

Greater Norwich Growth Board

Date: 24 March 2016

Time: 2pm

Venue: Cranworth Room, Norfolk County Council, Martineau Lane, Norwich, NR1 2DH

Board members:

Broadland District Council:

Cllr Andrew Proctor

Norwich City Council:

Cllr Bert Bremner
(on behalf of Cllr Alan Waters)

South Norfolk Council:

Cllr John Fuller (Chair)

Norfolk County Council:

Cllr Stephen Morphew

New Anglia Local Enterprise Partnership:

Mr Mark Pendlington

Apologies:

Cllr Alan Waters

Officers:

Phil Kirby
Phil Courtier

David Moorcroft
Graham Nelson

Tim Horspole
Adam Nicholls

Tom McCabe
Fiona McDiarmid
Harvey Bullen

Chris Starkie

Norwich City Council

Jobs, homes and prosperity for local people



NORWICH
City Council



Norfolk County Council

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

AGENDA

1. Apologies
2. Minutes of meeting 24 September 2015 **4**
3. Chair Handover
4. Nomination to the position of Vice Chair
5. Growth Programme Update Report **9**
To receive an update on the previously agreed Growth Programme for 2015/16 including the latest position on the Infrastructure Investment Fund and to agree the timetable for development of the 2017/18 Growth Programme – Phil Courtier, Head of Planning, Broadland District Council and Simon George, Executive Director of Finance, Norfolk County Council

Appendix A – 2016/17 Annual Growth Programme (as published in November 2015)
Appendix B – Growth Programme Highlight Report
6. Greater Norwich Local Plan: Interim Member Engagement Arrangements **44**

To consider the interim member engagement arrangements for the Greater Norwich Local Plan – David Moorcroft, Executive Head of Regeneration and Development
7. Technical consultation on implementation of planning changes: suggested framework for combined Greater Norwich response **48**

To agree the Greater Norwich authorities “headline” responses to the consultation – A report by the Greater Norwich Strategic Planning Officers Group presented by Adam Nicholls, Planning Policy Manager, South Norfolk Council
8. Greater Norwich Local Infrastructure Fund **56**

To review the progress of applications to date – Phil Courtier, Head of Planning, Broadland District Council

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.

9. Greater Norwich Local Infrastructure Fund

To determine applications to the Local Infrastructure Fund

FOR FURTHER INFORMATION PLEASE CONTACT:

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Greater Norwich Projects Team, Norfolk County Council, Martineau Lane, Norwich, NR1 2DH

17 March 2016



If you would like this agenda in large print, audio, Braille, alternative format or in a different language, please call Ellen Goodwin, Project Officer on 01603 638160 or email ellen.goodwin@norfolk.gov.uk



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Greater Norwich Growth Board

Minutes

2pm to 2:55pm

24 September 2015

Present:

Board members:

Broadland District Council:

Councillor Andrew Proctor

Norwich City Council:

Councillor Paul Kendrick

South Norfolk Council:

Councillor John Fuller (Chair)

Norfolk County Council:

Councillor Stephen Morphew

New Anglia Local Enterprise Partnership:

In Attendance:

Tig Armstrong
Amy Broadhead
Richard Doleman
Ellen Goodwin
Phil Morris
David White

Officers:

Phil Courtier

David Moorcroft
Graham Nelson

Tim Horspole

Chris Starkie

Partnership Manager
Greater Norwich Projects Team
Norfolk County Council
Greater Norwich Projects Team
Norfolk County Council
Norfolk County Council

1. APOLOGIES

Apologies were received from Councillor Alan Waters, Norwich City Council, (Councillor Paul Kendrick attended as his substitute) and Mark Pendlington, New Anglia Local Enterprise Partnership.

2. MINUTES

RESOLVED to approve the accuracy of the minutes of the meeting held on 24 March 2015.

3. NOMINATION TO THE POSITION OF VICE-CHAIR

It was proposed, seconded and **RESOLVED** that Councillor Stephen Morphew be appointed to the position of Vice-Chair of the Board.

4. GREATER NORWICH GROWTH AMBITIONS

Tig Armstrong presented an update on a number of activities being undertaken by the Greater Norwich Projects Team designed to support the Greater Norwich 'Growth Agenda'. He highlighted the need to promote the Greater Norwich area and "put it on the map" for potential developers and said that the GNGB authorities' attendance at the MIPIM UK exhibition in October would be a good start to this.

The Chair spoke highly of the MIPIM event, and emphasised the importance of preparation prior to the event so that there would be an improved chance to secure investment in the Greater Norwich area.

RESOLVED to note the report.

5. JOINT CORE STRATEGY: REVIEW AND ROLL FORWARD

Members considered a report of the Greater Norwich Infrastructure Delivery Board which presented the Board with the reasons why it was considered necessary to begin a review and roll forward of the Joint Core Strategy (JCS). It was noted that a local plan would normally take around five years to review, so adoption of a replacement was unlikely before 2020.

The Board was invited to consider the Member involvement in the review. There was agreement that the governance for the Greater Norwich Development Partnership (GNDP) had worked well when preparing the original Joint Core Strategy, especially when considering detailed technical matters. There was also recognition that wider Member input may be useful in providing the necessary steering from partner authorities and that input from other Members should not be underestimated.

Members noted that weight would have to be given to different budgetary pressures before any plans to proceed could be finalised.

RESOLVED to agree

1. To recommend that each of the local planning authorities, supported by other partners, commit to work together to review and roll forward the JCS incorporating site allocations, with any requirements for development management policies produced separately and, as far as possible, concurrently.
2. That proposals for governance arrangements be developed and be subject to a future report for consideration.

6. ANNUAL GROWTH PROGRAMME 2016/17

Tig Armstrong presented the report which provided an update on the 2014/15 and 2015/16 Annual Growth Programmes and proposed projects for inclusion in the 2016/17 Growth Programme. The Board noted the reasons for some slippage in a small number of projects and officers provided reassurance that these projects were still on course for completion.

Members noted the errata, tabled at the meeting, which outlined a number of amendments to the report, and which detailed the requirements of seven projects requiring final approval for the use of up to £2.52 million of pooled funding.

Mr Armstrong made reference to the four projects brought forward in the 2016/17 Business Plans preparations for inclusion in the 2017/18 Growth Programme. Discussion followed regarding the importance of continued delivery of green infrastructure projects and it was noted that these helped to mitigate impacts of growth, relieving pressure on the internationally designated sites.

RESOLVED to

1. Note progress on the 2014/15 and 2015/16 Annual Growth Programmes.
2. Endorse the seven projects recommended for inclusion in the 2016/17 Annual Growth Programme and commit £2.52 million from the pooled Infrastructure Investment Fund towards these projects (see table three), and
 - a. Approve in-principle four projects (brought forward in the 2016/17 Business Plans) for inclusion in the 2017/18 Growth Programme and commit in-principle £1.025 million from the pooled Infrastructure Investment Fund towards these projects (see table four).
3. Delegate responsibility to the Greater Norwich Infrastructure Delivery Board to manage the delivery of the 2016/17 Annual Growth Programme, report progress to the next GNGB Board and to consider inclusion of further schemes emerging from the identified development work.
4. Reaffirm endorsement of the 5 year NATS programme as set out in Appendix C and the use of £2,150,000 of pooled CIL funds to support delivery from 2017/18 to 2019/20 within future annual growth programmes.
5. Reaffirm their commitment to borrow funds as and when required to support the delivery of the significant infrastructure projects including the Northern Distributor Road (NDR), Long Stratton Bypass and other transportation improvement measures.

7. GROWTH PROGRAMME – CASE STUDIES AND HIGHLIGHTS

David White, Senior Green Infrastructure Officer at Norfolk County Council, gave a presentation on some of the success stories of the Growth Programme to date.

The projects delivered at Danby Woods and Marston Marshes were highlighted as examples of the achievements of the CIL funding programme. The Yare Valley corridor was a popular recreation area and would serve a large housing development built alongside it. The use of pooled funding had allowed for the enhancement of, as well

as improved access to, the green infrastructure provision in the area, and the use of volunteers had meant that both projects were able to be delivered under budget allowing funds to be returned to the Infrastructure Investment Fund to fund other schemes.

Other projects presented to Members included the Health Walk scheme near the Norfolk and Norwich University Hospital, Harrison's Wood on the edge of the White House Farm development at Sprowston, and the first phase of improvements to Marriott's Way in the centre of Norwich. These projects would not have been delivered without the allocation of funds from the pooled Infrastructure Investment Fund and the Board acknowledged that the successful delivery had been instrumental in demonstrating a deliverable method of mitigation to national environmental bodies such as Natural England.

8. GREATER NORWICH LOCAL INFRASTRUCTURE FUND

Phil Courtier introduced the report which provided an update on the Greater Norwich Local Infrastructure Fund. It summarised the applications received to date, including an updated financial profile for information. He confirmed that the City Deal through which the LIF was established, provided access to £20million of borrowing to help bring forward the delivery of infrastructure to unlock growth. Mr Courtier confirmed that a measured approach was needed when attempting to access the funding and considered a review every six months to identify if a more robust approach was required.

The Chair queried the status of the £20million and asked if this could be re-allocated to other projects. Phil Courtier confirmed that this might be a possibility but suggested that sunset clauses could be added to schemes allocated funding where it was deemed appropriate in order to encourage delivery. Councillor Stephen Morphew agreed that caution would be required when accessing the funding.

A brief discussion then followed where details of some of the delays on stalled projects were explained.

Chris Starkie informed the Board that sometimes the delays were being caused, not by a lack of funds but by a skills shortage and that this was sometimes beyond the Board's control.

It was then

RESOLVED to

1. Note progress on the proposals approved in principle to date
2. Reaffirm the in-principle loan agreement for the Buxton Road / North Walsham Road East – West Link noting that some progress has been made since the original in-principle agreement in March 2015.
3. Agree that work continues to progress loan agreements for each of the schemes given in-principle agreement by the Board, and to review each of the agreements against progress every 6 months to ensure meaningful progress is being made.

CHAIR

The meeting closed at 2:55pm

Growth Programme Update

*Phil Courtier, Head of Planning, Broadland District Council and
Simon George, Executive Director of Finance, Norfolk County Council*

Summary

This report provides an update on the Growth Programme approved to date and provides the current financial position of the Infrastructure Investment Fund. It also summarises the proposed changes to the Annual Growth Programme developmental process.

Recommendations

- (i) The Board note the current financial standing of the Infrastructure Investment Fund
- (ii) The Board note progress on the Annual Growth Programmes approved to date
- (iii) The Board agree the new process for developing the 2017/18 Annual Growth Programme
- (iv) The Board agree to reschedule its meeting on 22 September 2016 to October 2016 to allow for the new Growth Programme process timescales for development
- (v) The Board delegates responsibility to the Greater Norwich Infrastructure Delivery Board and Section 151 Officers to manage the development of the 2017/18 Annual Growth Programme

1. Introduction

- 1.1 The Greater Norwich City Deal was signed in December 2013. The infrastructure strand of the City Deal agreed a Strategic Infrastructure Programme supported through Government-approved access to preferential borrowing (i.e. the 'project rate') from the Public Works Loan Board.
- 1.2 In addition Broadland District, South Norfolk and Norwich City Councils committed to pooling a significant proportion of their Community Infrastructure Levy (CIL) income to support the Strategic Infrastructure Programme. This pooled fund is called the Infrastructure Investment Fund.
- 1.3 Decisions on delivery and pooled funding support for the Strategic Infrastructure Programme are made by the Greater Norwich Growth Board (the GNGB) via the Annual Growth Programme cycle for subsequent endorsement by the Partners.

- 1.4 The Annual Growth Programmes set out the projects prioritised for development and delivery on an annual cycle. In addition, they also commit pooled CIL funds, either partly or wholly to these projects.
- 1.5 This report provides an update on the Annual Growth Programmes approved to date and provides the current financial position of the Infrastructure Investment Fund. It also summarises the proposed changes to the Annual Growth Programme developmental process.

2. The Infrastructure Investment Fund

- 2.1 On 21 October 2015, Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council signed an agreement formalising the commitment to pool Community Infrastructure Levy (CIL) income (excluding the neighbourhood element and the proportion retained to cover its administrative costs) across the Greater Norwich area to pay for the strategic infrastructure programme.
- 2.2 Norfolk County Council, as the Accountable Body, and in accordance with this agreement, established the Infrastructure Investment Fund from the CIL income it has received from each of the authorities. Table One below shows the forecast Infrastructure Investment Fund balance at 31st March 2016.

Table One: forecast Infrastructure Investment Fund balance at 31 March 2016

Infrastructure Investment Fund	Estimated balance at 31 st March 2016 (£)
CIL Receipts	2,488,042
CIL Payments	(177,940)
Interest	6,733
Total	2,316,835

Notes:

1. The Investment Infrastructure Fund is managed on a cash basis.
2. CIL Receipts are from the adoption and implementation of the district councils CIL schemes to 30 September 2015. CIL income for the period 1 October to 31 March 2016 will be paid over to Norfolk County Council in 2016-17.
3. CIL Payments is the amount Norfolk County Council has reimbursed for costs incurred in delivering the GNGB Annual Growth Programme schemes funded by CIL. It is anticipated that further payments will be made from the Infrastructure Investment Fund early in 2016-17.
4. The Infrastructure Investment Fund forecast position at 31st March 2016 does not include commitments for schemes approved by the GNGB which are to be funded from CIL income and are in the process of being delivered.

3. Progress on the Approved Growth Programme

- 3.1 The management of the Growth Programme is overseen by the Greater Norwich Infrastructure Delivery Board (IDB), which reports to and takes direction from the Greater Norwich Growth Board.
- 3.2 Table Two sets out the projects approved for delivery in the 2014/15 and 2015/16 Annual Growth Programmes. Projects that were reported as complete at the last meeting are not included in Table Two but details can be found at Appendix A. Further details on progress can be found at Appendix B.

Table Two: Annual Growth Programme

Project	Total Cost	Total Pooled CIL approved	Pooled CIL approved to 2015-16	Progress
Harrisons' Wood ¹	£45,000	£45,000	£15,000	Initial works have been completed
Wensum Riverside Walk	£70,000	£51,000	£34,000	Due to complete by end March
Earlham Millennium Green Phases 1 and 2	£15,000 £47,000 - revised	£15,000 £66,000	£66,000	Project delayed by adverse weather
Marriott's Way Phase 2	£250,000	£250,000	£250,000	Project progressing
Salhouse Road BRT	£20,000	£0	£0	Project feasibility progressing
St Clements Hill Blue Pedalway Toucan Crossing	£120,000	£120,000	£120,000	Project design progressing
Roundhouse Way bus interchange	£500,000	£500,000	£50,000	Ongoing land negotiation
Eaton bus interchange	£100,000	£100,000	£25,000	Design progressing
Guardian Road Traffic Signals	£1.65m	£1.65m	£50,000	Design progressing
Longwater Scheme Development	£2m	£0	£0	Project progressing
Golden Ball St	£2.5m	£500,000	£450,000	Under construction
Yellow Pedalway	£119,000	£0	£0	Design progressing
Bowthorpe Colney Link	£161,000	£150,000	£0	Preparatory phases
Total	£7,597,000	£3,447,000	£1,060,000	

3.3 The total approved use of the Infrastructure Investment Funding for 2015/16, excluding for projects not yet completed and closed, is £1,060,000, the majority of this has yet to be drawn down.

4. Pooled CIL income and expenditure to the end of March 2016

4.1 Table Three shows the projected pooled CIL income and spend commitment approved to date. Where projects have been completed actual spend has been included. The projected CIL income has been adjusted to reflect exemptions such as self-build.

¹ Project costs will be repaid through S106. Total cost has been increased

Table Three: CIL income and expenditure

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/ 19	2019/20
	(£)						
Growth Programme commitments*		135,000	1,104,000	3,250,000	1,630,000	1,795,000	415,000
Annual pooled fund income**	55,699	850,818	1,962,367	5,657,184			
Programme Surplus/Deficit	55,699	715,818	858,367	2,407,184			
Cumulative pooled funding position	55,699	771,517	1,629,884	4,037,068			
Annual requirement to be funded by borrowing				27,320,000	21,680,000	1,000,000	
Anticipated borrowing costs					1,319,000	2,366,000	2,897,000

* revised to reflect actual spend for completed projects and re-profiling

** actual (13/14 and 14/15) and projection (15/16 onwards)

4.2 The cumulative balance of £1,629,884 at the end of 2015-16 is different to the balance shown on the Investment Infrastructure Fund in table One as it includes forecast income for the period 1 October to 31 March 2016 and expenditure that has not yet been reimbursed from the Infrastructure Investment Fund.

4.3 The borrowing shown in table Three is for the NDR and Long Stratton Bypass schemes and is included for illustrative purposes. The borrowing has not yet been undertaken and the actual profile is likely to change. This will be updated in future reports to the Greater Norwich Growth Board.

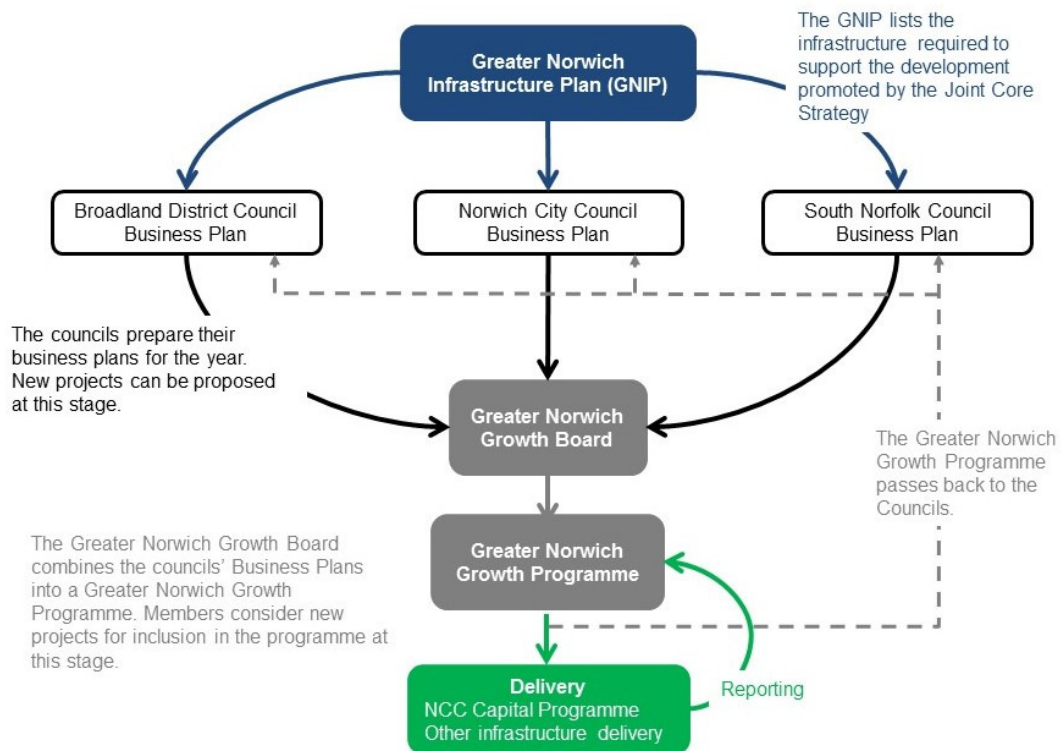
5. Developing the 2017/18 Annual Growth Programme

5.1 The 2016/17 Annual Growth Programme was developed using the Greater Norwich Infrastructure Plan as its evidence base.

5.2 During June and July 2015 Broadland, Norwich and South Norfolk Councils each approved their individual 2016/17 Annual Business Plans. Each Council identified the strategic infrastructure projects that were considered to be local priorities for delivery in the forthcoming year.

5.3 The 2016/17 Annual Business Plans informed the development of the 2016/17 Annual Growth Programme which was approved by the GNGB in September 2015. Each Council then confirmed its commitment to the Annual Growth Programme, as part of their budget setting cycle in January 2016.

Fig. 1 – 2016/17 Annual Growth Programme development process



- 5.4 As part of the 2017/18 Annual Growth Programme development the Greater Norwich Infrastructure Plan will be updated and used as the evidence base as in previous years. However, instead of three individual Annual Business Plans it is proposed that a Joint 5 year Investment Plan is produced.
- 5.5 The process will still allow for local priorities to be highlighted as Cabinets and Councils will be asked to contribute to and sign off of Joint Investment Plan in September 2016. The Joint Investment Plan will provide a longer term context for decision making as well as eliminate the need to approve strategic infrastructure projects for inclusion twice, once as part of the Annual Business Plan process and again as part of the budget setting process. The GNGB will consider the first year of the 5 year Joint Investment Plan as its Annual Growth Programme and it will only be reported back to individual Cabinets and Councils if substantial changes have been proposed by the GNGB. Norfolk County Council’s Policy and Resources Committee sign off as before.
- 5.6 The Board are asked to delegate responsibility to the Greater Norwich Infrastructure Delivery Board and Section 151 Officers to manage the development of the 2017/18 Annual Growth Programme.

Fig. 2 – 2017/18 Annual Growth Programme development proposal

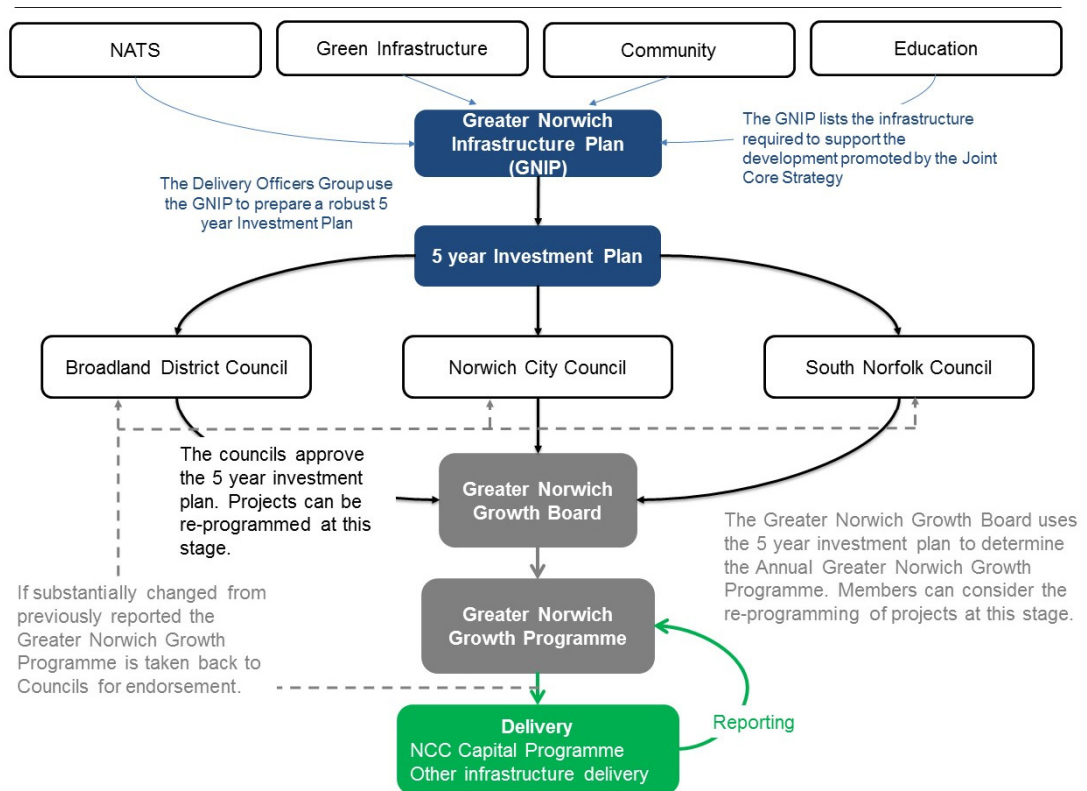
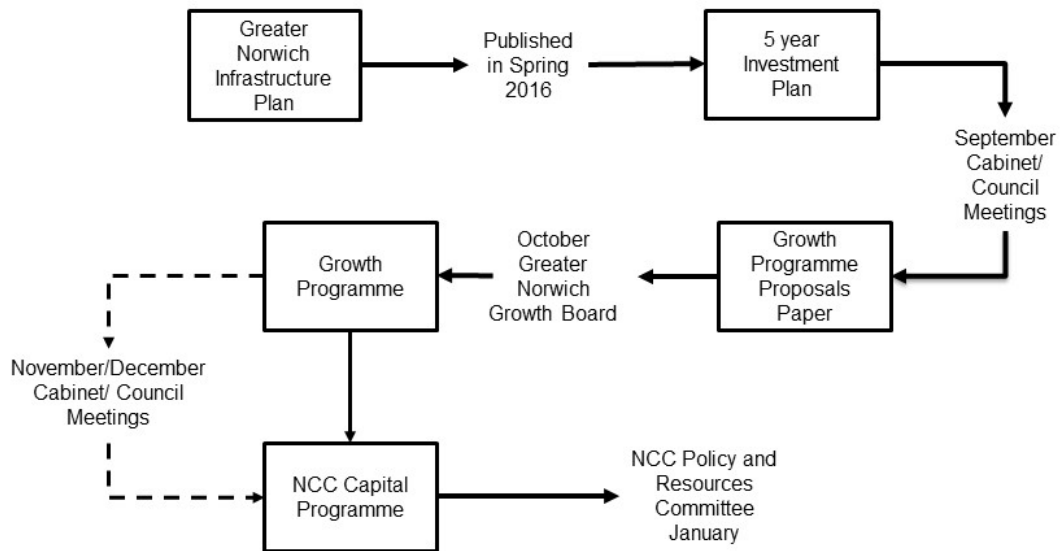


Fig. 3 – 2017/18 Annual Growth Programme sign off



5. Recommendations

- 5.1
- (i) The Board note the current financial standing of the Infrastructure Investment Fund
 - (ii) The Board note progress on the 2014/15 and 2015/16 Annual Growth Programmes
 - (iii) The Board agree the new process for developing the 2017/18 Annual Growth Programme
 - (iv) The Board agree to reschedule its meeting on 22 September 2016 to October 2016 to allow for the new Growth Programme process timescales for development
 - (v) The Board delegates responsibility to the Greater Norwich Infrastructure Delivery Board and Section 151 Officers to manage the development of the 2017/18 Annual Growth Programme

6. Issues and Risks

6.1 Other resource implications (staff, property)

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

6.2 Legal implications

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

6.3 Risks

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

6.4 Equality

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

6.5 Human rights implications

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

6.6 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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Harvey Bullen	01603 223330	harvey.bullen@norfolk.gov.uk
Ellen Goodwin	01603 638160	ellen.goodwin@norfolk.gov.uk

Attachments:

Appendix A – Greater Norwich Growth Programme Published November 2015
Appendix B – Annual Growth Programme Highlight Reports

**Greater Norwich
Growth Board**

Greater Norwich Growth Programme

November 2015

Introduction

1. The Greater Norwich City Deal was signed with the Government in December 2013. To help achieve our growth ambitions the City Deal agreed a strategic infrastructure programme supported through Government-approved access to borrowing at a preferential rate and the local authorities' commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income to form an Infrastructure Investment Fund. Decisions on delivery and pooled funding support for the strategic infrastructure programme are made by the Greater Norwich Growth Board through setting the Growth Programme.
2. The Greater Norwich Growth Board has responsibility for assembling the Growth Programme from the three Annual Business Plans of Broadland District Council, Norwich City Council and South Norfolk Council, whilst also taking account of any further schemes for delivery across the area which may arise in response to mainstream funding decisions. The Growth Programme identifies schemes to be prioritised for delivery and to be funded either wholly or in part from the Infrastructure Investment Fund.
3. On 24 September 2015 the Greater Norwich Growth Board approved seven new schemes for inclusion in the 2016/17 Growth Programme. The 2016/17 Programme also incorporates schemes approved in previous years, and gives in-principle approval for four further schemes to be funded and delivered in 2017/18.
4. The 2016/17 Growth Programme approved by the Growth Board supports the longer term programme of Norwich Area Transportation Strategy (NATS) projects that have been developed in response to funding announcements from government. The NATS programme identifies schemes for delivery from the Local Growth Fund, supported by pooled CIL contributions, to 2019/20.
5. The 2016/17 Growth Programme also reaffirms the commitment to borrow funds as and when required to support the delivery of significant infrastructure projects including the Northern Distributor Road (NDR), the Long Stratton Bypass and other transportation improvement measures.
6. Alongside the significant strategic projects identified for pooled funding in the Growth Programme there are other schemes identified as being essential to the delivery of planned growth. Schemes currently underway include:
 - city centre and A11 corridor transport improvements and improvements at Longwater junction funded by the Local Growth Fund,
 - cycle improvements supported by Cycle City Ambition Grant, Local Authority and developer funding; and
 - major improvements to Postwick Junction funded by the Department for Transport and Norfolk County Council.
 - Other improvements planned at Thickthorn junction as well as dualling schemes between North Tuddenham and Easton and Blofield and Burlingham.

7. Funding for strategic infrastructure delivery has also been secured through developer contributions and significant schemes include a new primary school at Hethersett and the expansion of Wymondham High Academy.
8. As funding has already been secured, these projects are not shown in the Annual Growth Programme as they do not require pooled funding support for delivery. These projects are important to support the growth agenda and the full infrastructure delivery plan can be found in the [Greater Norwich Infrastructure Plan \(GNIP\)](#) which is kept under review and an updated version will be published in March 2016.

The Growth Programme

9. The Growth Programme for 2016/17 includes schemes already approved in the 2014/15 and 2015/16 Programmes. Table 1 below provides a comprehensive list of the schemes identified for delivery during these periods and shows the full scheme cost and the year that delivery will commence. A summary of each scheme can be found at Appendix 1.

Table 1: Schemes included in the Growth Programme

Ref ¹	Scheme	Total committed IIF funding	Commencement date
GP1	Harrisons' Wood	£35,000	2014/15
GP2	Danby Wood	£35,000	COMPLETE for £25,861.85
GP3	Marston Marsh	£30,000	COMPLETE for £23,805.33
GP4	Earlham Millennium Green	£15,000	Rolled over into GP8
GP5	Riverside Walk; improvement work	£51,000	2014/15
GP6	Marriott's Way Phase 1	£60,000	COMPLETE for £60,000
GP7	Norwich Health Walks	£40,000	COMPLETE for £37,852
GP8	Earlham Millennium Green Path improvements	£66,000	2015/16
GP9	Marriott's Way Phase 2	£250,000	2015/16
GP10	Salhouse Road Walk/Cycle Route	£15,000	2015/16
GP11	Blue Pedalway Toucan Crossing and associated works	£120,000	2015/16
GP12	Roundhouse Way Interchange	£500,000	2015/16
GP13	Eaton interchange	£100,000	2015/16
GP14	Guardian Road/Dereham Road junction improvements	£1,650,000	2015/16
GP15	Longwater Scheme Development	£0	2015/16
GP16	Golden Ball St	£500,000	2015/16

¹ Some Project numbers have changed since the previous report

GP17	Yellow Pedalway	£0	2015/16
GP18	Sprowston Diamond Centre	£1,000,000	2016/17
GP19	St Faiths to Airport Industrial Estate transport link	£1,000,000	2016/17
GP20	Denton Road - School Lane Toucan Crossing and associated works	£120,000	2016/17
GP21	Golden Ball St	Upto £500,000	2016/17
GP22	Heathgate Pink Pedalway	£150,000	2016/17
GP23	Carrow Bridge to Deal Ground cycle path	£100,000	2016/17
GP24	Colney River Crossing	£150,000	2016/17
GP25	Northern Distributor Road	£40,000,000	2016/17
GP26	Long Stratton Bypass	£10,000,000	2016/17
	TOTAL	£56,487,000	

10. The full Greater Norwich Growth Programme provides a more detailed breakdown of cost and funding sources for each scheme and is available at Appendix 2.

Projects approved in-principle for future delivery

11. The Greater Norwich Growth Board approved the following projects in-principle for inclusion in the 2017/18 Growth Programme, subject to further scheme development.
- Long Stratton Sports Hub
 - Norwich Castle Gardens
 - River Wensum Parkway
 - Marriott's Way Phase 3

Projects not approved for inclusion in the Growth Programme at this stage

Yare and Wensum Valley Links

12. Whilst the project was included in the City Council's 2016/17 Annual Business Plan (ABP), South Norfolk Council had not prioritised their area's elements for delivery in 2016/17 within their ABP. As a consequence it was considered preferable for the project to be developed at a future date so that it covers the whole link across both districts. The project was therefore not recommended for inclusion in the 2016/17 Growth Programme.

Approval

13. The 2016/17 Growth Programme is reported to each of the Growth Board partners for approval of the combined Growth Programme. The meeting dates for each authority are;

Broadland District Council	3 December 2015
Norwich City Council	24 November 2015
South Norfolk Council	pre-approved at 13 July Council meeting
Norfolk County Council	8 February 2016

The Growth Programme will also be reported to the members of the New Anglia LEP Board in November 2015.

Delivery and Monitoring

14. Delivery of the Programme is the responsibility of the Greater Norwich Infrastructure Delivery Board (IDB). Promoters will be responsible for providing information on individual schemes to the IDB. The IDB will consider in-year changes to the Programme based on their monitoring of progress and the outcome of ongoing scheme identification work.
15. The IDB will report progress on Programme delivery to the meetings of the Greater Norwich Growth Board.

Greater Norwich Growth Programme Project Summary

Growth Programme Reference	Project Description
GP1	<p>Harrisons' Wood, Salhouse Road, Norwich</p> <p>A need for strategic improvements around Mousehold Heath has been identified through the Joint Core Strategy to manage the impacts of planned growth. Public access and improvements to Harrisons Plantation, The Breck and Boar Plantation will help to improve connections from Mousehold Heath to the Broads, contributing to an eventual continuous corridor extending to the Broads buffer/ sensitivity zone and beyond.</p>
GP2	<p>Danby Wood, Marston Lane, Norwich</p> <p>Enhancement of Danby Wood Local Nature Reserve for site users and wildlife. Make the site more resilient to cope with increased usage generated by growth in the area and to extreme weather events and provide improved links to strategic green infrastructure in the Yare Valley with access improvements, protecting the sites' biodiversity interest and enhanced potential for educational use.</p>
GP3	<p>Marston Marsh</p> <p>Enhancement of Marston Marsh, a defined Local Nature Reserve and County Wildlife Site, for site users and wildlife. Make the site more resilient to cope with increased usage generated by growth in the area and to extreme weather events, including access improvements, protecting the sites' biodiversity interest and enhanced potential for educational use.</p>
GP4	<p>Earlham Millennium Green (Phase 1)</p> <p>Enhancement of Earlham Millennium Green for site users and wildlife. Make the site more resilient to cope with increased usage generated from nearby developments, especially Three Score. Creation of high quality open space and wildlife area, improvements to access and enhanced potential for educational use.</p>
GP5	<p>Riverside Walk</p> <p>Improvement work to river banks, seating and interpretation, leading to improved usability, and attractiveness of the Wensum riverside walk</p>
GP6	<p>Marriott's Way (Phase 1)</p> <p>Improvement to the section of Marriott's Way from Thorpe Marriott to Norwich City Centre including improvements to the cycle path, improving signage and safety. Aims to increase the number of commuting trips by cycle to the city centre taking cars off roads, reducing congestion, reducing pollution and providing longer-term health and wellbeing benefits.</p>
GP7	<p>Norwich Health Walks</p> <p>Provides connections between the Yare Valley and the wider countryside; creating an asset for the Norfolk and Norwich Hospital and its visitors and patients. Contributing to public physical and</p>

	mental health through recreation. Includes access and open space improvements.
GP8	Earlham Millennium Green Path Improvements (Phase 2) Enhancement of Earlham Millennium Green for site users and wildlife. This project is a further phase of the project approved for inclusion in the 2014/15 Growth Programme.
GP9	Marriott's Way (Phase 2) A second phase of improvement to the section of Marriott's Way from Thorpe Marriott to Norwich City Centre in addition to those agreed in the 2014/15 AGP.
GP10	Salhouse Road Walk/Cycle Route The first stage of an off carriageway cycle link in the city deal strategic infrastructure programme between Rackheath and the Norwich Cycle Network via Salhouse Road. This first phase is to be delivered in 2015/16 through the Cycle City Ambition Bid. This scheme is fully funded through Cycle City Ambition Grant. It needs no funding support but demonstrates delivery of an element of the strategic programme through the Cycle City Ambition Grant.
GP11	Toucan Crossing and associated works Part of the Blue Pedalway route which links the city centre with the North East Growth Triangle (NEGT). Relocated to St Clements Hill / Chartwell Road / Spixworth Road from the original plan at Denton Road / Chartwell Road / School Road
GP12	Roundhouse Way Bus Interchange Further phase of bus improvements on the A11 corridor linking the City, NRP, NNUH, Cringleford, Hethersett and Wymondham. The funding in 2015/16 is for scheme development with delivery in 2016/17
GP13	Eaton Bus Interchange Further phase of bus improvements on the A11 corridor linking the City, NRP, NNUH, Cringleford, Hethersett and Wymondham. The funding in 2015/16 is for scheme development with delivery in 2016/17
GP14	Guardian Road/Dereham Road junction improvements Improvements at the junction of the junction of the Dereham Road BRT corridor and the Outer Ring Road to overcome local congestion and improve conditions for public transport, cycling and walking.
GP15	Longwater Scheme Development The scheme has been prioritised for funding by the Local Transport Body and was allocated £1m devolved major scheme funding to bring forward a scheme. The county council has completed strategic work in the area and identified a preferred strategy to overcome the issues and bring forward growth. Further scheme development work on the longer-term solution is required
GP16	Golden Ball St / Westlegate, Norwich This scheme builds on the traffic improvements realised as part of the Chapelfield North scheme and is an important element of the City Centre NATS measures that will provide a more attractive environment for pedestrians and cyclists.

GP17	Yellow Pedalway Investment in the Greater Norwich cycle network, the yellow route connects the new University Technical College through Lakenham to the city centre, and continues northwards to the airport.
2016/17 Annual Growth Programme	
GP18	Sprowston Diamond Centre Redevelopment of a former school building for community uses. Sprowston Neighbourhood Plan has identified a lack of community facilities. The continued development will create more new facilities and a sports hall in Sprowston, offering several function rooms. The project is estimated to cost £2.4m and £1.4m of these is being sought from various funding sources. £1m is proposed for forward funding from the pooled fund in 2016/17, subject to the development of an appropriate loan agreement with Sprowston Town Council setting out terms and repayments.
GP19	St Faiths Rd to Airport Transport Link Link Road and Cycle Links between St Faiths Rd and Airport Industrial Estate (AIE) will join the existing employment area with the growth triangle providing connectivity between residential and employment areas. The part of the link between St Faiths Road and the edge of the Airport Industrial Estate will be delivered through the development of proposed AAP allocation GT15: Land North of Repton Avenue. The final section of the link to Hurricane Way will need to be delivered through the combined intervention of Norwich City Council, Broadland District Council, Norfolk County Council and the Estate Manager NPS. Feasibility work is underway.
GP20	Toucan Crossing and associated works Denton Road / Chartwell Road / School Road: Part of the Blue Pedalway route which links the city centre with the North East Growth Triangle (NEGT).
GP21	Golden Ball St / Westlegate, Norwich This scheme build on the traffic improvements realised as part of the Chapelfield North scheme and is an important element of the City Centre NATS measures that will provide a more attractive environment for pedestrians and cyclists. Additional funding of £500k is being sought to enhance the quality of public realm in Westlegate and All Saints Green.
GP22	Heathgate - Pink Pedalway The construction of a 3m wide lit cycling and walking path between Heathgate and Gurney Road at the junction with Britannia Road.
GP23	Cycle routes - Carrow Bridge to Deal Ground riverside path Delivery of a short section of cycle / footway on north bank of the River Wensum. This will provide a key 'missing link' in the route between Norwich city centre / rail station and Whitlingham Country Park, which is also needed to serve several planned new developments in the area.
GP24	Colney River Crossing (NRP to Threescore) Improvements to the existing right of way, including a new footbridge across the River Yare and improvements to the existing

	footpaths will improve linkages between housing at Three Score and the Norwich Research Park. This is part of a wider project of improvements to green space in Bowthorpe associated with the development of Three Score. The river crossing and footpath improvements would provide a direct link between housing in Bowthorpe, the Bowthorpe Southern Park and the major employment locations at the NRP and the Norfolk and Norwich University Hospital.
GP25	Northern Distributor Road All 3 business plans recognise the importance of the NDR in supporting the planned growth of the Area. The NDR is identified in the JCS as a requirement of the growth strategy and a key element NATS. The NDR has secured its development consent order and DTF funding has been confirmed. The Growth Board Partners have agreed to use up to £40m of pooled CIL to support delivery of the NDR. The NDR is planned to commence late 2015.
GP26	Long Stratton Bypass The project consists of a bypass to Long Stratton, at least two roundabouts, an improvement to Hempnall crossroads and village centre enhancement measures. A planning application is currently being worked up for the development including the bypass, its junctions and Hempnall crossroads improvements. Current estimates put the cost of these schemes at about £20m. This will be refined through the application process.
2017/18 Annual Growth Programme – approved in principle subject to further work	
tbd	Long Stratton Sports Hub & pitch improvements The project aims to bring together a number of facility-providing partners (South Norfolk Council, Long Stratton High School and Long Stratton Parish Council) to improve the sport and leisure facility stock in the village in anticipation of significant housing growth. It will create a new sport and leisure 'Hub' across three adjacent sites and provide new and enhanced facilities that are fit for purpose and better suited to the current and future facility needs of local residents
tbd	Castle Gardens Comprehensive restoration of Castle Gardens and improvements to Castle Green to complement the planned refurbishment of the interior exhibition spaces within the Castle.
tbd	River Wensum Parkway (City and SNDC) Enhancements to the strategic green link network between the River Wensum and Ber Street/Thorn Lane. This will include improvements to the wooded ridge path between Thorn Lane and Carrow Hill, measures to improve access to the link for pedestrians on King Street close to the southern Boom Tower, and enhancement of the setting of the Boom Towers and City Walls between the river and Ber Street including some repairs and tree work.

tbd	Marriotts Way Phase 3 Work to make the section of Marriott's Way within the Norwich urban area more usable and attractive for commuter and leisure cycling and walking through: <ol style="list-style-type: none">1. Barn Road entrance public realm improvements2. Mile Cross Road access improvements3. Sloughbottom Park – Andersons Meadow path improvements4. Hellesdon Road – Sloughbottom Park surfacing enhancements5. Access improvements to Burnet Road (Sweetbriar industrial estate)
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APPENDIX 2 - GREATER NORWICH GROWTH PROGRAMME

Completed projects highlighted in yellow
Projects supported by borrowing in blue

CIL Funding profile

Ref	Expenditure	Original Budget	Actual spend	Other funding	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
APPROVED																	
2014/15 Growth Programme																	
GP1	Harrisons' Plantation	(35)				(5)	(15)	(5)	(5)	(5)							
	Harrisons' Plantation secured funding (S106)	35										35					
GP2	Danby Wood	(35)	(26)			(26)											
GP3	Marston Marsh	(30)	(24)			(24)											
GP4	Earlham Millennium Green – Enhancement	(15)	(9)			(3)	(6)										
GP5	Riverside Walk; improvement work	(70)		(19)		(17)	(34)										
GP6	Marriott's Way - Phase 1	(60)	(60)			(60)											
GP7	Norwich Health Walks	(40)	(38)				(38)										
2015/16 Growth Programme																	
GP8	Earlham Millennium Green Path improvements	(66)					(66)										
GP9	Marriott's Way - Phase 2	(250)					(250)										
GP10 - 17	NATS Programme 2015/16 - 2020/21 (Detail on further spreadsheet)	(30,855)	(27,285)				(695)	(725)	(100)	(1,600)	(450)						
2016/17 Growth Programme																	
GP18	Sprowston Diamond Centre	(2,400)	(1,400)					(1,000)									
	Sprowston Diamond Centre community payback		(1,000)														
GP19	St Faiths to Airport Transport Link	(1,000)						(500)	(500)								
GP20	Denton Road Toucan Crossing	(120)						(120)									
GP21	Golden Ball Street public realm enhancement	(500)						(500)									
GP22	Pink Pedalway - Heathgate	(250)	(100)					(150)									
GP23	Cycle route - Carrow Bridge to Deal Ground riverside path	(350)	(250)					(100)									
GP24	Colney River Crossing (NRP to Threescore)	(401)	(251)					(150)									
GP25	NDR	(178,450)	(138,450)					(22,320)	(16,680)	(1,000)							
GP26	Long Stratton Bypass	(20,000)	(10,000)					(5,000)	(5,000)								
	Relocation of Brooke Primary School	(3,000)	(3,000)					0	0	0							
	New Hethersett Primary School	(5,100)	(5,100)					0	0	0							
	Wymondham High School Extension (includes new artificial grass pitch for shared community)	(10,000)	(10,000)					0	0	0	0						
2017/18 Growth Programme (in principle)																	
tbd	River Wensum Parkway	(410)	(210)						(100)	(100)							
tbd	Marriott's Way - Phase 3	(365)							(275)	(90)							
tbd	Castle Gardens improvements	(1,338)	(1,188)						(150)								
tbd	Long Stratton Sports Hub & Pitch improvements	(2,545)	(2,045)						(500)								
Growth Programme Funding Summary																	
	Total Approved Capital Cost	(257,650)															
	Identified Funding	(200,298)															
	Pooled funding requirement of 14/15 and 15/16 GP					(135)	(1,104)	(730)	(105)	(1,605)	(415)						
	Pooled funding requirement of 14/15, 15/16 and 16/17 GP		(58,329)			(135)	(1,104)	(30,570)	(23,310)	(2,795)	(415)						
	Annual requirement to be funded by borrowing							(27,320)	(21,680)	(1,000)							
	Pooled Funding Requirement to be directly funded (excluding borrowing assumptions)					(135)	(1,104)	(3,250)	(1,630)	(1,795)	(415)						
	Anticipated annual borrowing costs							(1,319)	(2,366)	(2,897)	(2,897)	(2,897)	(2,897)	(2,897)	(2,897)	(2,897)	(2,897)
	Pooled CIL Projection	64,736							7,708	7,993	8,208	9,577	8,635	7,242	6,288	4,911	4,174
	Actual CIL Income	907			56	851											
	Current year predicted CIL income	1,962					1,962										
	16/17 CIL income estimate	5,657						5,657									
	CIL income trajectory	73,262			56	851	1,962	5,657	7,708	7,993	8,208	9,577	8,635	7,242	6,288	4,911	4,174
	Yearly Pooled CIL Surplus / (Deficit)	40,969			56	716	859	2,407	4,759	3,832	4,896	6,680	5,737	4,345	3,391	2,014	1,277
	Cumulative Pooled CIL Surplus / (Deficit)				56	771	1,630	4,037	8,796	12,628	17,524	24,204	29,941	34,286	37,678	39,692	40,969

Appendix 3 - Norwich Area Transportation Strategy, Pre-committed LGF Programme

	NATS Ref	Total	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Salhouse Rd Sustainable Transport Corridor								
Salhouse Rd Sustainable Transport Corridor Scheme Identification (BRT/Pink Pedalway)	NEGT1	(30)	(30)					
Salhouse Rd Corridor Scheme delivery		(400)			(400)			
Repton Ave Link (Purple Pedalway)	NEGT2	(1,000)			(1,000)			
Repton Ave Link - developer funding		1,000			1,000			
Repton Ave Link Scheme Identification		(20)	(20)					
Salhouse Road Walk/Cycle Route (Pink Pedalway)	NEGT3	(200)		(200)				
Salhouse Road Walk/Cycle Route CCAG funding		200		200				
North Walsham Road Core Bus Route Enhancements Scheme Identification	NEGT4	(10)		(10)				
North Walsham Road Core Bus Route Enhancements		-						
School Lane/ Chartwell Road/ Denton Road Toucan Crossing and associated works (Blue Pedalway)	NEGT5	(120)		(120)				
Broadland Way Scheme Development (pink pedalway extension)	NEGT6	(15)	(15)					
NE Norwich link road		(14,250)		-	(6,000)	(5,000)		(3,250)
NE Norwich link road - developer funding	NEGT7	14,250		-	6,000	5,000		3,250
		-						
Yarmouth Road Sustainable Transport Corridor								
Yarmouth Rd Sustainable Transport Corridor Scheme Identification (BRT/Green Pedalway)	YAR1	(20)		(20)				
Lower Clarence Road	YAR2	-						
Rail Station Cycle Hub	YAR3	-						
Broadland Gate S106 Est		-						
		-						
A11 Sustainable Transport Corridor								
A11 sustainable transport corridor scheme identification (BRT/Pink pedalway)	SW1	(60)	(60)					
Roundhouse Way Bus Interchange	SW2	(500)		(50)	(450)			
Pink Pedalway Route Extension	SW3	(250)			(250)			
B1172 Bus/Cycle enhancements	SW4	(250)			(250)			
		-						
Thickthorn Scheme Development	SW5	-						
Thickthorn Scheme Development		-						
Eaton interchange	SW6	(100)		(25)	(75)			
		-						
Dereham Road Sustainable Transport Corridor								
Extension to Longwater/Easton Scheme Identification (BRT/Green Pedalway)	DER1	(40)	(20)	(20)				
Guardian Road Traffic Signals Feasibility	DER2	(1,650)	(50)	(50)	(50)	(750)	(750)	
Longwater walk/cycle	DER3	-						
Longwater Scheme Development	DER4	-						
Longwater Scheme Development		(2,000)		(750)	(750)	(500)		
		-						
BRT Fakenham Road/Drayton High Road								
Fakenham Rd BRT Feasibility (Scheme Identification) - revenue	FAK1	(30)			(30)			
		-						
City Centre Measures								
Golden Ball Street / All Saints Green Scheme Development	CC1	(125)	(125)					
CC1 delivery		(2,500)	-	(1,500)	(1,000)	-	-	-
Golden Ball Street (two-way for general traffic)	CC1a	-						
Westlegate (remove right turn and pedestrianise)	CC1b	-						
Bus only on All Saints Green	CC1c	-						
Finkelgate/Queens Rd Junction	CC1d	-						
Ber Street	CC1e	-						
Farmers Ave Two Way	CC1f	-						
POW Rd, Rose Lane, Ag Hall Plain	CC2	(5,100)	-	-	-	(1,100)	(2,000)	(2,000)
Prince of Wales Road (two-way bus only)	CC2a	-						
Rose Lane (two-way for general traffic)	CC2b	-						
Agricultural Hall Plain (bus only)	CC2c	-						
		-						
A140 Corridor								
A140 Corridor scheme identification (BRT/Yellow Pedalway)	CRO1	(60)		(60)				
Yellow Pedalway - Lakenham Way Improvements	IPS1	(119)	(19)	(100)				
Yellow Pedalway - Lakenham Way (S106)		119	19	100				
Bus priority Harford A47 Junction	IPS3	(1,750)			(100)	(100)	(1,100)	(450)
		-						
Other NATS								
Committed NATS schemes		(735)		(205)	(155)	(150)	(225)	
Committed NATS funding		735		205	155	150	225	

	Total	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
Costs							
Total Cost	(30,995)		(3,110)	(10,510)	(7,600)	(4,075)	(5,700)
Scheme development		(313)	(110)	(30)	-	-	-
Capital Cost	(30,855)		(3,000)	(10,480)	(7,600)	(4,075)	(5,700)
Income							
LTB City Centre	7,000	-	1,050	1,850	1,850	2,250	-
LTB Longwater	2,000	-	750	750	500	-	-
LTB2	2,000	-	-	-	-	-	2,000
Cycle City Grant	200	-	200	-	-	-	-
S106	15,350	19	100	7,000	5,000	-	3,250
NATS LTP Committed	735	-	205	155	150	225	-
NATS LTP Uncommitted	-	-	-	-	-	-	-
Total income	27,285	-	2,305	9,755	7,500	2,475	5,250
CIL requirement	(3,570)		(695)	(725)	(100)	(1,600)	(450)

**Greater Norwich Growth Programme
Highlight Report**

Date of report:	17 March 2016	Project Sponsor:	Phil Courtier
<p>Project description: The Greater Norwich Growth Programme for 2014/15 was approved by the Growth Board in July 2014: 7 projects were approved for funding from the Infrastructure Investment Fund. 10 projects were approved for 2015/16 in October 2014 and a further 7 were approved for 2016/17 in September 2015. This report provides an update on each of the projects being delivered.</p>			
<p>Summary 5 projects are now complete.</p> <p>Key to Project status:</p> <ul style="list-style-type: none"> • <i>Red: project experiencing or very likely to hit significant problems – urgent action required</i> • <i>Amber: project has potential for significant problems – action required</i> • <i>Green: project on target and no significant problems anticipated</i> 			
Approved Growth Programme Projects			
Report	Project sponsor	Lead Officer	Project Status
GP1 Harrison's Wood	Phil Courtier	Richard Squires	Green
GP5 Wensum Riverside Walk	Graham Nelson	Lara Hall	Green
GP8 Earlham Mill Green	Graham Nelson	Paul Holley	Amber
GP9 Marriott's Way	Graham Nelson	Tim Mellors	Green
GP10 Salhouse Road	Tom McCabe	Jon Barnard	Amber
GP11 St Clements Hill Toucan Crossing (Blue Pedalway)	Tom McCabe	Jon Barnard	Green
GP12 Roundhouse Way Bus	Tom McCabe	Jon Barnard	Red
GP13 Eaton Interchange	Tom McCabe	Jon Barnard	Amber
			Amber

GP14 Guardian Road/Sweetbriar road Traffic Signals	Tom McCabe	Jon Barnard	Amber
GP15 Longwater	Tom McCabe	Ian Parkes	Amber
GP16 Golden Ball Street	Tom McCabe	Jon Barnard	Green
GP17 Lakenham Way Yellow Pedalway	Tom McCabe	Jon Barnard	Amber
GP 24 Bowthorpe Colney Link – early delivery of 16/17 Growth Programme (S106 funded)	Dave Moorcroft	David White	Amber

Completed Projects

Report	Project sponsor
<i>GP2 Danby Wood</i>	<i>Graham Nelson</i>
<i>GP3 Marston Marsh</i>	<i>Graham Nelson</i>
<i>GP4 Earlham Millennium Green</i>	<i>Graham Nelson</i>
<i>GP6 Marriott's Way</i>	<i>Graham Nelson</i>
<i>GP7 Norwich Health Walks</i>	<i>Tim Horspole</i>

Harrisons Wood				
Ref: GP1	Cost: £45,000 (as agreed on 4 Dec)	Spend: £20,446	Project Status:	Green
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.				
Progress to Date: Initial programme of works has been completed.				
Key milestones	Planned end date	Revised end date	Actual end date	
Production of woodland management plan	31/03/2015	30/06/2015	30/06/2015	
Initial programme of works to woodland completed	31/08/2015	31/01/2016	28/01/2016	
Transfer of land to Broadland DC	30/06/2015	31/02/2016		
Opening of woodland	14/09/2015	31/03/2016		
Transfer of land to Sprowston TC	31/03/2016	31/07/2016		
Cause of any variances in milestone dates and budget	Delays arising from <ul style="list-style-type: none"> • securing permissions from the landowners site access • work was suspended during bird nesting season • additional fencing work to prevent vehicular access • decision making re. land transfer 			
Significant issues to be addressed:				

Wensum Riverside Walk

Ref: GP5	Cost: £70,000 (£51,000 from GP)	Spend: £36,085	Project Status:	Green
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.				
Progress to Date: The physical improvement works to the Oasis site are nearing completion with the trim trail, tree planting and path surfacing to be completed this week. The works will be fully charged this financial year.				
Key milestones				
	Planned end date	Revised end date	Actual end date	
Planning Application for Portage (if required)	Dec –Jan 14/15	September 2015	n/a	
Consultation	Na	September / October 2015	December 2015	
Contract Documentation	Jan/Feb 15	October 2015	November 2015	
Procurement and Mobilisation	March/April 15	November-Dec 2015	January 2016	
Construction	April/May 15	Jan/Mar 2016	Feb/March 2016	
Closure	June 15	March 2016	March 2016	
Cause of any variances in milestone dates and budget	Uncertainty over canoe portage caused delays however the scheme is now progressing for the completion of the landscape enhancements to the site.			
Significant issues to be addressed:				
<ul style="list-style-type: none"> • N/A 				

Earlham Millennium Green Path improvements

Ref: GP8	Cost: £62,000	Spend: £11,860	Project Status:	Amber
Project Description: Complete refurbishment of pedestrian routes through Millennium Green.				
Progress to Date: Phase one is complete. The pond has already recovered very well, and the larger expanse of water created will improve both its wildlife and amenity value. This pond is especially important as a breeding site for dragonflies. Phase 2 - quotes for surfacing options obtained. New specification and methods statement obtained and to be reviewed in January 2016. The design selected will require suitable dry weather conditions for laying.				
Key milestones				
	Planned end date	Revised end date	Actual end date	
Preliminary Site Clearance	Autumn 2014		Autumn 2014	
Removal of Boardwalk	March 2015	Sept 2015	Sept 2015	
Pond excavation	March 2015	Sept 2015	Sept 2015	
Main footpath construction	October 2015	By April 2016 (depending on surface treatment used)		
Cause of any variances in milestone dates and budget	<ul style="list-style-type: none"> • Unplanned staff absences • Unfavourable weather conditions may affect when works are undertaken • Final choice of footpath surfacing may affect completion date, e.g. application of some surfacing types needs dry and reasonably warm conditions 			
Significant issues to be addressed:				
<ul style="list-style-type: none"> • Unfavourable weather conditions may affect when works are undertaken • Choice of footpath surfacing may affect completion date 				

Marriott's Way				
Ref: GP9	Cost: £250,000	Spend: £157,000 (committed expenditure)	Project Status:	Green
Project Description:				
<ul style="list-style-type: none"> Improvements to Marriott's Way within the urban area to encourage commuting by bicycle and on-foot The project originated from the Greater Norwich Investment Plan (ref: GNIP P7.1.1) City Deals Strategic Infrastructure Programme/LIPP project ref: NF13(JCS G1 11) 				
Progress to Date:				
<ul style="list-style-type: none"> Most sub-projects involving works have been ordered with implementation begun or due to begin shortly. Other sub-projects have been largely completed. The Gunton Lane/Red Bridge surfacing project has agreed a programme with the contractor. – carry forward requested 				
Key milestones				
	Planned end date	Revised end date	Actual end date	
Completion of Delivery & Implementation plan	15-05-2015		19-05-15	
Project team agree projects for 2015/16			19-05-15	
Install street lighting (Barn Road – Dragon bridge)	31-03-2016			
Complete repairs to Dragon Bridge to enable adoption	31-03-2016			
Complete highway improvements to access points and barriers	31-03-2016		12-2-2016	
Complete surfacing in Gunton Lane/Red Bridge area	31-03-2016	31-05-2015		
Complete Wayfinding and signage; Barn Rd – Thorpe Marriott	31-03-2016			
Complete vegetation management/conservation work by volunteers managed by the Norwich Fringe Project.	31-03-2016			
Complete Biodiversity planning and implementation: Barn Rd – Thorpe Marriott. Incl. treatment of invasive species, Statutory species surveys	31-03-2016	Ongoing programme of treatment of invasive species to 2017/18	Largely completed Feb 2016	
Cause of any variances in milestone dates and budget	£15,000 carry forward to 2016/17 requested for <ul style="list-style-type: none"> surface dressing of path (Gunton Lane/Red Bridge) to be carried out in warmer weather to reduce risk of failure 2/3 year programme of treatment of Japanese knotweed to ensure eradication. 			
Significant issues to be addressed:				
<ul style="list-style-type: none"> Protected habitats and species – now largely addressed Protected habitats and species – now largely addressed Path surface dressing weather-dependent – request for c/f of funds to allow work in warmer conditions. Small area of land at Gunton Lane unregistered. Taken advice of NPLaw to use site notices. 				

Salhouse Rd Sustainable Transport Corridor Scheme Identification (BRT/Pink Pedalway)

Ref: GP10	Cost: £15,000	Spend: £8,242 (2015/16)	Project Status:	Amber
<p>Project Description: The aim of this study is to build on the previous study and identify BRT and cycling enhancements and improvements along the Salhouse Road corridor focusing on the essentially urban parts of the route between the Racecourse public house and the city centre.</p> <p>The outcome of the study will be:</p> <ul style="list-style-type: none"> • a set of drawings and a note to summarising the work completed and highlighting the constraints • drawings showing the carriageway width required along Salhouse Road to deliver the aspirations of the BRT corridor 				
<p>Progress to Date: Change in output from original brief required to take advantage of developments with developers in the area has placed increased pressure on available resource.</p> <p>It was agreed that the outcome of the study will be a set of drawings and a note to summarising the work completed and highlighting the constraints.</p> <p>It was noted that a key outcome of the study will be drawings showing the carriageway width required along Salhouse Road to deliver the aspirations of the BRT corridor.</p>				
Key milestones				
	Planned end date	Revised end date	Actual end date	
Preliminary Design Drawings	June 15	August 15	November 15	
Feasibility Report	March 16			
Cause of any variances in milestone dates and budget				
Significant issues to be addressed:				

St Clements Hill, Toucan Crossing (Blue Pedalway)

Ref: GP11	Cost: £120,000	Spend: £8,796	Project Status:	Green
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Project Description:

The project will redesign the junction of Millcroft and St Clement's Hill, to improve cycle connectivity across the outer ring road along the route of the Blue Pedalway as identified in the adopted Norwich Cycle Network.

Progress to Date:

Greater Norwich Infrastructure Delivery Board has confirmed that the funding allocated for the original Toucan Crossing can be reallocated to the new crossing location.

Preliminary design options are being developed, traffic calming introduced

Key milestones	Planned end date	Revised end date	Actual end date
Brief issued	20 August 2015		
Gateway 0 , Project Inception Meeting	30/11/15		30/11/15
Feasibility / Preliminary Design	22/02/16		
NHAC – approval to consult	14/03/16		
NHAC – Scheme approval to construct	14/03/16		
Detailed Design	14/03/16		
Works Ordering Documentation	14/03/16		
Construction SoW	03/01/17		

Cause of any variances in milestone dates and budget

- Delay in notification of approval to proceed with new proposed location.
- New delivery date confirmed

Significant issues to be addressed:

- Feasibility/preliminary design to determine whether project objective can be met
- Identify existing user movements, footfall, cycle movements, etc

Roundhouse Way Bus Interchange

Ref: GP12	Cost: £500,000	Spend: £0	Project Status:	Red																									
<p>Project Description: The provision of a new transport interchange at Roundhouse Way will enable passengers to alight and then catch a frequent bus serving the N&N, UEA and NRP, avoiding the need to travel into the city and back out again.</p>																													
<p>Progress to Date: Formal feedback received from First, which indicates a high level of support and that bus routes will be revised to serve the new interchange. Feedback still awaited from Konectbus, the other main bus operator serving this corridor. A Gateway meeting was held on 16th November and work continues on identifying land ownership and requirements.</p> <p>Initial discussions with Highways England have highlighted that draft highway designs for works at Thickthorn will significantly restrict works that can be completed at the proposed interchange site. Agreed with Highways England that we will continue to work up a design for the interchange and share with them for comment.</p> <p>Discussion with NCC and Kier Living Ltd regarding site ownership and scheme proposals; NSP instructed to commence land negotiations with Kier Living Ltd.</p>																													
<table border="1"> <thead> <tr> <th>Key milestones</th> <th>Planned end date</th> <th>Revised end date</th> <th>Actual end date</th> </tr> </thead> <tbody> <tr> <td>Gateway 0 , Project Inception Meeting</td> <td>16 November 2015</td> <td></td> <td>16 November 2015</td> </tr> <tr> <td>Feasibility / Preliminary Design</td> <td>End-March 2016</td> <td></td> <td></td> </tr> <tr> <td>Stage 1 Safety Audit</td> <td>End-March 2016</td> <td></td> <td></td> </tr> <tr> <td>Further stages</td> <td>TBC</td> <td></td> <td></td> </tr> <tr> <td>Cause of any variances in milestone dates and budget</td> <td colspan="4">Land acquisition required</td> </tr> </tbody> </table>					Key milestones	Planned end date	Revised end date	Actual end date	Gateway 0 , Project Inception Meeting	16 November 2015		16 November 2015	Feasibility / Preliminary Design	End-March 2016			Stage 1 Safety Audit	End-March 2016			Further stages	TBC			Cause of any variances in milestone dates and budget	Land acquisition required			
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Stage 1 Safety Audit	End-March 2016																												
Further stages	TBC																												
Cause of any variances in milestone dates and budget	Land acquisition required																												
<p>Significant issues to be addressed:</p> <ul style="list-style-type: none"> • Land negotiations. • Planning Application • Programme and funding timescales. 																													

Eaton Interchange

Ref: GP13	Cost: £500,000	Spend: £0	Project Status:	Amber																								
<p>Project Description: A number of projects have been combined including the Eaton Interchange project. This enables a seamless delivery of a number of improvements including public realm, review of cycle provision in the area. Review of traffic light priority and improved passenger interchange area.</p>																												
<p>Progress to Date:</p> <ul style="list-style-type: none"> • Pre-design consultation on main project completed. • Traffic surveys completed • Brief written • Topographical surveys commissioned 																												
<table border="1"> <thead> <tr> <th>Key milestones</th> <th>Planned end date</th> <th>Revised end date</th> <th>Actual end date</th> </tr> </thead> <tbody> <tr> <td>Feasibility</td> <td>April 2016</td> <td></td> <td></td> </tr> <tr> <td>Consultation</td> <td>September 2016</td> <td></td> <td></td> </tr> <tr> <td>NHAC</td> <td>November 2016</td> <td></td> <td></td> </tr> <tr> <td>Design</td> <td>April 2017</td> <td></td> <td></td> </tr> <tr> <td>Construction</td> <td>December 2017</td> <td></td> <td></td> </tr> </tbody> </table>					Key milestones	Planned end date	Revised end date	Actual end date	Feasibility	April 2016			Consultation	September 2016			NHAC	November 2016			Design	April 2017			Construction	December 2017		
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<p>Cause of any variances in milestone dates and budget</p>																												
<p>Significant issues to be addressed:</p> <ul style="list-style-type: none"> • Awaiting NCC Lab to provide timeframe and estimate cost for Ground Radar Surveys required. • Awaiting outcome of Public Consultation carried out via Common Place 																												

Guardian Road Traffic Signals Feasibility

Ref: GP14	Cost: £50,000 (2015-16)	Spend: £10,907	Project Status:	Amber
<p>Project Description: The objectives of the Dereham Road/Outer Ring Road junction improvements is to build on feasibility work previously carried out for a congestion alleviation scheme at this junction by Network Management in 2013. The aim is to determine a deliverable new junction form that operates more efficiently for all modes and allows priority for both inbound and outbound bus services.</p> <p>The outputs will be preliminary design drawings and budget cost estimates for a small number of possible options together with a recommended option to be taken forward. Sufficient work shall have been carried out to determine that there are no overriding impediments to delivery.</p>				
<p>Progress to Date:</p> <ul style="list-style-type: none"> • Traffic Signals & Network Analysis team are reviewing the traffic models. • Topo survey complete. • Preliminary layout reviewed against topo survey details. • Land owners have been identified. • Agreed to delay scheme by approximately 3 months. 				
Key milestones				
	Planned end date	Revised end date	Actual end date	
Feasibility Report	March 2016	April 2016		
NHAC – Recommendation approval and approval for consultation	March 2016	July 2016		
Consultation on recommended option	May 2016			
NHAC – approval to proceed	Aug 2016	October 2016		
Detailed Design	March 2017	July 2017		
Start of Works	June 2017	September 2017		
<p>Cause of any variances in milestone dates and budget</p>				
<p>Significant issues to be addressed:</p> <ul style="list-style-type: none"> • Determine land ownership and potential issues with land acquisition • Potential issue with access to business in south west corner of roundabout, may compromise viability of business. • Significant impact on trees • Potential impact on utilities 				

Longwater Scheme Development

Ref: GP15	Cost: £2,000,000 (NOT CIL)	Spend: £-----	Project Status:	Amber
Project Description: The development of a transport strategy for the Longwater and Easton area of Norwich to resolve existing transportation issues and accommodate the planned JCS growth.				
Progress to Date: <ul style="list-style-type: none"> • Full strategic transport report has been received from Mott MacDonald. • Draft report on link road across landfill site • NPLaw are working on the Project – Draft Deed of Variation 				
Key milestones				
	Planned end date	Revised end date	Actual end date	
Agreeing any necessary Deeds of Variations to S106 agreements	Autumn 2015	Early 2016	February 2016	
Completing the feasibility work for the Longwater Lane junction improvement and the widening of Dereham Road between this junction and the Lodge Farm 2 access.	Autumn 2015		September 2015	
Completing the feasibility work in to the most appropriate key element to the strategy.	Autumn 2015		October 2015	
Commence construction of the Longwater Lane junction improvement and the widening of Dereham Road between this junction and the Lodge Farm 2	Spring 2016	September 2016 or August 2017		
Cause of any variances in milestone dates and budget				
Significant issues to be addressed: <ul style="list-style-type: none"> • Working with South Norfolk to ensure S106 monies can be used on the current strategy and spent before they would need to be repaid. (If S106 money is not reallocated then available funding is reduced) 				

Golden Ball Street / All Saints Green Scheme Development

Ref: GP16	Cost: £875,000 (2015/16)	Spend: £241,668	Project Status:	Green/Amber
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Project Description:

This feasibility element of the project is to determine the operational details involved in making Golden Ball Street and Farmers Avenue two way for general traffic which will enable the pedestrianisation of Westlegate and create bus only on Red Lion Street.

This work will also investigate the merits of including

- the bus only on All Saints Green as part of this phase of the overall scheme
- alteration to the access to the John Lewis car park

It will also be necessary to determine whether changes in traffic patterns will require any alterations to the Ber Street/Queens Road/Finkelgate junctions.

The costs and merits of possible associated public realm improvements need to be evaluated as the majority of the funding is coming from Local Growth Fund.

Progress to Date:

NHAC approval to scheme construction

Key milestones	Planned end date	Revised end date	Actual end date
Traffic Modelling	April 2015	Sept 2015	
NHAC – approval to consult	June 2015		June 2015
Feasibility report	May 2015		
Consultation	June 2015		June 2015
NHAC – approval to proceed	Sept 2015		Sept 2015
Start of works	Jan 2016	18/1/2016	
Cause of any variances in milestone dates and budget			

Summary of Progress:

- Consultation period has ended and results are being analysed.
- Progression of detailed design and target price package issued to Tarmac.
- Stage 2 Safety Audit submission has been issued to audit team.
- Public realm design for Westlegate and All Saints Street has been developed further.
- Meeting held with Norfolk and Norwich Association for the Blind (NNAB) to discuss their concerns about the proposals
- Preliminary proposals for mitigation measure at Finkelgate progressed

Significant issues to be addressed:

- Determine extent of traffic mitigation measure in Finkelgate area, and programme the work once measures agreed – measures to be in place before All Saints Street closure is implemented so this will require temporary signals at Ber Street/All Saints Street.
- Determine affordability of Westlegate streetscape proposals.

Yellow Pedalway - Lakenham Way Improvements

Ref: GP17	Cost: £119,000	Spend: £1,807.13	Project Status:	Amber
Project Description: Improvements to access and lighting.				
Progress to Date:				
<ul style="list-style-type: none"> • Brief has been approved, project number issued and allocated resource. • Files are currently being created. • Gateway meeting to take place in January 2016 				
Key milestones				
	Planned end date	Revised end date	Actual end date	
Feasibility	February 2016			
Consultation	June 2016			
NHAC	July 2016			
Design	September 2016			
Construction	June 2017			
Cause of any variances in milestone dates and budget				
Significant issues to be addressed: None				

Bowthorpe Colney Link

Ref: GP24	Cost: £161,000 (£150,000 CIL)	Spend: £2,500	Project Status:	Amber risk/issues milestones 4 and 5 Green milestones points 1, 2 and 3
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Project Description:

Improvements to the existing right of way, including a new footbridge across the river Yare and improvements to the existing footpaths. This is part of a wider project of improvements to green space in Bowthorpe associated with the development of Three Score.

The river crossing and footpath improvements would provide a direct link between housing in Bowthorpe, the Bowthorpe Southern Park and the major employment locations at the NRP and the Norfolk and Norwich University Hospital.

Progress to Date:

Project on programme subject to aforementioned risks. Next period there needs to be concentrated efforts to establish land owner on footpath route in South Norfolk area. If this cannot be determined options will need to be considered. Norfolk County bridge engineer has stated that for the bridge to be adopted it will require a commuted sum.

Key milestones	Planned end date	Revised end date	Actual end date
1. Initial project development including bridge design feasibility	4th Q 2015/16		
2. Planning application prep	4th Q 2015/16		
3. Planning application submission	1st Q 2016		
4. Tender package prep	2nd Q 2016	3 rd /4 th Q 2016	
5. Implementation	2nd and 3rd Q 2016	2 nd and 3 rd Q 2017	
Cause of any variances in milestone dates and budget	Additional funding for this financial year needed to be sourced to allow this project to progress.		

Significant issues to be addressed:

Land owners for parcel of land on the south bank of the river still to be established. Should this not be determined over the next few months, a decision about the scheme viability will need to be made. Programme of construction work dictated by location of site in floodplain. Wet/winter weather not feasible.

Actions being taken

- Options relating to land ownership issue - being advised by NP law.
- Design of bridge and associated works presented at Colney pc meeting- agreed to further meeting with local residents to discuss.

Production tender package for construction and implementation will need to be delayed until 2017. Sequence of tree removal (timing for nature conservation and budgetary) should only take place after planning permission granted. Resolution of land ownership matters will also influence programme of work)

Greater Norwich Local Plan: Interim Member engagement arrangements

Report by David Moorcroft, Executive Head of Regeneration and Development

Summary

In September 2015 the GNGB agreed to recommend that the authorities begin the production of a joint Local Plan to incorporate a review and roll forward of the Joint Core Strategy and site specific policies and allocations. The Board also agreed that governance arrangements should be the subject of a future report. The process to produce a joint Local Plan has now commenced and this paper proposes an interim arrangement for Member engagement based on the establishment of a joint Local Plan working party. It is proposed that a review of formal governance should take place in the context of the outcomes of devolution discussions.

Recommendations

- i. A Joint Local Plan Member working party is established to provide an appropriate body for engagement and oversight.
- ii. Proposals for governance arrangements are developed in the context of the outcome of devolution discussions and to be in place no later than spring 2017

1. Background

- 1.1. The remit of the Greater Norwich Growth Board is focussed on delivery through the Growth Programme and the City Deal. While the development of a new Local Plan has an impact on delivery and is of interest to the Board, it is not part of the Board's terms of reference.
- 1.2. Initial work to develop the Joint Local Plan has begun. The Plan needs to be adopted by late 2020 or there is a risk that the existing Local Plans will be considered to be out of date. The current draft timetable is:

Activity	Date
Call for Sites	April 2016
Stakeholder Workshops	June 2016
Issues and Options Regulation 18 Consultation	June 2017
Additional Sites Technical Consultation	Oct 2017
Regulation 19 Publication	Sept 2018
Submission	Feb 2019
Examination	Oct 2019
Modifications Consultation	Feb 2020
Inspector's Report	June 2020
Adoption	Oct 2020

- 1.3. While the timetable may look generous, detailed project planning suggests that there is very little opportunity within it to claw back time to account for any slippage. Any future governance structure needs to ensure both efficient decision making processes and wider Member engagement.
- 1.4. The first important decision will be required in May 2016 with a consultation draft Sustainability Appraisal scoping document needing to be agreed. Although this is a consultation limited to technical consultees, each of the authorities has a different approach to this decision. As there is not time to set up any formal joint process, this decision will be taken by each authority in isolation and there will need to be some modification of normal procedures to ensure compatibility between the authorities. Through these individual processes one authority may wish to modify the draft scoping report. If so, depending on where in the sequence of meetings we are, there may be a need to go round the decision making loop again. To moderate this it may be worth delegating final minor changes to the Head of Service. Following the technical consultation there will need to be a decision on how to take account of any responses. It is suggested that, as part of the original decision to consult, this should be delegated to the relevant chief officer, in consultation with the planning port-folio holder, to enable a shared joint decision to be reached more quickly.
- 1.5. The next, and more significant, decision will be to undertake consultation on Local Plan options under Regulation 18. This decision will need to be taken in the spring of 2017. In order to meet the timetable and to provide as much clarity as possible, the consultation will need to be in the form of a favoured option, including favoured allocations, accompanied by all the reasonable alternative options. While much of the work between now and the spring of 2017 is technical in nature, there will be a need for Member engagement and oversight in the interim and, in particular, prior to the stakeholder workshops taking place in June/July 2016.
- 1.6. Each of the local planning authorities has a Member level group providing advice and oversight on planning matters, including Local Plans. These are:
 - Broadland District Council: Place Shaping Panel : 9 Members including Cabinet member
 - Norwich City Council : Sustainable Development Panel : 8 Members including Cabinet member
 - South Norfolk Council : Growth and Communities Policy Committee : 7 Members excluding Cabinet member
- 1.7. The County Council was a full partner in the development of the existing Joint Core Strategy (JCS) and continues to be a full partner in the Greater Norwich Growth Board. With its key interests in infrastructure, transport and economic development across the Local Plan area it will be beneficial for this approach to be taken forward into the production of the joint Local Plan. The Broads Authority was engaged at a member level with wider Greater Norwich activities including an oversight of the development of the JCS while retaining its role as a consultee.

2. **Conclusions**

- 2.1. Further work needs to be undertaken to determine how best to provide governance for the joint Local Plan with any new arrangements in place by Spring 2017. In the interim, a joint structure for Member engagement and oversight is needed. Meeting together will ensure that all members engaged in local planning have the benefit of a shared understanding of the range of issues across the joint planning area.
- 2.2. It is proposed that a Joint Local Plan working party should be formed by combining the existing district council equivalents. If all three Cabinet Members with responsibility for strategic planning are included, this would provide broadly the same numbers from each authority and, as it is not a decision making body, the small discrepancy in numbers may be considered to not be significant. Each individual authorities working groups would still need to meet separately to address their other responsibilities. The County Council and the Broads Authority should be invited to support the production of the Local Plan and join the working party. In order to keep the working party at a manageable size and to reflect their different roles, it is proposed that the County Council should have four places and the Broads Authority one. This will give a total of 30 Members which may be considered too large. As an informal working party this could meet in private but, for openness it may be preferable to meet in public. The role, membership and function of the Joint Local Plan working party may need to be reviewed as part of revised governance arrangements.
- 2.3. In summary it is proposed to:
- Continue to work on overall governance of partnership activity including delivering the joint Local Plan:
 - provide a joint Greater Norwich Local Plan working party from a combination of the existing three local planning authority Member groups
 - invite the County Council to be a partner in the process of developing the Local Plan and seek up to four Members to attend the working party
 - invite the Broads Authority to support the development of the Joint Local Plan and take one seat at the working party.

Recommendation

The Infrastructure Delivery Board recommends that:

- i. An interim Joint Local Plan Member working party is established to provide an appropriate body for engagement and oversight, prior to the finalisation of governance arrangements.
- ii. Proposals for governance arrangements are developed in the context of the outcome of devolution discussions and to be in place no later than spring 2017

Officer Contact

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

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**Technical consultation on implementation of planning changes:
suggested framework for combined Greater Norwich response**
Report of the Greater Norwich Strategic Planning Officers Group

Summary

On 18 February 2016, the Government published a consultation document seeking views on its proposed approach to the implementation of measures in the Housing and Planning Bill, and some other planning measures. The responses will inform the detail of secondary legislation which will follow once the Bill gains Royal Assent.

The subjects covered are wide-ranging and some of the changes to the planning system proposed are very significant. They include: the new category of “permission in principle”; the need to have a brownfield sites register and small sites register; proposed criteria for Government intervention to get Local Plans in place; extending the “special measures” approach to non-major developments; testing competition in the processing of planning applications; and introducing a Section 106 dispute resolution service.

Given the significance and length of the consultation matters, and the short timescale for responses to be made (15 April), it will not be possible to have drafted a comprehensive response until nearer the end of the consultation period. This report therefore sets out the recommendations for the “headline” nature of the responses to each question, with the Greater Norwich Infrastructure Delivery Board to agree the detailed responses later.

Recommendation

- (i) The Board agrees the “headline” responses to the consultation questions and asks the Greater Norwich Infrastructure Delivery Board to prepare, agree and submit a full response to the consultation document

1. Background

- 1.1 Over the period of the previous Coalition government, a number of significant changes to the planning system were introduced, with an overall aim of increasing the level of house-building in England. The current Conservative administration has made (and continues to make) further changes
- 1.2 One of the more significant areas of change is a review of the National Planning Policy Framework (NPPF). Consultation on this ran from November 2015 to February 2016, and a combined Greater Norwich response was submitted. A revised NPPF is expected to be published some time in the summer of 2016.

- 1.3 Another significant area of change is the Housing and Planning Bill. The Bill was published in 2015, and is currently at the Committee stage in the House of Lords. It is thought likely to achieve Royal Assent in summer 2016.
- 1.4 The Housing and Planning Bill covers a wide range of housing and planning matters. The planning matters include (but are not limited to); Starter Homes; self-build and custom build housing; the requirement for local authorities to create and maintain various registers of land; a new “planning permission in principle”; restrictions on the inclusion of affordable housing provisions in planning obligations; the introduction of a dispute resolution service where the content of a planning obligation cannot be agreed; and the introduction (on a pilot basis) of alternative processors of planning applications (to the local authority).
- 1.5 The current Government consultation document (see https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/501239/Planning_consultation.pdf) seeks views on the proposed implementation of various Housing and Planning Bill measures. Consultation responses will help inform the details of secondary legislation, which will be introduced after the Bill gains Royal Assent. Consultation commenced on 18 February 2016 and runs to 15 April. Due to a shortness of the consultation period, and the complexity and comprehensiveness of the consultation, it is not possible to present a draft Greater Norwich response as part of this paper; instead, broad points for the response to include are highlighted.

2. Details of the consultation

2.1 Changes to planning application fees

- 2.1.1 It is proposed to increase national planning application fees by a proportionate amount, which is linked to both inflation and performance (the last increase was in 2012). Where authorities are under-performing in relation to determining major development applications (and/or, in future, non-major development applications), however, it is suggested that such authorities would not be able to increase its fees until they were “performing” again. The consultation also seeks views on whether, in exchange for a fast-track service for applications, higher fees could be charged.

2.1.2 Suggested headline response

The proposal to increase national application fees should be welcomed, given that it has been four years since the last increase. A note of caution should be expressed about excluding poorly-performing authorities from the increase, however, as lack of resources may be part of the reason why some such authorities are not performing well enough.

- 2.1.3 The proposal to enable fast-tracking of applications (for a higher fee) should also be welcomed in principle. However, there would undoubtedly be some difficulties in promising faster determination of applications where some such applications would need to be determined by a Planning/Development Management Committee, with their fixed schedules of meetings.

2.2 Permission in principle

2.2.1 The Housing and Planning Bill introduces a new “permission in principle (PIP)” route for obtaining planning permission. Two routes to PIPs are proposed: firstly through allocation in a locally supported qualifying document (such as a Local Plan, Neighbourhood Plan or inclusion in a Brownfield Register), and secondly through an application for a small site. A closer examination of the operation of outline planning permission is promised, and the case for widening PIPs to major developments will be considered in this regard.

2.2.2 For the “application” route, it is proposed that only three “in principle” matters should be considered: location, uses (e.g. housing, mixed-use) and amount of residential development (likely to be expressed as a range). All other matters (such as infrastructure, affordable housing, design, access, landscaping etc) could only be considered at the second stage, the “technical details consent” stage. Only once a technical details consent has been secured would a valid planning permission exist.

Suggested headline response

2.2.3 There are a lot of uncertainties and unknowns about PIPs. It is not immediately clear that the “application” route would actually be a significant advance on the current outline planning permission stage in terms of certainty; but it seems apparent that it could be, in many cases, be more difficult to refuse a PIP than an outline consent (at least on an unallocated site).

2.2.4 The “allocation” route seems clearer – allocation in an adopted plan is broadly similar to an outline consent in any case – but it would need to be made clear in an allocation policy which elements would apply to a PIP, and which (such as landscaping, access etc) would need to be covered by the technical details consent. There is, however, worry that certain large allocations to be subject to a PIP might need to have an EIA undertaken at the allocation stage – it is unclear who could, or would, fund such (expensive) work.

2.2.5 A principal concern, particularly with the application route, is that it is suggested (para 2.35) that LPAs would not be *required* to consult with local residents and other technical consultees already consulted at the PIP stage (to “minimise any unnecessary duplication”).

2.2.6 The PIP allocation route could therefore offer some benefits, with perhaps relatively little change from the existing Local Plan processes (although a PIP would last only five years), but the EIA point made above should be raised as a concern. The PIP application route is likely to cause worries amongst some councillors and consultees about the lack of details proposed to be needed, and this should be raised.

2.3 Brownfield register

2.3.1 All LPAs will be required to set up and maintain a register of brownfield land, with the intention being that 90% of such sites should have a planning permission for housing by 2020. Sites should only be rejected from the list if there is considered to be no realistic prospect of them being suitable for new housing. Public consultation on potential sites’ inclusion (or exclusion) will be necessary, likely on an annual basis.

2.3.2 Decisions about potential constraints will need to be supported with strong evidence and appropriate mitigation for the sites to be included in a brownfield register. For larger sites and/or with particular complicated issues, the consultation indicates that an Environmental Impact Assessment may need to be undertaken to support such sites' inclusion on the register.

Suggested headline response

2.3.3 It has been clear for some time that brownfield registers will be an important tool for helping to deliver more housing on brownfield sites. The principle is therefore supported. However, the compilation and maintenance of the registers (on an annual basis) will clearly have resource implications for LPAs.

2.3.4 In particular, the requirement for authorities to potentially need to undertake EIAs for larger or more complicated sites would obviously have cost implications (complicated EIAs can sometimes cost £100,000 or more). However, there could be concerns about landowners "freeloading" on this point, and also about how the neutrality of the relevant council could be maintained in determining whether such a site should be included in the register (possibly in the face of some public opposition), if they had paid a substantial sum in EIA costs.

2.4 Small sites register

2.4.1 It is proposed that all LPAs will be required to publish and maintain a list of small sites (to accommodate 1-4 housing plots), as a way of making it easier for small developers and self-builders to identify potential development sites. It is proposed that such sites would not need to have any "suitability" assessment, so there would be no guarantee that such sites could be used for development.

2.4.2 One consultation question asks if certain categories of land should be able to be automatically excluded from the small sites register.

Suggested headline response

2.4.3 It seems clear that the intention of the policy is to enable a greater number of planning applications on small sites to be lodged with LPAs, with the overall aim of delivering more housing. However, there is likely to be public confusion about sites' suitability for development, as there is potential for many such sites to be located outside current development boundaries and/or with unsuitable characteristics.

2.4.4 It is recommended that certain categories of land should be excluded from the register, including sites listed in footnote 9 of the NPPF (which include Sites of Special Scientific Interest). Other categories of exclusion – such as all sites 800m or more from a development boundary – would be resource-intensive to police and would also be very unlikely to be supported by the Government anyway.

2.5 Neighbourhood planning

2.5.1 Various measures are set out to increase the speed that LPAs must decide on neighbourhood planning questions, including the designation of neighbourhood areas, considering the recommendations of the independent examiner and setting a referendum date. Powers for parish councils to request the Secretary of State to intervene (in circumstances where the LPA

disagrees with some of the Examiner's recommendations, or has not made a timely decision) are also proposed.

Suggested headline response

- 2.5.2 The changes proposed seem broadly sensible, and it is not recommended that any objections are lodged.

2.6 Local Plans

- 2.6.1 The consultation is clear in stating that where an NPPF-compliant Local Plan has not been adopted or submitted for examination by early 2017, the Government (in the form of the Planning Inspectorate) will intervene, and arrange for the Local Plan to be written.

- 2.6.2 The Government also proposes to intervene where there is under-delivery of housing in areas of high housing pressure (as well as in other circumstances), again with a view of driving up housing delivery. Regard is proposed to be had, however, for authorities working in collaboration (such as the Greater Norwich).

Suggested headline response

- 2.6.3 Although there is little immediate danger of Government intervening in Greater Norwich (due to various Local Plan documents being already adopted, or due for adoption in the coming months), it will clearly be important to produce the Greater Norwich Local Plan on schedule, as the consultation makes clear that the Planning Inspectorate will monitor progress against milestones set out in Local Development Schemes.

- 2.6.4 Paragraph 6.22 states that "exceptional circumstances" may be able to be taken into account when considering slippage against trajectory. One of the factors that has impacted many authorities in the last few years has been the large volume of planning legislative and policy changes introduced by Government, often at short notice, and with a requirement that it be taken into account immediately, no matter what stage the Local Plan process is at. Further such changes are highly likely, and it is suggested that this should be raised as one such circumstance.

2.7 Expanding the approach to planning performance

- 2.7.1 The consultation document proposes to extend the performance regime from major development, to include non-major development. It is proposed that at least 60-70% of non-major applications will need to be determined to time or no more than 10-20% of appeals lost, to avoid an LPA being put into "special measures".

- 2.7.2 It is also proposed to reduce the threshold for appeals "lost" (by the LPA) to 10% for major development, although it is suggested that appeals allowed despite the LPA considering that its decision was in line with an up-to-date Local Plan could be counted as an "exceptional circumstance".

Suggested headline response

- 2.7.3 The threshold of 60-70% for non-major development is considered unlikely to be too challenging for most LPAs to reach (as it allows applications with agreed extensions of time to be excluded from the calculations). However, it is suggested that the appeals threshold should be at least 20%, perhaps 25%.

2.7.4 The proposal to exclude householder applications from the ability to apply directly to the Secretary of State (for “special measures” LPAs) should be supported. (Other minor development and changes of use applications would be able to apply directly to the Secretary of State.)

2.8 Testing competition in the processing of planning applications

2.8.1 It is proposed that, on a pilot basis, alternative processors of planning applications (which could be private companies and other Local Authorities) will be able to set themselves up and compete for “business” with the LPA in question. The alternative processors will not *determine* planning applications – that function must legally remain with the LPA – but they would likely be able to undertake all other parts of the process (neighbour notification, consultation with statutory consultees, negotiation of planning conditions etc).

2.8.2 The pilots would operate on a limited basis (i.e. a relatively small number of LPAs would be involved), and very little of the operation of the pilots appears to be finalised – comments are sought on a wide range of matters.

2.8.3 Government’s view is clear that it sees the introduction of competition in the processing of planning applications as having potential to drive down costs and increase standards.

Suggested headline response

2.8.4 As stated above, there are a whole host of uncertainties about the operation of alternative processors. These include pricing, quality assurance, timing (in relation to Development Management Committee meeting schedules and also the checking of draft reports by the LPA), consistency of information exchange, and confusion for the public. These points (and others) should be raised in the formal GNGB response.

2.8.5 It is recommended that none of the Greater Norwich authorities proposes themselves as a pilot authority, nor as a potential “alternative processor” due to the uncertainties. It would probably be better to observe the pilot process from afar.

2.9 Information about financial benefits

2.9.1 Government is concerned that the full financial benefits of planning applications are not always set out publicly as fully as they might be. “Local finance considerations” must already be listed in planning reports, even if they are not material to the determination, and it is proposed that other financial benefits should also be recorded.

2.9.2 The proposed list of other financial benefits includes council tax revenue (estimated income), business rates revenue (estimated income) and Section 106 payments (as far as known).

Suggested headline response

2.9.3 It is highly debatable that council tax and/or business rates revenue and Section 106 payments are “financial benefits”. In reality, they are mitigation measures, addressing some of the impacts of development (school costs, street lighting, refuse collection costs etc). They do not generate additional “bonus” money, which could be spent as a council wishes.

2.9.4 There is also likely to be considerable potential for confusion and uncertainty about the degree to which financial “benefits” could properly be taken into

account in the determination of planning applications. Some legal commentators have expressed concerns about the potential for unlawful planning decisions to be made in relation to this matter. It is therefore recommended that a response objecting to the inclusion of “financial benefits” in planning reports be made.

2.10 Section 106 dispute resolution

2.10.1 The Government is concerned that delays to completion of Section 106 legal agreements are a barrier to rapid housing starts. It is proposed that a dispute resolution process be introduced, where the LPA and applicant cannot agree on the S106 terms. Either side could make a formal request to initiate the process, which would be administered by an independent person.

2.10.2 The consultation invites responses on a range of questions, including fees, timescales and relevant matters to be considered by the appointed person. A mechanism for the correction of errors in the final report is also proposed, which would not be a de facto appeal process questioning the merits of the findings of the appointed person.

Suggested headline response

2.10.3 A dispute resolution mechanism could be a useful weapon to concentrate minds on both sides. However, in many cases, delays in the completion of the S106 process are not necessarily a “disagreement” between the LPA and applicant, but between the landowner(s) and developer(s) who would be taking on the land. Final agreement of terms can take some time, as parties are often unwilling to undertake costly legal work until they have the certainty of a resolution to grant planning permission to work from. The dispute resolution process could therefore be useful for LPAs to deploy, but there would remain uncertainty about whether the applicant would agree and sign the S106 if they were opposed to the recommendation of the appointed person

2.11 Permitted development rights for state-funded schools

2.11.1 In order to support the Government’s aim of supporting new state-funded schools and additional schools places, it is proposed to extend permitted development rights for the temporary right to use for buildings for school purposes, and extensions to existing schools, and to allow temporary buildings to be located for up to three years on cleared sites.

2.11.2 Responses are invited on whether school extensions could be allowed within 5m of its boundary (which could enable additional development on constrained sites).

Suggested headline response

2.11.3 It is recommended that no fundamental objections should be lodged to these proposals. However, it is recognised that schools development can raise concerns, particularly to near neighbours, and potentially reducing the current 5m threshold could be controversial.

2.12 Changes to statutory consultation on planning applications

2.12.1 The Government is concerned that, in requesting extensions of time to supply responses to consultation requests, statutory consultees (such as the Environment Agency) risk affecting LPA’s making timely determinations of

planning applications. Comments on whether a maximum extension of time should be allowed (7-14 days is suggested) are invited.

Suggested headline response

- 2.12.2 Setting a maximum extension of time of, say, 14 days, would probably be beneficial in the vast majority of cases. However, in certain very complicated applications, a longer period of time (by agreement) may be more appropriate, and so there should be provision for such exceptional cases. The alternative – that an application may be determined without fundamental information from a statutory consultee – would not be satisfactory.

3. Conclusions

- 3.1 It is recommended that the “headline” matters identified for inclusion in the GNGB consultation response be taken forward, with the GNGB Directors asked to compile and agree the full response.

4. Recommendation

- (i) The Board agrees the “headline” responses to the consultation questions and asks the Greater Norwich Infrastructure Delivery Board to prepare, agree and submit a full response to the consultation document

Officer Contact

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Greater Norwich Local Infrastructure Fund

Report by Phil Courtier, Head of Planning, Broadland District Council

Summary

This report updates the Board on the progress that has been made toward finalising of the loan agreements for the six schemes which have been approved in principle by the Board to date. It also provides non-commercially sensitive details of a further application received to the fund which will be considered under item 9 of this agenda.

Recommendations

- (i) Members of the Board to note the signing of the first loan agreement and the progress of the other proposals approved in principle to date.
- (ii) Members of the Board to note the withdrawal of the South Wymondham scheme from the fund.
- (iii) Members of the Board agree that subject to further detailed financial scrutiny under item 9 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. Background

- 1.1 The Local Infrastructure Fund (LIF) was 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.

2. Introduction

- 2.1 There have been two Calls for Schemes, in April 2014 and October 2014, and a total of 8 Expressions of Interest were received in response. The Board has considered full business cases for 5 of these schemes and agreed to approve all of these in-principle, subject to due diligence processes and loan contract negotiations.
- 2.2 A further Expression of Interest was received in March 2015 following the agreement of the Board to accept applications to the LIF outside the six monthly cycle of Board meetings. An application from Halsbury Homes East Anglia Ltd. was received, subjected to financial appraisal and agreed in principle, subject to due diligence processes and loan contract negotiations, by the Board via email correspondence on 11 August 2015.

2.3 This report updates the Board on the progress that has been made toward finalising of the loan agreements for the six schemes which have been approved in principle by the Board to date. It also provides non-commercially sensitive details of a further application received to the fund which will be considered under item 9 of this agenda.

3. Update on approved schemes

3.1 The initial criteria for applications to the LIF included a requirement for planning consent and a willingness to start development in short order. It is now apparent that most applications currently going through the negotiation stages are part of a complex process of finding an end developer, raising finance, complying with planning conditions and negotiating infrastructure provision.

3.2 In this process, the offer of a LIF loan has been very helpful in giving developers the confidence to proceed with their developments. An offer of a loan serves a useful purpose even if developers are not ready to draw it down immediately.

3.3 At the meeting on 24 September 2015 the Board agreed to a regular programme of review of progress achieved and to the consideration of sunset clauses if it is deemed that insufficient progress has been made.

3.4 The schemes, applicants and requested loan amount are listed below:

Scheme	Applicant	Loan Amount
Bowthorpe Threescore	Norwich City Council	£1.865m
Deal Ground	Serruys Property Company Ltd	£3.48m
South Wymondham	Endurance Estates Strategic Land Ltd	£3.5m
Beeston Park	Beyond Green	£5m
Buxton Road to North Walsham Road East – West Link	Cirrus Strategic Land/Badger Building/Beyond Green	£3.7m
St. George’s Park, Loddon	Halsbury Homes East Anglia Ltd	£4.5m
Total		£22.045m

3.5 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 and Norfolk County Council as the Accountable Body for the Greater Norwich Growth Board.

3.6 Bowthorpe Threescore

£1.865m was applied for to provide onsite road and utilities infrastructure. The infrastructure will accelerate delivery of 1,100 dwellings.

Confirmation of the final loan amount required is still outstanding.

3.7 Deal Ground

£3.48m was applied for to provide a spine road, bridge and other associated works to open up the site for development. The site has consent for 670 dwellings, a local centre and leisure uses.

Discussions are ongoing between Norwich City Council and Serruys Property Company Ltd on the programme for delivery for Deal Ground. Details of the Generation Park proposal are being considered alongside that of the Deal Ground.

3.8 South Wymondham

This £3.5m scheme submitted was to widen the existing rail bridge on Silfield road, construct 1.5km of cycleway and improve the drainage associated with proposal for 1,230 new dwellings.

The GNGB has received notification that the current timescale for delivery of this infrastructure improvement is now not likely to be improved by LIF and as such the application has been formally withdrawn.

3.9 Beeston Park

£5m was applied for to provide transport infrastructure on the new North Walsham Road Corridor which will help accelerate the delivery of at least 600 homes in the North East Growth Triangle.

3.10 Buxton Road to North Walsham Road East – West Link

This £3.7m scheme delivers 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.

3.11 A meeting is due to take place between Badger Building, Lanpro and TOWN, Broadland District Council and Norfolk County Council on 21 March to discuss the strategic delivery of the East West Link Road.

3.12 Since the Greater Norwich Growth Board meeting on 24 September 2015 the Norwich Rugby Club has agreed to relocate to the University of East Anglia.

3.13 **St. George's Park, Loddon**

£4.5m has been applied for to support the construction of a new roundabout on the A146 to service a development of 200 homes including 66 social housing for rent.

The loan agreement for this site has now been signed. Drawdown is expected in 2016/17 and is due to be repaid by 2020/21.

4. **New applications to the fund**

4.1 One further expression of interest has been received for consideration by this Board.

4.2 **Project summary, Little Plumstead**

Cripps Developments has asked for £1m from the fund for the demolition of existing hospital buildings and redevelopment of the footprint of these buildings to provide 92 residential buildings and retention and conversion of the Old Hall for residential use. The masterplan requires a new entrance road be constructed through the whole site; an electricity substation will be required and underground cabling diverted; connection to the water mains will be required together with a pumping system for the sewerage system (storm water will also need to be connected); and a considerable area of open space (including a play area) and the maintenance of a wooded area is required.

4.3 The Infrastructure Delivery Board recommend that an *ad hoc* approach to future bids to the Local Infrastructure Fund be applied to ensure that schemes come forward at the best possible time to ensure timely funding and delivery.

5. **Financial profile of proposals**

5.1 Although the total value of the loans being progressed exceeds the £20m fund, the anticipated draw-down and repayment profile indicates the schemes can be accommodated within the current scope of the Local Infrastructure Fund.

6. **Recommendations**

- (i) Members of the Board to note the signing of the first loan agreement and the progress of the other proposals approved in principle to date.
- (ii) Members of the Board to note the withdrawal of the South Wymondham scheme from the fund.
- (iii) Members of the Board agree that subject to further detailed financial scrutiny under item 9 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

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