cycle routes - Carrow Bridge to to Deal Ground riverside path	Ready to Commence Delivery	350		250	Sustrans / CIL	100			350									
GI N.5 (CF2.x)	Norwich	Lakenham Way (Phase 1 – Nature Trail) - disused railway line running from Queen's Rd (nr. Sainsbury's) south out of the city	Ready to Commence Delivery		7	7	CIL N'Hood	0		0										
GI NFN	Area-wide	Norwich Fringe North																		
GI NFN.1	Broadland	St Faiths to Beeston Connections					CIL / Dev (Beeston Park)						X							
GI NFN.2	Broadland	Orbital Cycle Route - NEG1 to Norwich Airport	Delivered by Development				S106/S278/CIL													
GI NFN.3	Broadland	Cycle and Pedestrian Access from NDR Crossing Points to Wider Countryside	Feasibility Study 2019/2020				CIL						X							
GI NFN.4	Broadland	Broadland Gate GI Linkages																		
GI NFN.5	Broadland	Delivery of Open Space inc. Play Space and Sports Pitches - North East Norwich	Delivered by Development				S106				0	0	0	0	0	0	0	0	0	0
GI NFN.5.1 BDC ref GI.S.8.1	Broadland	Delivery of Sport Pitches, Childrens Play and Informal Open Space at White House Farm	Delivered by Development				S106			0	0	0	0							
GI NFN.5.2	Broadland	Delivery of Sport Pitches, Childrens Play and Informal Open Space at Beeston Park	Delivered by Development				Dev	0				0					x			
GI NFN.5.3	Broadland	Delivery of Sport Pitches, Childrens Play and Informal Open Space at Brook Farm	Delivered by Development																	
GI NFN 5.4	Broadland	Delivery of Sport Pitches, Childrens Play and Informal Open Space at Land East of Buxton Road	delivered by development				S106				0	0	0							
GI NFN.5.5	Broadland	Delivery of Sport Pitches, Childrens Play and Informal Open Space at Pinebanks and Griffin Lane	delivered by development				S106						x		x		x			
GI NFN 6		Connections between P7 and Marriott's Way/Wensum and P8 NW Forest & Heath																		
GI NFN 6.1	Broadland	Canhams Hill open space/GI provision as part of proposed development with opportunities to maintain and enhance the green space between Hellsedon and Drayton at Canhams Hill CWS. Included in feasibility study For Drayton & NW Forest & Heaths	Potentially Delivered by Development; Part of Feasibility Study For Drayton & NW Forest & Heaths				Dev	0												
GI NFN 6.2	Broadland	GI / Open space links between emerging and future development Hellsedon Hospital site and the Royal Norwich Golf Club. Included in feasibility study For Drayton & NW Forest & Heaths	Main parts delivered by development, links needed				Dev / CIL						X							
GI NFN 6.3 BDC REF X 9	Broadland	Drayton Drewray (Status and & Accessibility)	Part of Feasibility Study For Drayton & NW Forest & Heaths																	
GI NFN 7 BDC REF GI S7.1	Broadland	North -South GI Connectivity: Catton, Sprowston Spixworth	To be delivered through development	S106																
GI NFN 8 BDC Ref GI S10.2	Broadland	West-East GI Connectivity: Catton, Sprowston Spixworth	To be delivered through development	S106																
GI NFN 9 BDC Ref; GX15	Broadland	Improve Facilities at King George V Playing Field	Requires Project Brief / Feasibility	BDC / CIL and Other	TBC															
GI NFS	Norwich South Norfolk	Norwich Fringe South																		
GI NFS.1	Norwich	Norwich Fringe South, The Yare Valley Linear Park (Norwich and SNDC)	Feasibility 2015-19				Parts have been funded													
GI NFS.1.1	Norwich	Lakenham Common and Yare Valley connections (Harford Tip)	Feasibility - Plans drawn up by Norwich City previously, need to be revised.		15	0														

*Indicative timetable for delivery

Green Infrastructure Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Funding profile £'000												
									2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
GI NFS.1.2	South Norfolk	New Country Park; 'Whitlingham in the West' at Bawburgh/Colney Lakes	Allocated in the proposed submission SSAPD. Discussions with consultants looking at landuse and green infrastructure on behalf of landowners	650(GIDP)		24	S106 / other														
GI NFS.1.3	South Norfolk	Lodge Farm Phase 2 Green Infrastructure SW Norwich (Yare Valley)	Construction Commenced, contribution expected 2015/16. Project uncertain, 16/17 project development - see notes.			25	S106		0												
GI NFS.1.4 (GP 3)	Norwich	Yare Valley; Marston Marsh footpath and access works and habitat improvement	Delivery 2014-15		0	30	CIL	0	30												
GI NFS.1.5	Norwich	Parkway Phase 1	Majority of Phase 1 completed. The need for remaining elements needs to be assessed; estimated project cost probably inaccurate	38,500 (GIDP)	-																
GI NFS.1.6	Norwich	Norwich Crossing & Bridges – Whitlingham																			
GI NFS.1.6.1	Norwich	Norwich Crossing & Bridges – Whitlingham (Phase 1) Wensum Bridge	Planning consent in place. Concurrent with delivery of site 2016-19.	1.75M (GIDP)	-		developer funded					0	0								
GI NFS.1.6.2		Norwich Crossing & Bridges - Whitlingham (Phase 2) Yare Bridge	Requires feasibility and scheme development				CIL						x								
GI NFS.1.7	Norwich	UEA to Eaton Boardwalk extension	Requires Project Brief / Feasibility.	100,000 (GIDP)			potentially developer funded/CIL														
GI NFS.1.8 (GP 4)	Norwich	Yare Valley; Earham Millennium Green Enhancements	Delivery 2014-15			-		0	15												
GI NFS.1.9 (GP 8)	Norwich	Earham Millennium Green Path Improvements	Ready to start design / implementation				CIL		66												
GI NFS.1.10	Norwich South Norfolk	Colney river crossing (NRP to Threescore)	May be a High Priority but a realistic cost needs to be assessed. To come forward in line with development	80-500 (Dependant on Spec)			CIL	80-500 (Dependant on Spec)				x									
GI NFS.1.11	Norwich	Creation of river side path / boardwalk in Eaton near Church Lane	Requires Project Brief / Feasibility				CIL														
GI NFS.2	Norwich	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	Needs scheme development	200		-															
GI NFS.3 (GP 7)	South Norfolk	Norfolk & Norwich Hospital Health Wood Walks	Delivery 2014-16		40		CIL and other	40	20	20											
GI NFS.3.1 (NP 2.1 and GI NFS.7.3)	South Norfolk	Norfolk & Norwich Hospital Health Wood Walks Phase 2; Connections to wider communities	Negotiations with landowners and developers (Barratts at Cringleford) to take place. Initial feasibility work £20k						20												
GI NFS.4	Norwich	Bowthorpe open space investment plan	Delivery 2014-18	813			Some funding required in addition to s106														
GI NFS.4.1	Norwich	Threescore Development; Village Green	Bowthorpe open space investment plan - Delivery 2014-18		110		Planning condition														
GI NFS.4.2	Norwich	Threescore Development; Community Gardens	Bowthorpe open space investment plan - Delivery 2014-18		54		Planning condition														
GI NFS.4.3	Norwich	Threescore Development; Community Green	Bowthorpe open space investment plan - Delivery 2014-18		435		Planning condition														
GI NFS.4.4	Norwich	Threescore Development; Community Green-Marlpit link	Bowthorpe open space investment plan - Delivery 2014-18		80		Planning condition														
GI NFS.4.5	Norwich	Threescore Development; swale linear park	Bowthorpe open space investment plan - Delivery 2014-18		92		Planning condition														
GI NFS.4.6	Norwich	Threescore Development; SUDS lagoons	Bowthorpe open space investment plan - Delivery 2014-18		92		Planning condition		0												
GI NFS.4.7	Norwich	Threescore Development; shelter belt, Marlpit, Double hedgerow	Bowthorpe open space investment plan - Delivery 2014-18		236		Planning condition														
GI NFS.4.8	Norwich	Threescore Development; street trees	Bowthorpe open space investment plan - Delivery 2014-18		113		Planning condition														

*Indicative timetable for delivery

Green Infrastructure Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Funding profile £'000													
									2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26		
GI NFS.4.9	Norwich	Threescore Development; eastern edge	Bowthorpe open space investment plan - Delivery 2014-18		64		Planning condition															
GI NFS.4.10	Norwich	Threescore Development; southern edge	Bowthorpe open space investment plan - Delivery 2014-18		102		Planning condition															
GI NFS.4.11	Norwich	Threescore Development; Earlham Green Lane	Bowthorpe open space investment plan - Delivery 2014-18		62		Planning condition															
GI NFS.4.12	Norwich	Threescore Development; Bowthorpe historic parkland	Bowthorpe open space investment plan - Delivery 2014-18		94		S106															
GI NFS.4.13	Norwich	Threescore Development; The Runnell	Bowthorpe open space investment plan - Delivery 2014-18		269		S106															
GI NFS.4.14	Norwich	Threescore Development; Bowthorpe Southern park	Bowthorpe open space investment plan - Delivery 2014-18		81		S106															
GI NFS.4.15	Norwich	Harry Barber Close community garden	Bowthorpe open space investment plan - Delivery 2014-18		80		CIL															
GI NFS.4.16	Norwich	Smeat St community garden	Bowthorpe open space investment plan - Delivery 2014-18		72		Developer															
GI NFS.4.17	Norwich	Chapel Break allotments	Bowthorpe Open Space investment plan - Design required		135		City Council Capital Programme															
GI NFS.4.18	Norwich	Waldegrave community garden	Bowthorpe open space investment plan - Delivery 2014-18				Community led external fundraising															
GI NFS.4.19	Norwich	Rawley Road community garden	Bowthorpe open space investment plan - Delivery 2014-18				Community led external fundraising															
GI NFS.4.20	Norwich	Bowthorpe and Earlham marshes paths	Bowthorpe Open Space investment plan - Design required		67		S106						0									
GI NFS.4.21	Norwich	Yare Valley path northern extension	Bowthorpe Open Space investment plan - Design required		91		S106						0									
GI NFS.4.22	Norwich	Bunkers Hill wood	Bowthorpe Open Space investment plan - Design required		57		S106						0	0								
GI NFS.5	South Norfolk	Queens Hill Country Park	Permitted - SNC taking on management imminently. Feasibility project to connect to Marriotts Way				S106															
GI NFS.6 (GP 2)	Norwich	Danby Wood	Ready to commence. Delivery 2014-15		35	0		35	35													
GI NFS.7 (NP 2.1)	South Norfolk	Cringleford Neighbourhood Plan	Adopted NP: Projects needs to be worked up in readiness for development commencing and to avoid pressure on nearby habitat																			
GI NFS.7.1 (NP 2.1)	South Norfolk	Cringleford Landscape Protection Zone (ENV1 of Neighbourhood Plan)	Delivered by Development				S106															
GI NFS.7.2 (NP 2.1)	South Norfolk	Cringleford Gateway Tree Belt (ENV2 of Neighbourhood Plan)	Delivered by Development				S106															
GI NFS.7.3 (NP 2.1.4 and GI NFS 3.1)	South Norfolk	Cringleford Walking and Cycling (SCC3 of Neighbourhood Plan)	Delivered by Development (linked with NFS 3.1)				S106															
NFS.7.4	South Norfolk	Future Strategic Connections	CIL				CIL															
GI P1	Broadland Norwich	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)																				
GI P1.1	Broadland	Mousehold Heath and NE Norwich Heathlands	Part of corridor is covered by feasibility study: Blue Boar to NE Rackheath; other project may be considered in future		53000 (GIDP)																	
GI P1.1.2	Broadland	Feasibility Study: NE Norwich Landscape Connectivity - GI connections Blue Boar Lane to NE Rackheath	Feasibility 15/16				CIL			5												
GI P1.2	Broadland	North Rackheath Park – Broads Buffer Zone	delivered by development				S106															
GI P1.3		Pedestrian/Cycle Recreation																				
GI P1.3.1 (T31 and T38)	Broadland	Cycle routes - Thorpe St Andrew to Wroxham (Broadland Way) and Sprowston to Rackheath (Pink Pedalway)	See T31 and T38						X			X	X		X	X	X					

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Green Infrastructure Projects

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									2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
GI P1.3.2	Broadland	Three Rivers Way; Connection to Broadland Way/Norwich Cycle Network	Three Rivers Way funded. Funding required for connection to Broadland Way/Norwich Cycle Network				CIL				?									
GI P1.4	Broadland	Sprowston Manor Golf Course - Retention and protection of bat roosts	Mainly protection; Requires Project Brief				DEV						0							
GI P1.5 (GP 1)	Broadland	Early delivery of Public Access to Harrisons Plantation, The Breck and Boar Plantation. (Phased from 14/15 to 16/17)	Management plan currently under development for early delivery of land transfer and public access. Currently Secured through S106 for 20080367		35		S106 (forward funded by CIL)	35	15	5	5	5	5							
GI P1.6	Broadland	Enhancement of Newman Woods	Part-delivered. Further elements being worked up			-	POD				0									
GI P1.7	Broadland	North Sprowston and Old Catton GI Linkages - Focus on Church Lane	Requires Project Brief				Dev (Beeston Park)					0	0		0	0	0	0	0	0
GI P1.8 (BDC ref GI S 12.2)	Broadland	Triangle Wood - Protection and potential for public access	Requires Project Brief / Feasibility				CIL								X					
GI P1.9 (BDC ref GI S 10.1)	Broadland	Enhancements habitat connectivity Racecourse Plantation to Harrison Plantation	Requires Project Brief / Feasibility				S106				0	0	0	0						
GI P1.10 (BDC ref GI S 11.1)	Broadland	Parkland NE of Thorpe End	Requires Project Brief / Feasibility				S106				0	0	0	0						
GI P2	Broadland Norwich	Thorpe Ridge to The Broads via North Burlingham					CIL and other													
GI P2.1	Broadland Norwich	Thorpe Ridge - Protection and enhancement of woodlands and provision of public access; Feasibility Study	Brief written for feasibility work 15/16							5										
GI P2.1.1	Broadland	Management of Weston Wood (Ancient Woodland). Pinebanks/Griffin Lane GI and Woodland Management Plans.	Ancient Woodland Management Plan to be produced and implemented on Pinebanks site secured through the grant of planning permission.				S106	0			0	0								
GI P2.1.2	Broadland Norwich	Tree planting & management of existing street, garden, boundary and woodland trees for ecological connectivity	Feasibility required																	
GI P2.2	Broadland	Thorpe Woodlands - protection of wildlife interest & Connectivity (E Norwich Community Woodlands)	Through LP policy					0												
GI P2.3	Broadland	Plumstead to Burlingham Green Connectivity	Requires Project Brief / Feasibility				CIL							X						
GI P2.4	Broadland	Acle Green Infrastructure Enhancements	Feasibility				CIL				5									
GI P2.4.1 (BDC ref GI X1)	Broadland	Burlingham Woods enhancements	Project Development				S106			0										
GI P2.4.2 (BDC ref GI X1)	Broadland	Roman Wood, Acle Enhancements	Project Development				CIL													
GI P2.4.3 (BDC ref GI X1)	Broadland	Links and improvements to Weavers Way Trail (Norfolk Trails) at Acle / Damgate	Project Development				CIL													
GI P2.4.4 (BDC ref GI X1 and X2)	Broadland	Jubilee Woods, Acle - Access and Enhancements	Project Development				CIL													
GI P3	Area-wide	Yare Valley (Norwich to Yarmouth)																		
GI P3.1	Broadland	Norwich to Yarmouth Strategic Study	Feasibility Study				CIL					X								
GI P3.2	South Norfolk	Loddon GI Projects	Local GI Strategy to be developed in 2016																	
GI P3.3	South Norfolk	Wherryman's Way improvements; Hardley Flood	Requires feasibility and flood risk assessment work with Environment Agency (£3-4k for immediate footpath improvements and £6-7k for FRA work. Further improvements may be identified following FRA work)		0		CIL				0									
GI P4	South Norfolk	Tas Valley																		
GI P4.1	South Norfolk	Improvements to the walking network and enhanced trails to the south of Norwich; Safe access across A47 & Rail	Feasibility work looking into access across the A47 and other barriers																	

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Green Infrastructure Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Funding profile £'000												
									2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
GI P4.2	South Norfolk	Long Stratton Connectivity	To be included within the Tas Valley study, and potentially delivered through development																		
GI P4.3	South Norfolk	Tas Valley GI Study - to identify projects in and around the Norwich suburbs, Swainsthorpe, Newton Flotman, Tasburgh, Long Stratton	Study to be carried out in 2016																		
GI P5	South Norfolk	South West																			
GI P5.1	South Norfolk	GI associated with Cycle link between Hethersett and Norwich Research Park (T31.4)	see T31.4 Preparation 2014/15																		
GI P5.2	South Norfolk	Improvements to the walking network and enhanced trails around Wymondham.	Feasibility - Preparation 2014/15																		
GI P5.3 (T24.2)	South Norfolk	Cycle link between Hethersett and Wymondham	Preparation 2015/16																		
GI P5.4	South Norfolk	Wymondham GI Projects (CWS around Wymondham)	Project identification (Wymondham GI group)				\$106/CIL														
GI P5.5	South Norfolk	Ecological network projects based on linking ancient woodland patches south of Wymondham	Feasibility to take place 15/16																		
GI P5.6	South Norfolk	Wymondham - Tuttle Lane enhancements, trees and hedging. Feasibility/sign work, supply and planting of hedges and initial establishment costs	Requires Project Brief / Feasibility		30						30										
GI P5.7	South Norfolk	Wymondham - mitigation for Silfield Nature reserve (County Wildlife Site). Remedial works being identified. Works not yet costed - this will be done in 15/16. Timetable therefore also not yet known	Requires Project Brief / Feasibility		40								40								
GI P6	Broadland South Norfolk	River Tud & Yare (West)																			
GI P6.1	Broadland South Norfolk	River Tud & Yare Strategic Study Phase 1	Feasibility. Localised GI study to scope links to the extended Yare Valley and associated development i.e Easton, Little Melton, Bawburgh, Queens Hill																		
GI P7	Area-wide	Marriott's Way and the Wensum																			
GI P7.1	Norwich South Norfolk	Marriott's Way improvements																			
GI P7.1.1 (GP 6)	Norwich South Norfolk	Marriott's Way (City End) & Vision	Delivery 2014-15		60		CIL	60	60												
GI P7.1.2 (GP 9)	Norwich South Norfolk	Marriott's Way (Phase 2)	Delivery 2015-16		250		CIL	250		250											
GI P7.1.3	Norwich South Norfolk	Marriott's Way (Phase 3)	Delivery in the future																		
GI P7.1.4	Norwich	Barn Road entrance, Public realm improvements	Ready to comence Delivery		50		CIL	50			50										
GI P7.1.5	Norwich	Mile Cross Road access improvements	Ready to comence Delivery		30		CIL	30			30										
GI P7.1.6	Norwich	Sloughbottom Park – Andersons Meadow section improvements (path widening, tree works, drainage works and landscaping)	Ready to comence Delivery		250		CIL	250			250										
GI P7.1.7	Norwich	Hellesdon Road – Sloughbottom Park surfacing Enhancements	Ready to comence Delivery		25		CIL	25			25										
GI P7.1.8	Norwich	Access improvements to Burnet Road (Sweetbriar Industrial estate)	Ready to comence Delivery		10		CIL	10			10										
GI P7.1.9	South Norfolk	Marriott's Way - Improved connectivity. Additional permissive paths to permit circular walks, improved habitat with hedge planting to secure agricultural land	Feasibility required to prepare for delivery in 16-17				CIL	72			72										
GI P7.1.10	South Norfolk	Marriott's Way - improving gateways and surfacing throughout to facilitate use by all, including pushchairs etc	Feasibility required to prepare for delivery in 16-17				CIL	620			300	320									
GI P8	Broadland	North West Forest and Heath					CIL and other														
GI P8.1 (BDC refs GI X9 - X14)	Broadland	North West Norwich Forest Connections including Drayton and Thorpe Marriott	Feasibility 15/16							0											
GI P9	Area-wide	GNGB Primary Linkage Corridor (Outer Ring)																			
GI P9.1	Broadland	Improvement to walking in the NE; in relation to NDR	Requires project brief / feasibility				CIL														

*Indicative timetable for delivery

Green Infrastructure Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Funding profile £'000											
									2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
GI P9.2	Broadland	Yare to Growth Triangle Connections	Requires project brief / feasibility				CIL							X						
GI P9.2.1 (BDC ref GI X 5 / X6)	Broadland	Blofield and Brundall Green Network (Witton Run)	Requires project brief / feasibility				CIL					X								
GI P9.2.2	Broadland	Brundall to NEGT Connection	Feasibility				CIL						X							
GI P9.2.3 (BDC ref GI S 12.3)	Broadland	Landscaping of Green Lane East and Brook Farm Road Links	To be delivered by development				Dev	0	0	0	0	0								
GI P9.2.4 (BDC ref GI S 12.4)	Broadland	Landscaping of Middle Road, Gt & Lt Plumstead	Delivered by development (NDR / Brook & Laurel Farm)				Dev	-	0	0	0									
GI P9.2.5 (BDC ref GI S 13.1)	Broadland	Enhanced landscaping alongside Green Lane and Smees Lane	Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11)				Dev			0										
GI P9.2.6 (BDC ref GI S 12.1)	Broadland	Informal Open Space south west of Thorpe End	Delivered by development (NDR / Brook & Laurel Farm)							0										
GI P9.2.7 (BDC Ref GI S13.2)	Broadland	North-South GI Connectivity Gt & Little Plumstead/Poswick: Thorpe Woodlands to Smees Lane	Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11)							0										
GI P9.3	Broadland	Bure Valley Blue Way					CIL							X						
GI P9.4	South Norfolk	Hethel Green Infrastructure and Access Improvements	Needs Development																	
GI P9.5	South Norfolk	GI projects around Poringland. Connections through Brundall to NEGT	Local GI Strategy to be developed in 2016																	
GI S	Area-wide	Secondary Corridors																		
GI S.1	Broadland	Brundall to Acle Green Network	Requires Project Brief / Feasibility				CIL							X						
GI S.2	Broadland	Lenwade to Hevingham Secondary Corridor	Requires Project Brief / Feasibility				CIL							X						
GI S.3	Broadland	Haveringland to Cawston Secondary Corridor	Requires Project Brief / Feasibility				CIL							X						
GI S.4	Broadland	Broadland East to West Secondary Corridor Via Marsham	Requires Project Brief / Feasibility				CIL							X						
GI S.5	Broadland	Buxton Heath to Aylsham Secondary Corridor	Requires Project Brief / Feasibility				CIL							X						
GI S.6	Broadland	Hevingham to Thorpe Marriott Secondary Corridor	Requires Project Brief / Feasibility				CIL							X						
GI S.7	South Norfolk	Tas Valley to Norfolk Fenlands	Requires Project Brief / Feasibility																	
GI NDR		NDR MITIGATION																		
GI NDR 1 (BDC Ref GI S.7.2, and T1)	Broadland	NDR Mitigation (Culvert north of Redhall Farm)	Delivered by NDR	DfT / CIF / CIL							0	0								
GI NDR 2 (BDC Ref GI S.9.1 and T1)	Broadland	NDR Mitigation (Bat gantry and Culvert north of Garden Plantation)	Delivered by NDR	DfT / CIF / CIL							0	0								
GI NDR 3 (BDC Ref GI S.11.2 and T1)	Broadland	NDR Mitigation (Culvert and new tree belt north of Spowston Wood)	Delivered by NDR	DfT / CIF / CIL							0	0								
GI NDR 4 (BDC Ref GI S.12.5 and T1)	Broadland	NDR Mitigation (Bat Gantry, Culvert and Brown Bridge NDR Middle Road Crossing)	Delivered by NDR	DfT / CIF / CIL							0	0								
GI NDR 5 (BDC Ref GI S.13.3 and T1)	Broadland	NDR Mitigation (Bat Gantry and Culvert at Smees Lane)	Delivered by NDR	DfT / CIF / CIL							0	0								
NOTE		OTHER NDR MITIGATION TO FOLLOW (LIST NEEDS TO BE COMPILED)									0	0								

*Indicative timetable for delivery

Transport Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
T1	Broadland	NDR							13,250	27,650	63,500	16,680	1,000							
T2	Broadland	Postwick Junction						0	16,600											
T2a	Broadland	Postwick Hub	Under construction				DfT/CIF	0												
T2b	Broadland	Park and Ride Improvements					DfT/CIF	0												
T3	South Norfolk	Long Stratton			20,000	10,000	Developer (50%)	10,000			5,000	10,000	5,000							
T3.1	South Norfolk	Long Stratton Bypass					Incl above													
T3.2	South Norfolk	Hempnall Crossroads					Incl above													
T3.3	South Norfolk	Long Stratton town centre enhancements					Incl above													
T4	South Norfolk	Thickthorn	RIS Needs scheme development	85,000	85,000	85,000	HA Capital	0				15,000	25,000	25,000	20,000					
T4.2	South Norfolk	Thickthorn park and ride expansion	Land secured from S106																	
T5	South Norfolk	Longwater																		
T5.1	South Norfolk	Longwater Scheme Development			2,000	2,000	LGF			750	750	500								
T5.2	South Norfolk	Longwater walk/cycle																		
T6	South Norfolk	Norwich Research Park expansion, B1108 and other transport improvements	NRP expansion permitted and under construction	13,000			Government grant, S106, NRP													
T7	Norwich	City Centre Measures		7,725																
T7.1	Norwich	POW Rd, Rose Lane, Ag Hall Plain			5,100	3,100	LGF/CIL	2,000				1,100	2,000	2,000						
T7.2	Norwich	Tombland	part implemented																	
T7.3	Norwich	Golden Ball Street / All Saints Green Scheme Development			125	125	NCC Revenue		125											
T7.4	Norwich	Exchange Street closure																		
	Norwich	Chapelfield North / St Stephen's Street	complete																	
	Norwich	Grapes Hill bus lane	complete																	
	Norwich	St Augustines Street (by Sussex Street) zebra crossing	complete																	
T8	Broadland	BRT Fakenham Road/Drayton High Road (including BRT and cycling)																		
	Broadland Norwich	Fakenham Rd BRT Feasibility (Scheme Identification) - revenue			30	30	NCC Revenue				30									
T9	Norwich South Norfolk	Dereham Road Sustainable Transport Corridor (including BRT and cycling)		3,690																
T9.1	Norwich South Norfolk	Guardian Road Junction Feasibility			1,650	1,650	LGF/CIL	-	50	50	50	750	750							
T9.2	Norwich South Norfolk	Extension to Longwater/Easton Scheme Identification (BRT/Green Pedalway)			40	40	NCC Revenue		20	20										
T10	Broadland Norwich	Yarmouth Road Sustainable Transport Corridor (including BRT and cycling)		10,000																
T10.1 (a)	Broadland Norwich	Yarmouth Rd Sustainable Transport Corridor Scheme Identification (BRT/Green Pedalway)			20	20	NCC Revenue			20										
T10.1 (b)	Broadland Norwich	Phase 1 Delivery			tbd	tbd														
T10.2	Broadland Norwich	Phase 2 Delivery			tbd	1,000	S106													
T11	Broadland Norwich	Salhouse Rd Sustainable Transport Corridor (including BRT and cycling)		4,600																
	Broadland Norwich	Salhouse Rd Sustainable Transport Corridor Scheme Identification (BRT/Pink Pedalway)			30	30	NCC Revenue		30											
	Broadland Norwich	Salhouse Rd Corridor Scheme delivery Phase 1			400	400	LGF/CIL				400									
	Broadland Norwich	Salhouse Rd Corridor Scheme delivery Phase 2																		
T12	Broadland Norwich	A140 Sustainable Transport Corridor (including BRT and cycling)		1,929																
T12.1	Broadland Norwich	A140 Corridor scheme identification including analysis between City Centre and Harford (BRT/Yellow Pedalway)			60	60	NCC revenue			60										

*Indicative timetable for delivery

Transport Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
T13 and T14	Norwich South Norfolk	A11/B1172 Sustainable Transport Corridor (including BRT and cycling)		1,160																
T13 and T14	Norwich South Norfolk	A11 sustainable transport corridor scheme identification (BRT/Pink Pedalway)			60	60	NCC Revenue		60											
T13.1	Norwich South Norfolk	Roundhouse Way Bus Interchange			500	500	LGF/CIL			50	450									
T13.2	Norwich South Norfolk	Eaton interchange			100	100	LGF/CIL			25	75									
T14.1	Norwich South Norfolk	B1172 Bus/Cycle enhancements			250	250	LGF/CIL				250									
	Norwich South Norfolk	UEA Transport Interchange			150	150	LGF				150									
	Norwich South Norfolk	A11/ORR Daniels Road junction improvement and cycle lanes			2,000	2,000	LGF					200	800	1,000						
	Norwich South Norfolk	Cycle link extension to Wymondham			1,300	1,300	LGF				300	800	200							
	Norwich South Norfolk	Eaton Centre to Newmarket road south slip road cycle facilities			300	300	LGF				300									
	Norwich South Norfolk	Toucan crossing on Newmarket Road between Poplar Ave and Unthank Road			200	200	LGF				200									
	Norwich South Norfolk	A11 north slip road to Cringleford cycle track			50	50	LGF				50									
T15	Broadland	NE Norwich link road		14,250		14,250	Developer				6,000	5,000		3,250						
T15.1	Broadland	Link road BBP to Plumstead Rd	Delivered through development (BFLF)				\$106/S278				6,000									
T15.2	Broadland	Link Road Plumstead Rd to Salhouse Rd	Needs scheme development				\$106/S278			5		x	x							
T15.3	Broadland	Link road Salhouse Rd to Wroxham Rd	Delivered through development (WHF)				\$106/S278				x			x						
T15.4	Broadland	Link Road Wroxham Road to B1150	Delivered through development (NS&OC)				\$106 / S278			x	x									
T15.5	Broadland	Link road B1150 to St Faiths Rd	Delivered through development (NS&OC)				\$106/S278				x	x								
T15.6	Broadland	St Faith's Road to Airport Industrial Estate Transport link	Feasibility Underway		tbc	tbc	\$106/S278/CIL/P OD	tbc			x		x							
T15.6.1	Broadland	Scheme Identification	Feasibility Underway		20	20	NCC Revenue		20											
T15.6.2	Broadland	Delivery	Feasibility Underway		tbc	1,000	Developer	tbc			1,000		x							
T15.7	Broadland	Cycle Links Plumstead Road to Green Lane Crossing	Requires Project Brief / Feasibility				\$106						x							
T15.8	Broadland	Cycle Links Plumstead Road to Salhouse Road					\$106/S278						x							
T15.9	Broadland	Cycle Links NS&OC Wroxham Road junction to WHF Road Link Junction	Requires Project Brief / Feasibility				CIL and other							x						
T16	South Norfolk	A140 south Sustainable Transport Corridor (including Core Bus Route and cycling)																		
T12.1 (inc above)	South Norfolk	A140 Corridor scheme identification including analysis between City Centre and Harford (BRT/Yellow Pedalway)			inc above	inc above	inc above													
T16	South Norfolk	Bus priority Harford A47 Junction			1,750	1,750	LGF/CIL				100	100	1,100	450						
(NP2.2)	South Norfolk	Improvement at the B1113/ A140 Harford Bridge junction																		
T19	Broadland	North Walsham Road Core Bus Route Enhancements																		
T19.1	Broadland	North Walsham Road Core Bus Route Enhancements Scheme Identification			10	10	NCC Revenue			10										
T19.2	Broadland	North Walsham Road Core Bus Route Enhancements Delivery			tbd?	tbd?	Developer													
(EDU2)	Broadland	Re-routing of North Walsham Road?	Delivered by NS & OC development				S278/LIF				x	x	x							
T20	Broadland	Spixworth Rd Core Bus Route																		
T20.1	Broadland	Spixworth Road Core Bus Route Enhancements - Feasibility	Needs scheme development		inc above in 19.1	inc above in 19.1	inc above in 19.1													
T21	Broadland	Sprowston Rd Wroxham Rd Core Bus Route																		
T21.1	Broadland	Sprowston Rd / Wroxham Rd Core Bus Route Enhancements - Feasibility										40								
T23	Broadland	Plumstead Rd Core Bus Route																		
T23.1	Broadland	Plumstead Rd Core Bus Route Enhancements - Feasibility	Needs scheme development		40															

*Indicative timetable for delivery

Transport Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	Norwich South Norfolk	Bracondale and A146 Core Bus Route	Needs scheme development				S106													
T24	South Norfolk	Wymondham areas improvements					S106													
T24.1	South Norfolk	New subway/underpass at Wymondham Railway Bridge	Permitted				S106													
T24.2 (CF3-5 and GI P 5.3)	South Norfolk	Hethel sustainable access package	Needs scheme development				S106													
Tx (GI P1.4)		Broadland Way																		
		Scheme Development			15	15	NCC Revenue		15											
	Broadland	Green Lane East to Plumstead Road	delivered as part of NDR non-motorised user infrastructure				NDR				x									
	Broadland	Green Lane East to Stonehouse Road	expected to be delivered through development				delivered by development							x	x	x				
	Broadland	Stonehouse Rd to Wroxham	Requires Project Brief / Feasibility				CIL										x			
	Broadland	Green Lane North to Plumstead Road	Requires Project Brief / Feasibility				PoD/CIL							x						
T31	Norwich South Norfolk	Pink Pedalway																		
T14.2 (?)	Norwich South Norfolk	Route Extension (B1172)			250	250	LGF/CIL				250									
	Norwich	The Avenues			850	850	CCAG/S106/LTP		202	648										
	Norwich	Park Lane - Vauxhall Street			180	180	CCAG/S106/LTP		90	90										
	Norwich	Tombland - Palace Street			802	802	CCAG/S106/LTP		182	620										
	Norwich	Salhouse Road			365	365	CCAG/S106/LTP		225	140										
	Norwich	20 mph areas			435	435	CCAG/S106/LTP		433	2										
T31.4	South Norfolk	Pedestrian Cycle links along Colney Lane (Hethersett)	Secured		250	250	S106			250										
T31.1	Broadland	Salhouse Road Phase 1	Brief Issued, design work underway			365	Cycle City Ambition			x										
T31.2	Broadland	Salhouse Rd Phase 2 to NDR	Initial Feasibility undertaken Oct 2010. Needs further scheme development alongside T11 as part of joint feasibility 2014/15				Rackheath PoD/CIL							x						
T31.3	Broadland	Munnings Road to Greenborough Road Cycling Improvements	Consultation on proposed design			99	Cycle City Ambition		x											
Tx	South Norfolk	Yellow Pedalway																		
Tx	South Norfolk	Liberator Road	CCAG2		100	100	CCAG2			8	62	30								
		Spitfire Road - Hurricane Way	CCAG2		15	15	CCAG2			2	13									
		Hurricane Way - Heyford Road	CCAG2		50	50	CCAG2				50									
		Taylor's Lane (connector)	CCAG2		14	14	CCAG2			14										
		Fifers Lane / Ives Road / Heyford Road roundabout	CCAG2		300	300	CCAG2			50	250									
		Ives Road - Weston Road industrial estate	CCAG2		50	50	CCAG2			50										
		Bussey Road - Ives Road	CCAG2		30	30	CCAG2			30										
		Mile Cross Lane (Fiddlewood - Catton Grove Road)	CCAG2		500	500	CCAG2			20	65	415								
		Woodcock Rd / Catton Grove Rd roundabout	CCAG2		300	300	CCAG2			30	270									
		Mile Cross - Angel Road via Pointers Field	CCAG2		59	59	CCAG2			59										
		Angel Road	CCAG2		20	20	CCAG2				20									
		Shipstone Rd / Angel Rd / Waterloo Rd junc	CCAG2		300	300	CCAG2			30	270									
		Edward Street north	CCAG2		200	200	CCAG2			10	40	150								
		St Crispins (St Georges - Botolph Street) Crossing	CCAG2		900	900	CCAG2			10	140	750								
		All Saints Green / Brazengate / Queens Road	CCAG2		550	550	CCAG2			30	520									
		Lakenham Way	CCAG2		410	410	CCAG2			50	350	10								
		Sandy Lane (Bessemer - Lakenham Way junctions)	CCAG2		200	200	CCAG2			50	150									

*Indicative timetable for delivery

Transport Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
		Hall Road (Bessemer - Old Hall Road)	CCAG2		350	350	CCAG2			50	300									
		Ipswich Road - Old Hall Road	CCAG2		25	25	CCAG2			3	22									
Tx	Broadland Norwich	Green Pedalway																		
	Broadland Norwich	St Williams Way to Laundry Lane	Brief issued, design work underway		113	113	Cycle City Ambition		113											
Tx		Blue Pedalway																		
		School Lane/ Chartwell Road/ Denton Road Toucan Crossing and associated works (Blue Pedalway)			120	120	LGF/CIL			120										
		Newmarket Road / ORR & Leopold Road junctions	LGF2		2,000	2,000	LGF2					100	650	1,250						
		UEA Transport Interchange	LGF2		150	150	LGF2				150									
		Eaton - Newmarket Rd south slip road	LGF2		300	300	LGF2				300									
		Toucan Crossing on Newmarket Road between Popular Ave and Unthank Road	LGF2		200	200	LGF2				200									
		Salhouse Road Feasibility	LGF2				LGF2													
		Salhouse Road scheme implementation	LGF2		400	400	LGF2			400										
		Repton Avenue Feasibility	LGF2		20	20	LGF2			20										
		Broadland Way Feasibility	LGF2		15	15	LGF2			15										
		BRT Yarmouth Road Feasibility	LGF2		20	20	LGF2			20										
		Roundhouse Way interchange	LGF2		500	500	LGF2			50	450									
		Eaton Interchange	LGF2		100	100	LGF2			25	75									
		Longwater/Easton link feasibility	LGF2		20	20	LGF2			20										
		Sweetbriar Road feasibility and scheme implementation	LGF2		1,600	1,600	LGF2			50	50	750	750							
		Fakenham Road Feasibility scheme identification	LGF2		30	30	LGF2				30									
		Golden Ball Street / Westlegate / All Saints Green	LGF2		2,552	2,552	LGF2			1,500	1,052									
		Prince of Wales Road and Rose Lane	LGF2		2,500	2,500	LGF2					1,000	1,500							
		A140 BRT feasibility	LGF2		60	60	LGF2			60										
		Eaton centre??	LGF2		700	700	LGF2			40	80	580								
T37?		Purple Pedalway																		
	Broadland	Wroxham Road / Cozens Hardy Road – Install Right Turn Filter Lanes	Needs scheme development				CIL					x								
NP1.1	Broadland	Acle Neighbourhood Plan																		
NP1.1.1	Broadland	Improved foot and cycle links to countryside and surrounding villages	Requires Project Brief / Feasibility				CIL and Other													
NP1.1.2	Broadland	Improved access to Wherry Line - Pedestrian and Cycle access to Station and Facilities.	Requires Project Brief / Feasibility				CIL and Other													
NP1.1.3	Broadland	Traffic Calming and Pedestrian Crossing of A1064	Requires Project Brief / Feasibility				CIL and Other													
NP1.4	Broadland	Sprowston Neighbourhood Plan																		
NP1.4.1	Broadland	New Pedestrian and Cycle Link Plantation Drive to Harrison's Plantation (Via Cottage Plantation)	Requires Project Brief / Feasibility				CIL and Other													
NP2.1		Cringleford Neighbourhood Plan																		
NP2.1.4 (GI NFS 3.1 and 7.3)	South Norfolk	Demand for Cycling and walking facilities	Probably covered through Cycle City project?																	
		On site and direct mitigation development transport projects																		
(GI P1.3)	Norwich	Threescore supporting infrastructure			1,900	1,900	Developer			1,900										
(GI NFS 1.6)	Norwich	Deal Ground supporting infrastructure			3,480	3,480	Developer			2,520	960									
	South Norfolk	South Wymondham supporting infrastructure			3,500	3,500	Developer			1,500	2,000									
		Aeropark infrastructure					Developer													
	Broadland	East West Link Road					Developer													
(EDU2)	Broadland	Improvements to A1042/B1150 Junction & B1150/George Hill Junction	Delivered by NS & OC development				S278					x	x							
(EDU21)	Broadland	Junction Improvements Cucumber Lane Brundall	Delivered by development BDC NPA Small site				S106 / S278		x											

*Indicative timetable for delivery

Transport Projects

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	Broadland	Junction Improvement, Road Narrowing and speed restriction Yarmouth Road dev Brundall	Delivered by development BDC NPA Small site				S106 / S278		x											
	Broadland	Bus Route Phase 1 Link Road 1 to Blue Boar Lane	Delivered by WHF Scheme				S106					x								
	Broadland	Junction Improvements Gordon Avenue / Harvey Lane + 20mph Speed Limit on Henby Way	Delivered by PB&GL Scheme				S106 / S278				x									
(EDU14)	Broadland	Junction Improvements in the Form of a Mini-Roundabout at Yarmouth Road / Griffin Lane	Delivered by PB&GL Scheme				S106 / S278				x									
(EDU23)	Broadland	Road Widening to Increase south-bound Junction Capacity of NDR Junction with Salhouse Road	Expected to be delivered by development North of Rackheath Village				S106 / S278								x					
	Broadland	Road Widening to Increase south-bound Junction Capacity of NDR Junction with Wroxham Road	Expected to be delivered by development North of Rackheath Village				S106 / S278										x			
	Broadland	Blue Boar Lane Neighbourhood Cycle Link Improvement	Required to support WHF development				S106/S278							x						
	Norwich	Fifers Lane - Stirling Road bus/cycle link	Design required as part of site development	50	50	50	S106													
	Norwich	Martineau Lane bus stop signalled crossing	LTP unlikely to fund in short-term	120			LTP +	120												
	Norwich	Mousehold Lane (Wroxham Road Roundabout) Signalled Crossing	LTP unlikely to wholly fund in short-term	150			LTP +	150												
	Norwich	Newmarket Road (by Unthank Road) signalled crossing	LTP unlikely to wholly fund in short-term	150			LTP +	150												
(GI N.3)	Norwich	Unthank Road/ Christchurch Road signals signalled junction upgrade	LTP unlikely to wholly fund in short-term	350			LTP +	350												
	Norwich	Aylsham Road (south of Buxton Road) pedestrian refuge	LTP	30	30	30	LTP		30											
	Norwich	Grove Road outside shops zebra crossing	Future LTP bid	35	35	35	Future LTP bid													
	Norwich	Mousehold Lane (by War Memorial) cottages refuge	Future LTP bid	25	25	25	Future LTP bid													
	Norwich	Unthank Road (by Leopold Road) zebra crossing	Future LTP bid	35	35	35	Future LTP bid													
	Norwich	Drayton Road (north of St Martins Road) zebra crossing	Future LTP bid	35	35	35	Future LTP bid													
	Norwich	Mile Cross Road/ Waterworks Road junction upgrade	???	350				350												
	Norwich	Grapes Hill cycle / foot bridge – replacement to increase capacity	Does not currently have any NATS status	1,500								x								
	Norwich	Traffic issues at Waterworks and Hellesdon Roads, Larkman Lane junction with Dereham Road	Considerable further work required to scope project	tbd		tbd	CIL strategic	tbd												
	Norwich	Britannia Rd traffic issues		20		20	CIL n'hood	0			20									
	Norwich	Bignold Rd / Drayton Rd junction safety		3		3	CIL n'hood	0			3									
(GI NFN.5)	South Norfolk	Hethersett Link Road	Delivered by development				S106													

*Indicative timetable for delivery

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Greater Norwich Infrastructure Plan
March 2015



Greater Norwich Growth Board Communications Protocol
Report of Greater Norwich Infrastructure Delivery Board

Summary

This report sets out the Communications Protocol for the Greater Norwich Growth Board

Recommendations

- (i) Members of the Board agree the Greater Norwich Growth Board Communications Protocol

1. Introduction

- 1.1 The Greater Norwich Growth Board comprises Broadland District Council, Norwich City Council, South Norfolk Council, Norfolk County Council, and the New Anglia Local Enterprise Partnership (LEP). As the Greater Norwich Growth Board (GNGB) partners progress with the delivery of the Joint Core Strategy and City Deal, it is important that all partners speak as one voice in terms of the key messages being communicated to media, residents and other partners and stakeholders.
- 1.2 A communications protocol has been prepared which provides suggestions for a framework setting out how best the Greater Norwich Growth Board partners can work together to manage communications.

2. Communications Protocol

- 2.1 The Communications Protocol is intended to ensure that any communications are appropriate, maximise publicity opportunities, and make sure all parties have a clearly defined opportunity to respond.
- 2.2 The protocol aims to establish the lines of communication between the partners to avoid mixed messages or duplication of effort. It will facilitate joined up, planned and considered communications for the Greater Norwich Growth Board.
- 2.3 The Greater Norwich Growth Board Communications Protocol can be found at Appendix 1.

3. Recommendations

- (i) Members of the Board agree the Greater Norwich Growth Board Communications Protocol

Officer Contact

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

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Appendix 1:

Greater Norwich Growth Board Communications Protocol March 2015

1. Introduction

- 1.1 The Greater Norwich Growth Board comprises Broadland District Council, Norwich City Council, South Norfolk Council, Norfolk County Council, and the New Anglia Local Enterprise Partnership (LEP) working together to deliver the much-needed jobs and homes in the area.
- 1.2 As the Greater Norwich Growth Board (GNGB) partners progress with the delivery of the Joint Core Strategy and City Deal, it is important that we speak as one voice in terms of the key messages being communicated to media, residents and other partners and stakeholders.
- 1.3 This protocol provides suggestions for a framework setting out how best we can work together to ensure we can sign off communications appropriately, maximise publicity opportunities, and make sure all parties have a clearly defined opportunity to respond. It aims to establish the lines of communication between the partners to avoid mixed messages or duplication of effort.

2. Press Releases

- 2.1 The chairing authority's communications officer will take the lead role in initiating pro-active ideas that are related to the delivery of the City Deal, Annual Growth Programme, JCS as a whole, and to the specific, set-piece work of the GNGB.
- 2.2 They will ensure, wherever possible, that the communications officer of each partner is given at least two days' prior warning of press releases and other communications for them to comment on if they wish, and to circulate to their members and senior managers.
- 2.3 All such press releases will be branded jointly by the GNGB partners and will need to be signed off by the relevant media contacts of each partner before issue.
- 2.4 To facilitate speed of delivery, only one elected member comment will usually be required, normally the chairman of the GNGB.
- 2.5 Each GNGB partner's communication team will be responsible for press releases that relate specifically to their authority area. However, press releases which pertain to work being funded by the GNGB partners should contain a boilerplate – stock notes to editors on the GNGB and a paragraph explaining the funding of the project.
- 2.6 There is potential for a high volume of releases which are not directly about partnership working, but reference it. These will all be subject to the same sign-off procedure as described above.

2.7 In the case of the Northern Distributor Road, pre-planned press releases will continue to be initiated by Norfolk County Council, with GNGB partners being asked for comment two days in advance, as appropriate.

3. Dealing with media enquiries

3.1 Any enquiries made by members of the media should be directed through one of the media contacts at Broadland District Council, Norwich City Council, South Norfolk Council, Norfolk County Council or New Anglia LEP.

3.2 The five media contacts will then collectively approve the response ahead of it being given to the journalist who logged the enquiry

3.3 Approaches from the media on issues related to the delivery of the JCS as a whole, or the work of the GNGB as a whole will be referred in the first instance to chairing authority's communications officer. Details of the enquiry must then be circulated to the four other media contacts for comment/information.

3.4 Approaches from the media on issues related to specific matters in a member council's area will be the responsibility of that member council's communications team.

3.5 Communications teams from all member authorities will encourage members and/or officers to respond to critical reports and correspondence in local media, as appropriate

4. GNGB publicity

4.1 Where members of the partnership/project produce website material or articles for in-house publications about any aspect of the work of the GNGB the same applies as outlined above – articles or material directly about the partnership should be signed off by all five media contacts.

4.2 Marketing materials such as those listed above need to follow a similar approval process. In particular:

- A minimum of 48 hours will be required for approvals on all marketing materials such as advertising, publications, websites etc.
- Logos – the five logos (Broadland District Council, Norwich City Council, South Norfolk Council, Norfolk County Council and New Anglia LEP) must be used on all pro-active publicity material such as press releases/websites (or appropriate landing pages), any signage, in-house publications etc.
- Where the development of a website forms part of a marketing programme, approval from all five media contacts is required at both the design stage and before the live launch. Five working days will be required for the approval process. All websites should conform to the AA standard of Web Content Accessibility Guidelines issued by W3C.

5. Timescales

5.1 With the exception of media enquiries, which often have a very short turn-around, at least 48 hours should be allowed for communications sign-off as a rule.

- 5.2 The exception would be emergency short-notice communications, should these be necessary. If a quick turn-around is needed, the person who is asking for sign off should give a clear deadline for a response and justify the urgency.
- 5.3 If, after 48 hours, no response has been made and the issuing person has checked it has been received, the communication can be assumed to have been signed off and can be sent out.

6. Conferences and invitations

- 6.1 When one partner or the other is invited to an event, asked to speak at a conference, or asked to take part in something else as a direct result of the partnership, the general principle of partnership working should be upheld.
- 6.2 A chance to take part in events of this kind should always be signed off by partners, and where possible, they should be invited.

7. Publications

- 7.1 When a partner is asked to contribute to a paper, or author an article for publication for a research project or professional network then the general principle of partnerships working should be upheld.
- 7.2 Any publication of this nature should be shared and signed off by partners.

Greater Norwich Local Infrastructure Fund

Phil Courtier, Head of Planning, Broadland District Council

Summary

This report provides an update on the Greater Norwich Local Infrastructure Fund. It summarises progress on the applications approved in principle to date. The report also considers amendments to the LIF criteria which would ensure that purely commercial schemes are able to appropriately access the fund. Finally the report provides an updated financial profile of all applications received to date including those submitted as part of the second bidding round.

Recommendations

- (i) Members of the Board note progress on the proposals approved in principle at the Board Meetings on 31 July 2014 and 8 October 2014
- (ii) To agree amendments to the Criteria and Guidance Notes for the Local Infrastructure Fund as follows:

Schemes should provide a repayment profile, milestone or time-based, over 5 years. *In certain circumstances, and where the other LIF objectives and criteria are met, schemes with a longer repayment profile that are purely commercial may be considered.*
- (iii) Members of the Board agree that subject to further detailed financial scrutiny under item 8 on the agenda the proposal be approved in principle and authorise negotiations to commence between the accountable body and the applicant to prepare a loan agreement.

1. Introduction

- 1.1 The Local Infrastructure Fund (LIF) has been established through the Greater Norwich City Deal. The City Deal provides access to £20m of Public Works Loan Board (PWLB) borrowing to provide loans to developers for infrastructure required to unlock onsite delivery.
- 1.2 The initial call for expressions of interest was made in April 2014 and seven applications were received. Of the seven, six were invited to submit full business cases. Of those six, one was withdrawn and three full business cases were submitted. These three full business cases were subject to financial appraisal for consideration by the Greater Norwich Growth Board (GNGB) at its meeting on 31 July 2014.
- 1.3 The remaining two applications were invited to submit full business cases for financial appraisal, of which one was received for consideration by the Greater Norwich Growth Board (GNGB) at its meeting on 8 October 2014.

2. Update on projects agreed in principle to date (Round 1)

2.1 Four applications have been approved in principle to date, subject to due diligence processes. These are:

- Bowthorpe Threescore – Norwich City Council
- Deal Ground – Serruys Property Company Ltd.
- South Wymondham – Endurance Estates Strategic Land Ltd.
- Beeston Park – Beyond Green

2.2 The firm that carried out the independent financial appraisals has been retained to prepare the loan agreements. The views of the Board on the applications will be taken into account in drafting the agreements. In all cases the agreements will incorporate provisions to review the loan should the scheme not progress. The agreements will be between the applicant, the Growth Board and Norfolk County Council as the Accountable Body.

2.3 Bowthorpe Threescore

Details of the final loan amount required are expected imminently.

2.4 Deal Ground

Discussions are ongoing between Norwich City Council and Serruys Property Company Ltd. on the programme for delivery. A provision will be included to withdraw the offer if development does not progress at an agreed rate.

2.5 South Wymondham

Negotiations are ongoing to ensure the timely delivery of this scheme.

2.6 Beeston Park

Negotiations on this application are ongoing.

3. Update to LIF Guidance and Criteria

3.1 One of the key objectives of the LIF is to promote the delivery of jobs, housing and commercial developments, ensuring genuinely sustainable growth.

3.2 Evidence suggests that the current LIF criteria, which require schemes to repay loans over 5 years, are not well suited to supporting the delivery of purely commercial developments. This is because the build out and occupancy rates for commercial developments are likely to be significantly longer than that of residential developments.

3.3 Amendments to the LIF criteria could be made to address this concern and ensure that all types of schemes that deliver the overarching aims and objectives of the Local Infrastructure Fund come forward for consideration by the Board.

3.4 Appendix 2 sets out the proposed amendments to the Criteria and Guidance Notes

4. Round 2

- 4.1 A second call for expressions of interest was made in October 2014. Two applications were received, one of which was invited to submit a full business case. In addition, the remaining application from Round 1 also submitted their full business case for consideration. Both of these applications have been subject to financial appraisal however one has not progressed sufficiently to be considered by the Board at this time.
- 4.3 **Project summary, Buxton Road to North Walsham East – West Link**
Lanpro has applied for £3.7m to deliver a phase of the corridor linking the East and West sectors of the Beeston Park scheme, specifically the section between the North Walsham Road and the Buxton Road. This infrastructure will release the development of circa 1,100 homes, a school and small scale mixed use development. In addition it will deliver 210 construction jobs during the construction phase as well as 40 apprenticeships and education jobs associated with the school development.

5. Financial profile of proposals

- 5.1 Appendix 1 provides a summary of proposed fund drawdown and repayment of the approved projects and the project proposed for approval at this meeting. The profiles are drawn from the applicants' information.
- 5.2 The projected profile for the schemes indicates that subject to approval these proposals can be accommodated within the current scope of the Local Infrastructure Fund. Appendix 1 shows that the approved funding up-take is highest in 2016 at £15.23m, indicating that there is still opportunity for further projects to benefit from the £20m fund.

6. Recommendations

- (i) Members of the Board note progress on the proposals approved in principle at the Board Meetings on 31 July 2014 and 8 October 2014
- (ii) To agree amendments to the Criteria and Guidance Notes for the Local Infrastructure Fund as follows:

Schemes should provide a repayment profile, milestone or time-based, over 5 years. *In certain circumstances, and where the other LIF objectives and criteria are met, schemes with a longer repayment profile that are purely commercial may be considered.*

- (iii) Members of the Board agree that subject to further detailed financial scrutiny under item 8 on the agenda the proposal be approved in principle and authorise negotiations to commence between the accountable body and the applicant to prepare a loan agreement.

7. Issues and Risks

7.1 Other resource implications (staff, property)

The fund will be managed within existing resources and will require continued support from the Greater Norwich Projects Team.

7.2 Legal implications

All schemes will be assessed by the Greater Norwich Growth Board and the organisation named in the Business Case will be required to enter into a legal contract with Norfolk County Council, the Accountable Body for the funding.

7.3 Risks

Each loan will be subject to financial appraisal and appropriate risk mitigation will be written in to the individual conditions of offer as set out in the Local Infrastructure Fund Criteria and Guidance Notes document.

7.4 Equality

No specific issues arising from the award of LIF funding towards a scheme. Each scheme will be required to meet its obligations under relevant legislation.

7.5 Human rights implications

No specific issues arising from the award of LIF funding towards a scheme. Each scheme will be required to meet its obligations under relevant legislation.

7.6 Environmental implications

No specific issues arising from the award of LIF funding towards a scheme. Each scheme will be required to meet its obligations under relevant legislation.

Officer Contact

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

Name	Telephone Number	Email address
Phil Courtier	01603 430549	phil.courtier@broadland.gov.uk

Appendix 1

	2014	2015	2016	2017	2018	2019	2020	2021	TOTAL
<u>Funding Requirement/ Loan Value</u>									
South Wymondham		1,500	2,000						3,500
Beyond Green	500	3,750	750						5,000
Bowthorpe Threescore		1,900							1,900
Deal Ground Norwich		2,520	960						3,480
North Walsham Road Link		3,700							3,700
	500	13,370	3,710						17,580
<u>Repayment</u>									
South Wymondham					(1,000)	(1,000)	(1,000)	(500)	(3,500)
Beyond Green			(450)	(1,375)	(1,525)	(1,650)			(5,000)
Bowthorpe Threescore			(1,900)						(1,900)
Deal Ground Norwich				(1,000)	(1,000)	(1,000)	(480)		(3,480)
North Walsham Road Link						(3,700)			(3,700)
Repayment			(2,350)	(2,375)	(3,525)	(7,350)	(1,480)	(500)	(17,580)
Net Position	500	13,370	1,360	(2,375)	(3,525)	(7,350)	(1,480)	(500)	
Cumulative Position	500	13,870	15,230	12,855	9,330	1,980	500		

Appendix 2

Greater Norwich Growth Board

Local Infrastructure Fund Criteria for Applications and Guidance Notes

This guidance note has been developed to outline the procedures and processes associated with the Greater Norwich Local Infrastructure Fund to assist potential applicants.

The Local Infrastructure Fund (LIF) will operate as a revolving investment fund to support development on a commercial rate basis to ensure compliance with EU State Aid regulations. Repaid funding will be used to support further investment in the future.

The fund will be used to support infrastructure required to open up sites for housing or employment development. The overall fund has been established from 1 November 2013 to 31 March 2026.

The Fund welcomes all potential schemes, but will prioritise those that unlock developments which have otherwise stalled thereby realising significant sustainable growth in jobs, homes and commercial builds. The Board will consider loans up to £5m for schemes with repayment profiles on a milestone or time-based schedule of around 5 years. In certain circumstances, and where the other LIF objectives and criteria are met, schemes with a longer repayment profile that are purely commercial may be considered.

Applications

The initial call for schemes is open from xxx

The closing date for expressions of interest is xxx

For an informal discussion about an application the following individuals are available to discuss potential bids:

Broadland District Council

Phil Courtier

t. 01603 433549

e. phil.courtier@broadland.gov.uk

Norwich City Council

Gwyn Jones

t. 01603 212364

e. gwynjones@norwich.gov.uk

South Norfolk Council

Tim Horspole

t. 01508 533806

The application proposal form is available from the contacts above.



NORWICH
City Council



Norfolk County Council

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

PART A FUND OBJECTIVES, APPLICATION AND EVALUATION

Fund Objectives

The objectives of the Local Infrastructure Fund are:

- To establish a revolving fund so that funding can be reinvested to unlock further development and leverage private sector investment on developments.
- To target and bring forward those development sites which require short-term funding support.
- To support schemes that may not otherwise go ahead because of the requirement for up-front infrastructure investment.
- To generate economic activity in the short term by addressing immediate infrastructure and site constraints and promote the delivery of jobs, housing and commercial developments.

How to apply

The application and selection process is in two stages:

STAGE ONE - INITIAL CALL FOR SCHEMES

The initial call for schemes opened **xxx**. Applicants must complete the application proposal by **xxx** which will be subject to an initial evaluation against the eligibility criteria by the Greater Norwich Infrastructure Delivery Board.

Short-listed schemes will be taken forward to the next stage for a full scheme appraisal and will be invited to submit a full business case for detailed assessment and financial appraisal.

Eligibility criteria

All potential schemes must meet the following criteria:

- Schemes must be for capital investment (not revenue).
- Schemes must contribute to the objectives of the Local Infrastructure Fund.
- Schemes must be within the Greater Norwich Growth Board area.
- Schemes will need to demonstrate that the investment addresses a funding shortfall that cannot be met by other means.
- Schemes will need to demonstrate that there are no barriers or constraints in relation to land ownership, planning and other approvals and that other funding is in place to enable the development to get underway.
- Schemes should provide a repayment profile, milestone or time-based, over 5 years. In certain circumstances, and where the other LIF objectives and criteria

are met, schemes with a longer repayment profile that are purely commercial may be considered.

- Loans will be secured.
- Schemes must be State Aid compliant.
- Schemes must demonstrate that the loan will result in unlocking and bringing forward development

STAGE TWO - FULL SCHEME APPRAISAL

Norfolk County Council (as the Accountable Body) will request a full business case to be submitted, for detailed assessment and a financial appraisal.

Following this assessment and financial appraisal the Greater Norwich Infrastructure Delivery Board will recommend schemes to the Greater Norwich Growth Board. A consensus will be required on each scheme in order for it to be recommended to the Board.

The Greater Norwich Growth Board will assess all schemes recommended against a formal framework and the results of the financial appraisal.

The assessment and financial appraisal will include:-

Strategic fit against the Greater Norwich Growth Board priorities

- The individual project within the existing projects being delivered through the Greater Norwich Infrastructure Delivery Board
- The strategic fit of the schemes against the existing projects being delivered by all three boards; Business Growth Programme Operational Board, Employment and Skills Strategy Board and the Greater Norwich Infrastructure Delivery Board to ensure any project agreed contributes to the strategic direction of the wider growth programme.

Additionality and the ability to unlock economic growth

- Number of jobs being created, including construction phase and follow on permanent jobs
- Number of homes accelerated i.e. delivered early as a result of the loan
- Prospect of additional growth arising from individual scheme

Deliverability

- Speed of delivery i.e. has planning consent already been obtained

Funding position and financial viability

- The overall funds available within the Local Infrastructure Fund
- Value of the scheme being delivered in relation to the funding required.
- Financial viability of the scheme

- Other public or private sector leverage i.e. external funding which is being brought into the geographic area

Security and risk assessment

- Security of the loan
- Risks around the individual scheme

Ability to Recycle the Funding

To create a revolving investment fund, proposals need to be in a position to return the investment allocated. Repaid funding will be used to support further investment in the future.

Risk Assessment

A risk assessment will be carried out for each scheme. The risk assessment will include the schemes readiness to deliver, strategic economic fit, the financial package proposed, security offered in the loan agreement, due diligence factors and state aid implications.

State Aid

For the schemes to not qualify as State Aid they must demonstrate that the infrastructure to be funded is open access infrastructure intended to benefit the whole community (e.g. roads, footpaths, sewers, drains, landscaping etc.) and considered to be open and accessible to all potential users.

All projects will be assessed to determine any potential state aid implications. Lending to private or other undertakings will be subject to state aid requirements.

There is a need to determine the State Aid compliant Interest Rate that can be applied that adequately takes into account a Risk Assessment of the investment. The Accountable Body will address how an applicant meets both Credit Worthiness and Collateralisation criteria before categorising the application within the matrix below to determine the recommended interest rate.

Based on European Commission guidance on calculating a “market rate” margin and the current European Commission Reference rate (0.88% at 01/01/14) as a variable base rate, loans can be offered at rates of interest from 1.48% to 10.88%. This is based on our assessment of the creditworthiness of the bidder and the collateral offered				
Collateralisation		High	Normal	Low
Credit Worthiness	Strong	1.48	1.63	1.88
	Good	1.63	1.88	3.08
	Satisfactory	1.88	3.08	4.88
	Weak	3.08	4.88	7.38
	Financial Difficulties	4.88	7.38	10.88

These rates are illustrative and represent the minimum rates available depending on the categorisation of creditworthiness and collateralisation at the time of publication. Final offered rates may be in excess of those illustrated dependent on individual circumstances.

Creditworthiness

Where bidders have a rating from a recognised Credit Rating Agency this will be used. Where the bidder does not have an external rating, its creditworthiness will be reviewed at due diligence. This involves an assessment of the bidder's financial standing and the risks associated with lending to that business - likelihood of default (encompassing both capacity and willingness to pay) is an important factor.

Considerations may include:

- Financial analysis - profitability, net asset position/balance sheet strength, gearing, etc.
- Assessment of the trading history/development experience of a borrower - evidence of a "track-record" of delivery.
- The ability of the borrower to service the loan (interest and capital when required under the legal agreements) in the context of its existing commitments.
- Accounts, credit-checks, references - leading to an overall profile of a borrower
- Benchmarking against peer companies.

Collateralisation

This considers the security offered for the loan and the amount that the lender could expect to lose in the event of default. This will involve an assessment of the amount that could be recovered from the project, the security offered and also from the bidder's balance sheet. We will require satisfactory demonstration of ability to repay the loan from the scheme cash flow and adequate security (supporting the level of proposed borrowing) to minimise its loss in a default scenario (e.g. a legal charge, parent company guarantee, performance bond, personal guarantee).

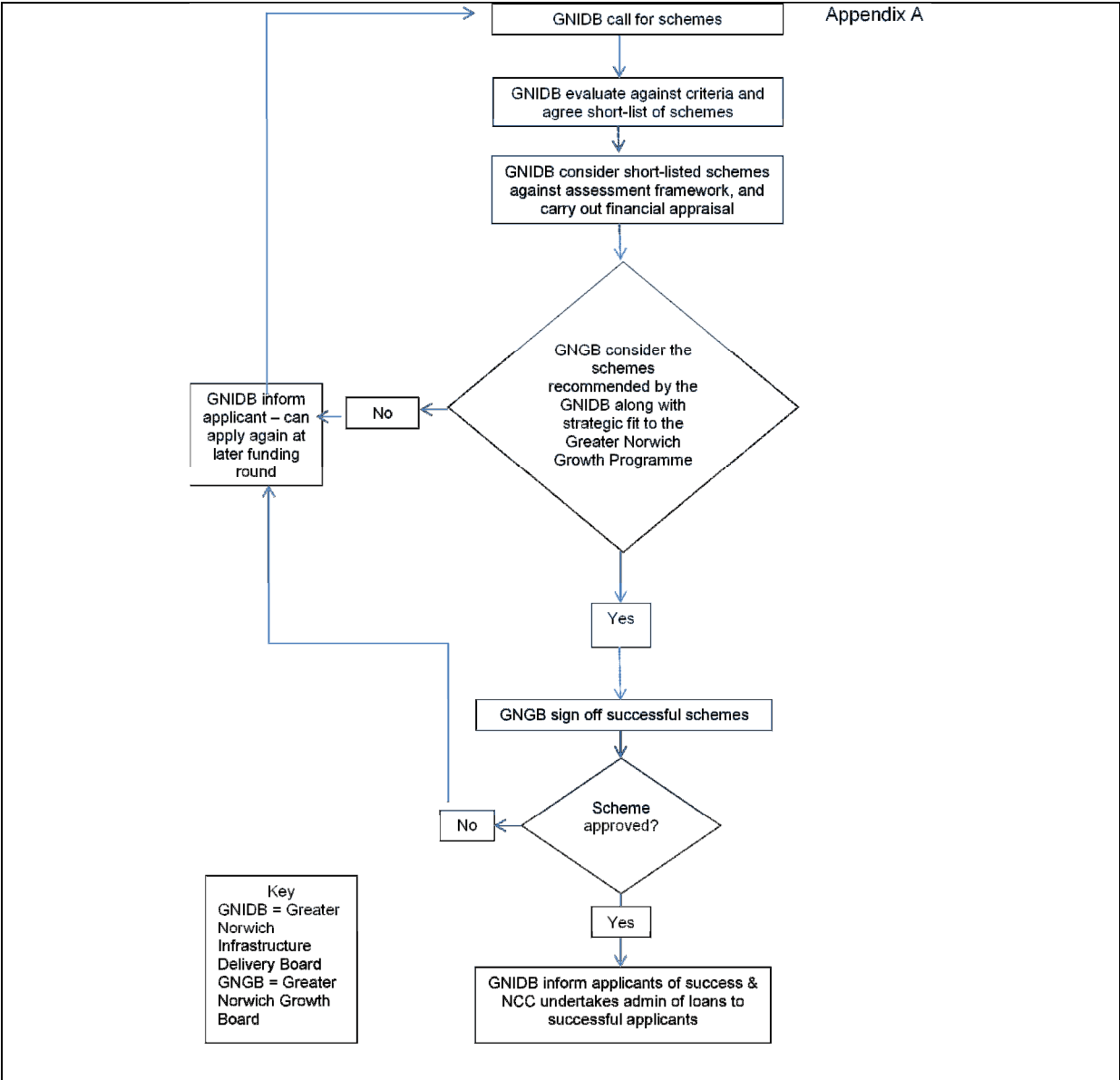
Shortlisted bids which clearly demonstrate satisfactory ability to repay the loan along with offering appropriate security will be treated as having "Normal" collateralisation. Should the collateral offered justify a different categorisation, this will be taken into consideration in the interest rate offered.

Selection process

The Greater Norwich Growth Board will agree the funding allocations. The Greater Norwich Infrastructure Delivery Board will notify successful applicants, Norfolk County Council, as the Accountable Body, will make the funding offer, agree the terms and administer the loan.

Further calls for schemes will be made if there is any unallocated funding after this round has been completed. Schemes that are unsuccessful in this round may be supported by the Local Infrastructure Fund in the future, once the revolving fund is more established.

Future calls will be dependent upon the repayment profile of loans which have been issued.



PART B

FORMAL AGREEMENTS & AUTHORISATION (Administered by Norfolk County Council)

Prior to funding being drawn down for each scheme a loan agreement must be signed by:

- Norfolk County Council representing the Greater Norwich Growth Board
- The borrower
- Any parent group/company/companies who own the assets which are being held for security.
- Any existing charge-holders on the securitised assets who have agreed the Local Infrastructure Fund legal charge for the loan

The agreement will as a minimum include:

- Name and Address of the Borrower
- Name and Address of any parent group/company/companies who own assets which are being held for security
- Name and Address of any existing charge-holders on the securitised assets
- Company registration number
- Purpose of the loan
- Details of how the loan will be secured (a first legal charge over the land and buildings or other assets) as part of the agreement
- The value of the loan
- Term and repayment profile of the loan
- Early repayment terms
- Interest to be applied to the loan
- Arrangement and administration fee
- Financial Covenants
- Conditions Precedent

Borrowers will be required to inform the Greater Norwich Infrastructure Delivery Board via the Programme Manager should they no longer require the loan or if there are any changes which impact on the scheme and the agreed borrowing. The Greater Norwich Infrastructure Delivery Board will inform Norfolk County Council who will then cease work on the loan agreements.

Any renegotiation of existing loans, once agreed by the Greater Norwich Growth Board will be actioned by Norfolk County Council in accordance with the governance of the scheme and the Council's monitoring and reporting processes.

Availability of Loans (Administered by Norfolk County Council)

For each scheme the loan will be available in tranches, with a minimum value of £100,000 each tranche. The Borrower shall provide a minimum of 14 days' written notice to Norfolk County Council when funds are required. The total number of tranches shall not exceed 50, with the maximum loan available being £5 million.

Tranche Draw Down

1. Each tranche shall be drawn down against certified construction valuations completed by a qualified Quantity Surveyor who will be appointed by the Borrower; however Norfolk County Council reserves the right to have the valuations independently verified at the Borrower's cost.
2. The amount of each drawdown shall be calculated as a proportion of the total value of the Quantity Surveyor certificate, with such proportion calculated to be equal to or less than the relative value of the loan compared to the total construction costs for the individual development.

Interest Rates & period of borrowing from the PWLB (Administered by Norfolk County Council)

Interest rates payable by Norfolk County Council who are borrowing on behalf of the Greater Norwich Growth Board will be determined by the prevailing rate on the day of borrowing and by the length of loan agreed for the particular scheme being financed.

The interest rate payable by Norfolk County Council will be passed onto the agreed scheme plus X base point. The X base point will cover the administration cost of running the Local Infrastructure Fund.

Interest will be calculated on a daily basis on the balance of the loan at the end of each day.

Repayments will be credited to the account on the day cleared funds are received by Norfolk County Council. Compound interest will be charged by Norfolk County Council if interest remains unpaid after it falls due.

Repayments to the Fund (Administered by Norfolk County Council)

Repayment profiles will be agreed with developers on an individual scheme basis, as part of the loan agreement, to assist the Developer with cashflow and to deliver agreed phases within the development. Repayments will be made to Norfolk County Council.

Early settlement of the loan is permitted. A discount may be permitted depending upon the ability to recycle the Local Infrastructure Fund money and the refinancing of

the PWLB debt at the time of early repayment. Early settlement will be as per the loan agreement and terms of the loan.

The Borrower shall be responsible for all reasonable fees, costs and expenses incurred by Norfolk County Council in making the loan available, monitoring or valuing the security, obtaining any other additional information required and recovering all amounts outstanding whether or not the loan is taken.

Security (Administered by Norfolk County Council)

As part of the loan agreement, each scheme will need to confirm what collateral is available to support this investment including a legal charge over property and the terms.

In the case that a first charge is not available collateral warranties will be provided by the borrower and may include a step-in clause

Financial Covenants for each scheme (Administered by Norfolk County Council)

Loan to Value (LTV):

The loan shall never exceed of 70% of the total value of the security held by Norfolk County Council.

Interest Cover:

Annual interest costs for the loan will be assessed and specified in the loan agreement.

Conditions Precedent:

1. Satisfactory due diligence carried out by Norfolk County Council on the finances of the Borrower and any parent company/companies.
2. Planning decision notices and any building regulations consents must be granted for the development.
3. Professional valuation of the security instructed by and acceptable to Norfolk County Council.
4. Independent appraisal of the estimated build costs instructed by and acceptable to Norfolk County Council prior to the loan being provided to the Borrower.
5. Norfolk County Council has obtained any related collateral warranties and step in rights.
6. Comprehensive project cashflow to include projected tranche draw down requirements.
7. Norfolk County Council reserves the right to appoint a monitoring surveyor, which will be at the Borrower's cost.

Post Completion:

1. Property Insurance - The new development to be insured to Norfolk County Council's entire satisfaction at all times, with Norfolk County Council being a named interest on the insurance policy. Evidence of payment of the insurance premium and a copy of the insurance certificate to be provided annually to Norfolk County Council for the duration of the loan on both the development and any other assets which Norfolk County Council holds as security for the Loan.
2. There shall be no transfer of ownership of the Borrower (or parent company/companies) or the security held by Norfolk County Council in respect of this loan, nor any changes to the Borrower's (or parent company/companies) corporate structure, without Norfolk County Council's express consent, such consent not to be unreasonably withheld.
3. Audited financial statements for the Borrower (or parent company/companies) will be provided to Norfolk County Council in accordance with the loan agreement.

Monitoring & Reporting

Norfolk County Council will produce monitoring reports for the Greater Norwich Infrastructure Delivery Board on a monthly basis. The reports will include as a minimum the following for each scheme:

- Details of each scheme
- The total agreed value of the loan
- How much has been drawn down
- How much of the loan is still to be drawn down
- The interest rate for the loan which is to be paid by the Developer
- The PWLB rate which has been agreed for the funding to support the Fund
- The start date & final repayment date
- The length of the loan in months
- The amount outstanding which is still to be repaid by the Borrower (loan outstanding plus interest payable)
- Notification of any risk of default
- Notification of any renegotiation of terms of the current loan
- Details of any sum remaining in the Local Infrastructure Fund which is available to lend.

Special Meeting of the Greater Norwich Infrastructure Delivery Board

Norfolk County Council can call a special meeting of the Greater Norwich Infrastructure Delivery Board in the following circumstances:

- Request by a Borrower for a re-negotiation of an existing loan
- Request by a Borrower for early repayment of an existing loan and an application for a discount
- Imminent risk or actual default by a Borrower of an existing loan
- Sufficient surplus funds within the Local Infrastructure Fund to warrant a call for schemes prior to the next meeting of the Greater Norwich Infrastructure Delivery Board

Norfolk County Council must give at least 7 days' notice of the special meeting and the reason(s) why it has been called. The special meeting shall be carried out in accordance with the governance arrangements of the Greater Norwich Infrastructure Delivery Board.

Defaults on Loans

Norfolk County Council will underwrite both the PWLB loans and the Local Infrastructure loans. In the case of default, Norfolk County Council as the accountable body will lodge the relevant claim and pursue the sale of assets on which the charge to secure the loan has been placed (in accordance with the security set out in the loan agreement).