

Greater Norwich Growth Board

Date: 23 March 2017

Time: 11.30am

Venue: Council Chamber, Thorpe Lodge, Yarmouth Road, Norwich, NR7 0DU

Board members:

Broadland District Council:

Cllr Andrew Proctor

Norwich City Council:

Cllr Alan Waters

South Norfolk Council:

Cllr John Fuller

Norfolk County Council:

Cllr Stephen Morphew (Chair)

New Anglia Local Enterprise Partnership:

Apologies:

Mr Mark Pendlington

Officers:

Phil Kirby
Phil Courtier

David Moorcroft
Graham Nelson

Tim Horspole

Tom McCabe
Vince Muspratt
Harvey Bullen

Chris Starkie

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 March 2016 **1**

3. Chair handover

4. Nomination to the position of Vice Chair

5. City Deal Update

To receive a presentation on the delivery of the skills element of the Greater Norwich City Deal – A presentation by Chris Starkie, Managing Director, New Anglia Local Enterprise Partnership

6. Growth Programme Update **5**

To receive an update on the delivery of the Growth Programmes approved to date, the current financial position of the Infrastructure Investment Fund, the position of the 2017/18 Growth Programme and the timetable for developing the 2018/19 Growth Programme including the updated Greater Norwich Infrastructure Plan – A report by Phil Courtier, Head of Planning, Broadland District Council and Simon George, Executive Director of Finance, Norfolk County Council

Appendix A – Growth Programme Highlight Reports

Appendix B – Greater Norwich Infrastructure Plan

Appendix C – Greater Norwich Growth Programme – updated March 2017

7. Housing White Paper **62**

To consider the Housing White Paper in the context of housing delivery – A report by Tim Horspole, Director of Growth and Localism, South Norfolk Council

Appendix A – Draft Housing White Paper response

8. Greater Norwich Inward Investment Activity **88**

To receive an update on the range of promotional activity looking to raise the profile of Greater Norwich as a place to live, work and invest in – A report by Dave Moorcroft, Director of Regeneration & Development, Norwich City Council

Appendix A – MIPIM UK 2016 Evaluation Report

9. Greater Norwich Local Infrastructure Fund

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To review the progress of loans and applications to date – A report by Phil Courtier, Head of Planning, Broadland District Council

10. Exclusion of press and public

The Chairman will move that the press and public be excluded from the meeting for the following item of business because otherwise, information which is exempt information by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972, as amended by The Local Government (Access to Information) (Variation) Order 2006, would be disclosed to them.

11. The future of Greater Norwich

A report by Phil Kirby, Chief Executive, Broadland District Council

**To
follow**

12. Date of Next Meeting

FOR FURTHER INFORMATION PLEASE CONTACT:

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

16 March 2017



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



Please call Ellen Goodwin, Project Officer on 01603 638160 or email ellen.goodwin@norfolk.gov.uk in advance of the meeting if you have any queries regarding access requirements.

2pm to 2:55pm

24 March 2016

Present:

Board Members:

Broadland District Council:

Councillor Andrew Proctor

Norwich City Council:

Councillor Bert Bremner
(on behalf of Cllr Alan Waters)

South Norfolk Council:

Councillor John Fuller

Norfolk County Council:

Councillor Stephen Morphew (Chair)

**New Anglia Local Enterprise
Partnership:**

In Attendance:

Tig Armstrong
Mike Burrell
Richard Doleman
Ellen Goodwin

Officers:

Phil Courtier

Graham Nelson

Tim Horspole

Tom McCabe
Harvey Bullen

Chris Starkie

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

1. Apologies

Apologies were received from Councillor Alan Waters, Norwich City Council, (Councillor Bert Bremner attended as his substitute), Mark Pendlington, New Anglia Local Enterprise Partnership, David Moorcroft, Norwich City Council and Simon George, Norfolk County Council, (Harvey Bullen attended as his substitute).

2. Minutes

RESOLVED to approve the minutes of the meeting held on the 24th September 2015.

3. Chair Handover

Councillor Morpew, Norfolk County Council, was appointed to the position of Chair of the Board.

4. Nomination to the position of Vice-Chair

Councillor Proctor, Broadland District Council, was appointed to the position of Vice-Chair of the Board.

5. Growth Programme update

Cllr Fuller declared an interest as a member of the Government's CIL Review Panel.

Phil Courtier introduced the paper and outlined its recommendations. Cllr Proctor noted that comparable financial figures would be useful for future reporting. Recommendation 5 was queried and Phil Courtier confirmed that this was part of an ongoing arrangement and that Members would be fully briefed on progress of proposed Five Year Joint Investment Plan.

RESOLVED to agree:

1. To note the current financial standing of the Infrastructure Investment Fund
2. To note the progress on the 2014/15 and 2015/16 Annual Growth Programmes
3. The new process for developing the 2017/18 Annual Growth Programme
4. To reschedule its meeting on 22 September 2016 to October 2016 to allow for the new Growth Programme process timescales for development
5. Delegate responsibility to the Greater Norwich Infrastructure Delivery Board and Section 151 Officers to manage the development of the 2017/18 Annual Growth Programme

6. Greater Norwich Local Plan: Interim Member Engagements Arrangements

Graham Nelson presented the item and outlined the interim member engagement arrangement proposed by the paper. The three Local Planning Authorities have each agreed to the preparation of a joint Local Plan. He noted that the GNGB did not currently have the remit to make decisions on strategic plan making and that the proposed interim arrangement would allow for Member steer and input into the development of the Greater Norwich Local Plan while longer term governance was arranged.

Cllr Fuller stressed the importance of proper democratic process and the need to rigorously hold technical work to account. He expressed concern that the proposed arrangement would be a retrograde step for the Partnership and emphasised the need for pace to allow for timely delivery of the Joint Local Plan.

Cllr Proctor noted that that the proposal would mean a Member Group of around 30 which he thought would be largely unproductive. He expressed the view that the reestablishment of a Group like the GNDP Board, albeit a potentially a more streamlined version, or a Joint Planning Committee, to allow for collective decision making, would be more appropriate. He also emphasised the need for governance resolution as soon as possible. Finally Cllr Proctor noted that he did not think the devolution context was relevant to the development of the Joint Local Plan.

Graham Nelson reminded the Board that the 'call for sites' was a joint evidence gathering exercise. Concern was raised about beginning the process in advance of a governance arrangement being in place and that the exercise should be postponed until each authority had had a chance to consider this further.

Cllr Bremner noted the importance of transparent decision making regarding the sites assessment stage. He also questioned what the impact would be of postponing the 'call for sites' evidence gathering exercise until after the local elections. Graham Nelson replied that a postponement was likely to lead to a significant delay in the preparation of the Plan. Cllr Fuller noted that the recent publication by the Local Plan Expert Panel would shorten the timetable for developing the Joint Local Plan if agreed by Government.

Cllr Morphew pointed out that as plan making was outside the remit of the GNGB, he could not commit Norfolk County Council beyond the current constitution. He suggested that a way forward would be to defer until June 2016 so Members could get their authorities' steers organised after the local elections.

The following revised recommendations were agreed

RESOLVED to:

1. Recommend that the individual authorities consider the approach to plan making governance by June 2016
2. Recommend that the authorities defer the call for sites evidence gathering exercise until a position on governance has been agreed

7. Technical consultation on implementation of planning changes: suggested framework for combined Greater Norwich response

Tim Horspole explained that the Government has published a technical consultation document on the implementation of planning changes and are asking for comments to help inform secondary legislation. He recognised that much of the document is beyond the remit of the Board but highlighted that as a subregion that was 'up for growth' it was important to respond with a succinct set of relevant responses.

RESOLVED to agree:

1. The 'headline' responses to the consultation questions and asked the Greater Norwich Infrastructure Delivery Board to prepare, agree and submit a full response to the consultation document.

8. Greater Norwich Local Infrastructure Fund

Phil Courtier introduced items 8 and 9. The Board were asked to note a loan agreement had been signed for Loddon and that the South Wymondham application had been withdrawn.

Cripps Developments have applied for £1.5m from the Local Infrastructure Fund to help fund infrastructure at Little Plumstead. Cllr Fuller suggested that the Board needed to progress loans on the basis of full planning consent. It was suggested that a long stop date of 31 December 2016 be included to ensure swift drawdown.

RESOLVED to agree:

1. To note the signing of the first loan agreement and the progress of the other proposals approved in principle to date.
2. To note the withdrawal of the South Wymondham scheme from the fund
3. 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.

9. Greater Norwich Local Infrastructure Fund

The meeting closed at 14:55.

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 the current financial position of the Infrastructure Investment Fund. It also sets out the timetable for developing the 2018/19 Growth Programme including the publication of the updated Greater Norwich Infrastructure Plan.

Recommendations

- (i) The Board note progress on the Growth Programmes approved to date including the project delivery re-profiling approved under delegated decision making by the Infrastructure Delivery Board.
- (ii) The Board note the current financial standing of the Infrastructure Investment Fund including the borrowing drawdown to date.
- (iii) The Board note the delivery impact of not having an agreed 2017/18 Growth Programme.
- (iv) The Board continues to delegate responsibility of managing the delivery of the Growth Programme, including the development of the 2018/19 Growth Programme, working with Section 151 Officers, to the Greater Norwich Infrastructure Delivery Board.

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, Norwich City and South Norfolk 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 Growth Programme cycle endorsed by the Partners.

- 1.4 The Growth Programme sets 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 Growth Programme approved to date and the current financial position of the Infrastructure Investment Fund. It also sets out the timetable for developing the 2018/19 Growth Programme including the publication of the updated Greater Norwich Infrastructure Plan.

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 collecting authorities. Table 1 below shows the forecast Infrastructure Investment Fund balance at 31st March 2017.

Table 1: forecast Infrastructure Investment Fund balance at 31 March 2017

Infrastructure Investment Fund	Estimated balance at 31 st March 2017 (£)
Opening balance at 1 April 2016	2,423,387
CIL Receipts	2,283,711
CIL Payments	(446,186)
PWLB Borrowing Fees	(14,000)
PWLB Loan Repayment	(390,938)
Interest	15,666
Closing balance at 31 March 2017	3,871,640

Notes:

1. The Investment Infrastructure Fund is managed on a cash basis.
2. CIL Receipts are for the period 1 October 2015 to 30 September 2016. CIL income for the period 1 October 2016 to 31 March 2017 will be paid over to Norfolk County Council in 2017/18.
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.
4. The Infrastructure Investment Fund forecast position at 31st March 2017 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.

- 2.3 Norfolk County Council has borrowed £40m from the Public Works Loans Board at the prevailing Project Discount Rate to partially fund the Norwich Northern Distributor Road (NDR) in accordance with the Greater Norwich City Deal and the decision the GNGB took on 24 September 2015.
- 2.4 PWLB annuity loans were drawn down on 14 July 2016, 1 August 2016, 19 January 2017 and 13 February 2017. Actual repayments including interest and borrowing fees total £50.925m which are to be funded from the Infrastructure

Investment Fund over 25 years. This is a significant reduction on the £55.433m assumed at the time the original agreement was signed on 21 October 2015. The reason for this reduction is due to lower interest rates.

- 2.5 The loans are being repaid every 6 months with the first repayment made on 15 December 2016. The repayment amount was £0.391m and this is reflected in Table 1 together with the PWLB fees. The repayment for 2017/18 is £1.998m. For the years 2018/19 to 2041/42 the annual repayment amount is £2.065m. The final repayment is £1.032m due on 15 June 2041.
- 2.6 The Board are asked to note the current financial standing of the Infrastructure Investment Fund including the borrowing drawdown to date.

3. Programmed CIL income and expenditure

- 3.1 Table 2 shows pooled CIL income (projected for 2016/17) and spend commitment approved to date. Where projects have been completed actual spend, rather than approved spend has been included.
- 3.2 Since the Growth Programmes were agreed by this Board some projects have been re-profiled under the delegated decision making powers of the Greater Norwich Infrastructure Delivery Board. Additional information regarding these amendments can be found in section 4.

Table 2: CIL income and expenditure

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/ 19	2019/20
	(£)						
Growth Programme commitments*			135,087	2,486,000	1,417,000	1,601,000	405,000
Annual pooled fund income**	55,699	850,818	2,490,400	2,971,405			
Interest		387	6,932	15,666			
Borrowing costs				404,938	1,997,498	2,064,776	2,322,873
Programme Surplus/Deficit	55,699	851,205	2,362,245	501,071			
Cumulative pooled funding position***	55,699	906,904	3,269,149	3,770,220			

* revised to reflect actual spend for completed projects and re-profiling approved under delegated powers by the Greater Norwich Infrastructure Delivery Board

** actual (13/14, 14/15 and 15/16) and projected (16/17)

*** the cumulative balance at 31 March 2017 is lower than the balance in table 1 as it includes an assumption about CIL receipts which have yet to be paid.

- 3.3 The borrowing costs shown in table 2 are for the NDR scheme; borrowing of £40m has occurred this financial year. The borrowing for the Long Stratton Bypass has yet to be undertaken and is currently assumed to take place in two £5m tranches starting in 2018/19.

4. Progress on the Approved Growth Programme

Table 3: Growth Programme

Project	Total Cost	Total Pooled CIL approved	Pooled CIL approved to 2016-17	Progress
Harrisons' Wood ¹	£45,000	£45,000	£16,000	Outstanding legal issues to be resolved
Wensum Riverside Walk	£70,000	£51,000	£0	Complete for £47,360.76
Earlham Millennium Green Phases 1 and 2	£62,000 - revised	£81,000	£0	Complete – cost to IIF tbc
Marriott's Way Phase 2	£250,000	£250,000	£0	Complete for £236,452
Norwich Area Transportation Strategy (NATS)	£30,855,000	£3,570,000	£1,420,000	Programme largely mobilised and in delivery.
<i>Roundhouse Way bus interchange</i>	<i>Included above</i>			<i>Land issues encountered – IDB re-allocated to Wymondham Hethersett Walking/ Cycling link project</i>
<i>Salhouse Road</i>	<i>Included above</i>			<i>Change of priorities IDB re-allocated to Plumstead Road project</i>
Golden Ball St contingency allocation	£3.2m	£500,000	£500,000	Under construction
Sprowston Diamond Centre ²	£2.4m	£1,000,000	£0	Sprowston Town Council withdrew loan request
St Faiths Road to Airport Ind. Estate link	to be determined	£1,000,000	£0	Project initiation progressing
Denton Road-School Lane Toucan Crossing	See progress column	£120,000	£120,000	Significant budget increase identified by feasibility work – IDB re-allocated to North Walsham Corridor project
Pink Pedalway	£250,000	£150,000	£150,000	Complete for £150,000
Carrow Bridge to Deal Ground	£350,000	£100,000	£0	Project progressing
Bowthorpe Colney Link	£161,000	£150,000	£0	Project progressing

¹ Project costs will be repaid through S106

² This was to be a loan to Sprowston Town Council

- 4.1 The management of the Growth Programme is overseen by the Greater Norwich Infrastructure Delivery Board, which reports to and takes direction from the Greater Norwich Growth Board.
- 4.2 Table 3 sets out the projects approved for delivery in the Growth Programmes to date. Projects that were reported as complete at the last meeting are not included. Further details on project progress can be found at Appendix A.
- 4.3 The majority of projects to be delivered this financial year are yet to draw down from the IIF.
- 4.4 Since the Growth Programmes were agreed by the Greater Norwich Growth Board the Greater Norwich Infrastructure Delivery Board have re-profiled the delivery of several key projects under powers delegated to them by this Board. They include:
- NATS delivery has taken advantage of other funding streams including Growth Deal to deliver projects in 2015/16. The £695,000 allocation awarded by this Board for 2015/16 was transferred to 2016/17;
 - The Carrow Bridge to Deal Ground and Colney River Crossing projects have had their funding re-allocated to 2017/18;
 - The St Faiths to Airport Transport Link project has had its funding re-profiled to post 2016/17 (details to be confirmed in future reports);
 - Those projects approved in principle for delivery in 2017/18 as part of the 2016/17 Growth Programme have been taken forward into the draft 2017/18 Growth Programme and as such are not included in totals presented in Table 2; and
 - Sprowston Town Council has withdrawn its request to borrow pooled CIL funding to deliver the Sprowston Diamond Centre.
- 4.5 Growth Programme re-profiling details can be found at Appendix C.
- 4.6 The Board are asked to note progress on the Growth Programmes approved to date, including the project delivery re-profiling approved under delegated decision making by the Infrastructure Delivery Board, and continue to delegate responsibility to the Greater Norwich Infrastructure Delivery Board to manage the delivery of the Growth Programmes.

5. The draft 2017/18 Growth Programme

- 5.1 Delays in agreeing the 2017/18 Growth Programme have meant that some proposed projects have been unable to advance. As such the delivery of the 2017/18 Growth Programme will be delayed, the impact of which will only be known when the Programme is agreed and projects can begin to be progressed again.
- 5.2 The Board are asked to note the delivery impact of not having an agreed 2017/18 Growth Programme.

6. Developing the 2018/19 Growth Programme

- 6.1 Work has commenced on the preparation of the Growth Programme for 2018/19. A work programme has been prepared and Table 4 below sets out the key tasks and dates.

Table 4 – 2018/19 Growth Programme development process

Action	Date
Publication of the Greater Norwich Infrastructure Plan (GNIP)	March 2017
Approval of the Five Year Infrastructure Investment Plan by Individual Councils	September 2017
Growth Board approval of 2018/19 Growth Programme	October 2017
Partner Sign off (if required)	December 2017 – January 2018
Adoption into Capital Programme(s)	February 2018
Delivery	April 2018

6.2 The Board are asked to delegate responsibility to the Greater Norwich Infrastructure Delivery Board and Section 151 Officers to manage the development of the 2018/19 Growth Programme.

7. Greater Norwich Infrastructure Plan

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

This version supersedes the GNIP published in June 2016. The current update has been informed by:

- A programme of green infrastructure projects developed by the Green Infrastructure Programme Team;
- An updated transport programme developed through the NATS co-ordination group;
- An updated capital programme for education;
- The identified actions of the Playing Pitch and Built Facilities Strategy, developed by the Greater Norwich Sports Strategy Implementation Group;
- Updated detail on community projects;
- Infrastructure identified in adopted and emerging Neighbourhood Plans.

The latest version of the GNIP is attached at Appendix B

8. Recommendations

- 8.1
- (i) The Board note progress on the Growth Programmes approved to date including the project delivery re-profiling approved under delegated decision making by the Infrastructure Delivery Board.
 - (ii) The Board note the current financial standing of the Infrastructure Investment Fund including the borrowing drawdown to date.
 - (iii) The Board note the delivery impact of not having an agreed 2017/18 Growth Programme.
 - (iv) The Board continues to delegate responsibility of managing the delivery of the Growth Programme, including the development of the 2018/19 Growth Programme, working with Section 151 Officers, to the Greater Norwich Infrastructure Delivery Board.

9. Issues and Risks

9.1 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.

9.2 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.

9.3 Risks

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

9.4 Equality

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

9.5 Human rights implications

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

9.6 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:

Name	Telephone Number	Email address
Harvey Bullen	01603 223330	harvey.bullen@norfolk.gov.uk
Ellen Goodwin	01603 638160	ellen.goodwin@norfolk.gov.uk

Attachments:

Appendix A – Growth Programme Highlight Reports

Appendix B – Greater Norwich Infrastructure Plan 2017

Appendix C – Re-profiled Greater Norwich Growth Programme – March 2017

Harrisons Wood				
Ref: GP1	Cost: £45,000 (as agreed on 4 Dec 2015)	Spend: £25,970	Project Status:	Amber
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: The legal documents relating to the transfer of the site from the landowner consortium to Broadland District Council are yet to be agreed and finalised.				
Key milestones				
	Planned end date	Revised end date	Actual end date	
Woodland management plan production	31/03/2015	30/06/2015	30/06/2015	
Initial programme of works	31/08/2015	31/01/2016	28/01/2016	
Opening of woodland	14/09/2015	31/03/2016	08/04/2016	
Transfer of land to Broadland DC	30/06/2015	31/05/2017		
Transfer of land to Sprowston TC	31/03/2016	31/07/2017		
Cause of any variances in milestone dates and budget	<p>The initial programme of works to the site has been completed.</p> <p>The legal documents relating to the transfer of the site from the landowner consortium to Broadland District Council are yet to be agreed and finalised.</p>			
Significant issues to be addressed: Resolving the details of the legal transfer.				

Plumstead Road

Ref: GP10b	Cost: £400,000	Spend: £33,201	Project Status:	Amber
<p>Project Description: Completion of link between Salhouse Road and Plumstead Road.</p> <p>This project has temporarily reallocated funding from the Salhouse Road project</p>				
<p>Progress to Date:</p> <ul style="list-style-type: none"> • Broadland has purchased third party land to enable delivery • Agreement in principle has been reached to re-engineer existing offset roundabout. • Planning application submitted 				
Key milestones	Planned end date	Revised end date	Actual end date	
Review/agree brief with client	July 16		July 16	
Start ECI (inc other contractors)	Jan 17			
NHAC approval / meeting date(s)	N/A			
Consultation start date	November 16			
Consultation end date	December 16			
Issue draft documents to contractor	December 16	TBC		
Agree target cost	February 16	TBC		
Construction start date	March 17	TBC		
Construction end date	TBC			
Final account agreed	TBC			
Cause of any variances in milestone dates and budget				
<p>Significant issues to be addressed:</p> <ul style="list-style-type: none"> • Land access negotiations are ongoing. • Consultants have been engaged to help deliver the survey work. 				

St Clements Hill Toucan Crossing

Ref: GP11	Cost: £120,000	Spend: £42,887	Project Status:	Amber
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Project Description:

The essential objective is to redesign the junction of Millcroft and St Clement's Hill so that:

- The pinch point on St Clement's Hill is shorter and / or cyclists can ride through comfortably against the opposing traffic flow.
- Pedestrians can cross more directly from Millcroft into the school and the path to the north of the park.
- Pedestrians can cross the mouth of Millcroft more easily and comfortably, perhaps through the tightening of the kerb radii and installation of a raised table crossing.
- Removal, reduction or replacement of guard-railings, signs, bin, bollards and road markings.

Progress to Date:

Awaiting final account details

Overall reduction in projected outturn due to reduction in works of approx. £29k

Key milestones	Planned end date	Revised end date	Actual end date
Review/agree brief with client	20/08/2015		20/08/2015
Start ECI	June/July 2016	August 2016	23/08/2016
NHAC approval / meeting	14/03/2016	16/06/2016	15/09/2016
Consultation start date	June 2016	22/07/2016	22/07/2016
Consultation end date	July 2016	16/08/2016	16/08/2016
Draft documents to contractor	14/03/2016	27/07/2016	25/07/2016
Agree target cost	15/08/2016	05/09/2016	19/09/2016
Construction start date	03/01/2017	26/09/2016	26/09/2016
Construction end date	14/11/2016	04/11/2016	16/11/2016
Final account agreed	TBC	30/01/2017	

Cause of any variances in milestone dates and budget

Significant issues to be addressed:

- Target cost of works close to present budget and presently does not allow for fees
- Target cost breakdown justification awaited
- Target cost to be amended to reflect reduction in works following NHAC decisions
- Budget likely to need increase due to projected costs
- EWN's received but no costs advised to date

Wymondham Hethersett Walking / Cycling Link

Ref: GP12B	Cost: £1,300,000	Spend: £72,462	Project Status:	<i>Red</i>
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Project Description:

The project would provide dedicated off-carriageway cycle / pedestrian facilities and create a continuous off-road facility to the Wymondham growth area. The project would cover the 2mile stretch from Downham Grove east of Wymondham to existing cycling provision at Queens Road Hethersett.

This project has temporarily reallocated funding from the Roundhouse Way Bus Interchange project.

Progress to Date:

Start date moved to April 2017 following discussions with contractor and street works.

Land acquisition discussions ongoing.

It is now proposed to deliver the scheme in two phases.

Key milestones	Planned end date	Revised end date	Actual end date
Review/agree brief with client	Jun 2015		Jun 2015
Start ECI	Jul 2016		Jul 2016
NHAC approval / meeting date(s)	N/A		
Consultation start date	Sep 2016		Sep 2016
Consultation end date	Jan 2017	Feb2017	
Issue draft documents to contractor	Dec 2016	Mar 2017	
Agree target cost	Feb 2017	Apr 2017	
Construction start date	Apr 2017	Jul 2017	
Construction end date			

Cause of any variances in milestone dates and budget

Area of land behind Ketts Oak likely to be required to deliver scheme.

Following outcome of inquiry in favour of development, agreement to be reached with developer regarding purchasing of land.

Significant issues to be addressed:

Cringleford and Eaton Centre Project – Eaton street – Push the Pedalways

Ref: GP13	Cost: £1,075,000 £100,000 CIL	Spend: £68,281	Project Status:	<i>Amber</i>
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Project Description:

- Reduce speeds to 20mph.
- Change width of nearside lanes so they are less than 3.2m or greater than 4m to reduce risk of collisions from the side or behind.
- Avoid worsening general traffic congestion.

Progress to Date:

- Held further meeting to determine how the scheme will be carried out, at what times and under what traffic management.
- Draft PIN Notice prepared and issued.
- Issued Target Cost Documents and Drawings.
- Commissioned Building Condition Survey's for the Businesses/Listed Buildings adjacent to the works on the footpath.
- Organised a meeting to review scheme proposals against original brief.
- Trial Holes, SDS Survey and Cores were all carried out.
- Held a meeting with local business to discuss the proposals.
- Stage 2 Safety Audit was closed out and approved.
- Progressed further talks with contractor and led lighting handrail supplier to agree fixing detail for handrail.

Key milestones	Planned end date	Revised end date	Actual end date
Review/agree brief with client	April 2016	April 2016	April 2016
Start ECI	September 2016	September 2016	November 2016
NHAC approval / meeting	November 2016	November 2016	November 2016
Consultation start date	October 2016	October 2016	October 2016
Consultation end date	November 2016	November 2016	October 2016
Issue draft documents to contractor	Nov 2016	January 2017	Jan 2017
Agree target cost	Feb 2017	March 2017	
Construction start date	April 2017	April 2017	
Construction end date	Dec 2017	Sept 2017	
Final account agreed	March 2018	January 2018	

Significant issues to be addressed:

Cost of the scheme in comparison to the budget is still to be reviewed

Dereham Road (Guardian Road Traffic Signals Feasibility)

Ref: GP14	Cost: £1.6m	Spend: £79,753	Project Status:
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Amber

Project Description:

The objectives of the scheme is to build on feasibility work previously carried out for a congestion alleviation scheme at the junction 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.

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.

Progress to Date:

- Consultation completed and meeting with allotment groups, responses being reviewed.
- Comms impacts assessed with stakeholders, surveys completed & mitigation agreed
- Stage 1 Safety Audit completed and closed out.
- Agreement to proceed subject to statutory processes including allotment land & TROs.
- Detailed design of scheme continuing.
- Preliminary allotment mitigation package agreed with NCC allotment team, to be discussed with allotment holders.
- Landscape and visual appraisal progressed.
- Traffic monitoring regime being discussed so pre-scheme surveys can be carried out

Key milestones	Planned end date	Revised end date	Actual end date
Review/agree brief w/ client	October 2015		October 2015
Start ECI (inc other contractors)	August 2016		August 2016
NHAC approval / meeting date(s)	Mar '16 Jan '17	September 2016	September 2016
Consultation start date	October 2016		10 Oct 2016
Consultation end date	November 2016		7 Nov 2016
Issue draft documents to contractor	April 2017	21 April 2017	
Agree target cost	June 2017	19 June 2017	
Construction start date	September 2017	4 Sept 2017	
Construction end date	April 2018	23 March 2018	
Final account agreed	August 2018	17 Aug 2018	

Cause of any variances in milestone dates and budget

Significant issues to be addressed:

- Statutory procedure for disposal of allotment plots required needs SoS approval
- Significant impact on trees
- Opposition risk from stakeholders inc. allotment owners over impact of improvement
- Concern from residents over potential increase in traffic during and after works
- New controlled crossing on Dereham Road (East) requested not currently included
- Potential level issues at roundabout
- Costs may be relatively high due to need to tie into existing features/gradients/crown lines; existing layout sub-standard and will need to be corrected in new layout
- Existing drainage outfall to river be surveyed is currently unknown

Golden Ball Street / All Saints Green Scheme Development

Ref: GP16	Cost: £741,000 (2015/16)	Spend: £261,673	Project Status:	Amber
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Project Description:

This project is to make 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.

Alongside the works to change the operation of the road network there are opportunities to improve the public realm.

In response to the impact of these measures, an improvement to the Ber Street/ Finkelgate/Queens Road junctions has been progressed as a separate scheme.

Progress to Date:

- Following work with the bus operators and contrary to the 2009 NATS consultation, it was decided not to retain All Saints Green and Farmers Avenue as bus routes, but only for emergency usage in case of closures.
- It is now proposed to carry out improvements within Finkelgate area to mitigate impact of the scheme, as part of the current scheme.
- Phase 2 works complete
- Start of Phase 3 works, with permanent closure of All Saints Street.
- Re-design of junction of Ber Street/Golden Ball Street in order to make the scheme easier to construct within the allowed TM.
- Further re-design of Phase 3 works at top of Westlegate in order to increase area available for street events – this has modified number and size of the walled planters.

Key milestones	Planned end date	Revised end date	Actual end date
<u>Golden Ball Street/Westlegate (PK6055)</u>			
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	
<u>Finkelgate Improvement</u>			
Consultation	Feb 2016		Feb 2016
NHAC – approval to proceed	Mar 2016		17 Mar 2016
Start of works	July 2016		

Cause of any variances in milestone dates and budget

Significant issues to be addressed:

Continue to closely monitor costs, discuss negative Compensation Events with contractor for work completed so far, on Phases 1, 2 and Westlegate.

Lakenham Way

Ref: GP17	Cost: £400,000	Spend: £49,366	Project Status:	Red
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Project Description:

This project is part of the Push the Pedalways programme to improve the quality of cycling and the pedestrian environment on Lakenham Way. The scheme brief aims to:

- Increase pedestrian comfort and reduce delays to cyclists by providing more path space on the busy section between Brazengate and Hall Road.
- Increase the sense of personal safety by reviewing the level of lighting and increasing it where necessary.
- Improve access to Lakenham Way

A sub-project for associated landscaping, biodiversity and childrens' artwork is to be developed in parallel to the engineering works.

Progress to Date:

Awaiting costs for Duckett Close – Lakenham Way works.

St John's Close – Post box relocated. Tree trimming has taken place.

No work is to take place on private land on Lakenham Way including path widening and street lighting work

Key milestones	Planned end date	Revised end date	Actual end date
Review/agree brief with client	April 2016		April 2016
Start ECI	August 2016		August 2016
NHAC approval / meeting date(s)	July 2016		July 2016
Consultation start date	August 2016	Not required	
Consultation end date	September 2016	Not required	
Issue draft documents to contractor	July 2016	August 2016	September 2016
Agree target cost	n/a		
Construction start date	October 2016		
Construction end date	November 2016	February 2017	
Final account agreed	January 2018	April 2017	

Cause of any variances in milestone dates and budget

Significant issues to be addressed:

- The issue of continued maintenance spending on the privately owned route needs to be resolved by the City Council

Norwich Airport Industrial Estate – link road

Ref: GP19	Cost: £1m	Spend: -	Project Status:	Green
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Project Description:

To provide an additional highway access point to the industrial estate by linking Repton Avenue with Meteor Close for light vehicles and buses BUT not HGV's. This is part of an overall link between the airport industrial estate and St Faiths Road where it will join the Growth Triangle orbital link road.

Progress to Date:

Transport impacts feasibility study completed. It shows beneficial impacts of linking Repton Avenue with Meteor Close with no adverse impacts on other local junctions.

Officers have considered the extent of the scheme and have determined that if design work commenced at the beginning of April 2017 the scheme could start on site at the beginning of January 2018 and have the works completed by the beginning of February 2018. The current scheme is likely to cost between £100k and £150k.

This programme allows a full 9 months for advertising a Traffic Regulation Order (TRO) and dealing with any comments/objections.

Member and public acceptability of scheme will need to be sought before the scheme commences.

Advice has been sought and officers are confident that this scheme would be regarded as "permitted development" and so the programme assumes that planning permission will not be required. We would seek to obtain a certificate of permitted development to confirm this position.

Key milestones	Planned end date	Revised end date	Actual end date
Preliminary design work	April 2017	April 2017	
Detailed design and consultation completed	March 2018	December 2017	
Commence construction	April 2018	January 2018	
Complete construction	March 2019	February 2018	

Cause of any variances in milestone dates and budget

If the full 9 months is not required for the TRO process, the scheme could be delivered earlier than the timescales indicated above.

Significant issues to be addressed:

North Walsham Road

Ref: GP20b	Cost: £500,000	Spend: £6,487	Project Status:	Green
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Project Description:

The brief identifies the area along North Walsham Road between the George Hill/School Lane junctions to the south to White Woman Lane to the north. There are various suggested improvements including the review of lane widths with the aim of achieving an overall cycling level of service score of at least 70. Suggested junction improvements include an upgrade to traffic signals and their operating system. Other suggestions (which may apply to only part of the route) include extending an existing off-carriageway facility, provision of a direct cycle crossing, addition of a build out, installing mandatory cycle lanes with light segregation, introduction of waiting restrictions, the removal of carriageway centre lines, carriageway widening, implementation of a 20mph speed limit and closure of George Hill (eastbound).

This project has temporarily reallocated funding from the Denton Road Toucan Crossing project.

Progress to Date:

Received additional area of topographical survey
Preliminary design underway

Key milestones	Planned end date	Revised end date	Actual end date
Review/agree brief with client	January 2017		January 2017
Start ECI	May 2017		
NHAC approval / meeting date(s)	n/a		
Consultation start date	tbc		
Consultation end date	tbc		
Issue draft documents to contractor	June 2017	Q2/Q3	
Agree target cost	August 2017	Q2/Q3	
Construction start date	30/10/2017	Q4	
Construction end date	March 2018		
Final account agreed	July 2018		

Cause of any variances in milestone dates and budget

Significant issues to be addressed:

The draft brief showed timescales of:

16/17 Q2 feasibility; 16/17 Q3 approvals; 16/17 Q4 & 17/18 Q1 design; 17/18 Q3/4 construction

The brief issued in November 2016 & signed off has compressed timetable of:

16/17 Q4 feasibility; 16/17 Q4 approvals; 17/18 Q1 design; 17/18 Q3&4 Construction

This project has a large amount of feasibility work to do and this is an ambitious timescale.

The status of the Beeston Park development and its' impact on areas of the scheme needs to be reviewed during the feasibility stage. The gateway 0 meeting has confirmed uncertainty surrounding developer-led improvements which may result in abortive costs or make elements of the scheme undeliverable.

Carrow Bridge/Deal Ground

Ref: GP23	Cost: £350,000	Spend: £62,472.30	Project Status:	Green
<p>Project Description: 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. Target is to secure a planning approval for a s150 meter stretch of riverside walk.</p>				
<p>Progress to Date: Non material amendment application approved by Norwich City Council. Broads Authority planning permission granted with conditions.</p>				
Key milestones	Planned end date	Revised end date	Actual end date	
Approval in principle with ATB Laurence Scott or legal agreement		Ongoing		
Agreement in principle with Broadland Housing	August 2016	Ongoing		
Submission of planning application Norwich City Council	Q2 2016	Q3 2016	Completed	
Application for Environmental permit	Q3 2016		Completed	
Submission of planning application Broads Authority	Q2 2016	Q3 2016	Completed	
Production of health and safety file		Q3/Q4 2016		
Approvals planning	Q3/Q4 2016	Jan 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"> • EA approval to be secured for environmental permit • Costs of engineering works to be reviewed prior to construction works – date unknown • Negotiations with adjacent landowners – in principle agreements reached with several • Maintenance liabilities – The current agreement sets out that Norwich City Council will be responsible for the maintenance of the route. However policy R11 (appended) of the Norwich local plan states that access and provision of the riverside walk will need to be incorporated as part of the development. When this occurs arrangements will need to be reached to either a) pass over responsibility for the management and maintenance of the area to the developer or b) obtain a commuted sum from the developer to fund continued maintenance by Norwich CC. Setting this detail out will need to form part of the planning application. 				

Bowthorpe Colney Link

Ref: GP24	Cost: £161,000	Spend: £60,707	Project Status:	Amber for milestones 4/6
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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:

- Tree felling to facilitate access for the bridge is underway
- New access gates being installed to facilitate rig access and delivery of the bridge
- An application for the discharge of condition 8 of the planning consent submitted
- The Ground Condition survey has been booked for the week commencing 6th April
- CPO process has been initiated by NP Law
- An update was sent to all consultees and interested parties prior to work beginning

Key milestones	Planned end date	Revised end date	Actual end date
Initial project development	4th Q 2015/16		Completed
Planning application prep	4th Q 2015/16		Completed
Planning application submission	1st Q 2016	3 rd Q 2016	3 rd Q 2016
Tender package prep	2nd Q 2016	4 th Q 2016	
Tree removal	4 th Q 2016		Completed
Implementation	2nd & 3rd Q 2016	2nd & 3rd Q 2017	

Cause of any variances in milestone dates and budget

- Land ownership for PRoW on south bank unknown
- Nature conservation constraints and floodplain location
- Emergency works required
- Consultation with the community has been extensive
- The scheme is administratively complex
- Planning conditions have required additional items
- CPO process will incur additional costs

Significant issues to be addressed:

- Construction timing constraints with regards wet ground conditions & site water logging
- Time constraints arising in response to nature conservation issues
- Receipt of objections to the CPO procedure currently being pursued
- Budget unlikely to cover costs - additional expenditure not identified in the PID
- Significant archaeological finds would impact on costs and the work program

Proposed action:

- Ecology surveys to be undertaken and the risk identified at an early stage
- Pursue CPO process promptly – prior to financial commitment to the bridge tender
- CPO objection period should expire before financial commitment to the bridge tender
- Savings to be made to ensure additional expenditure be met from within budget

Greater Norwich Infrastructure Plan

March 2017

FINAL DRAFT

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Appendix 1 Infrastructure Framework This section lists all the currently planned strategic infrastructure projects.	

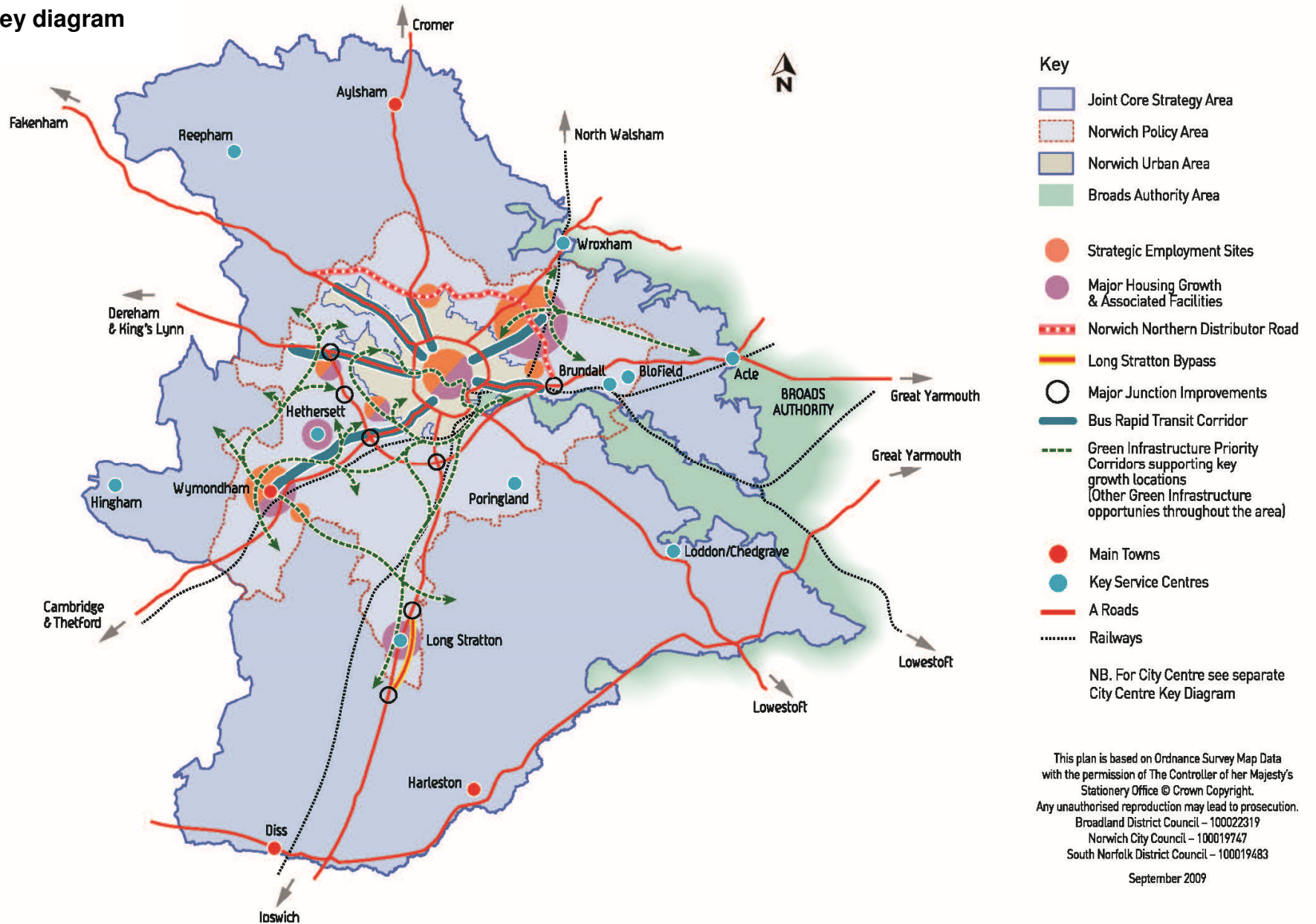
1. Introduction

- 1.1 The Greater Norwich area, covering the districts of Broadland, Norwich and South Norfolk, is a key engine of growth for the United Kingdom. The Joint Core Strategy for the area (JCS) aims to deliver 27,000 jobs and 37,000 homes between 2008 and 2026. Greater Norwich is one of the fastest growing areas in the country and has established itself as a leader in health and life sciences, digital creative and advanced manufacturing and engineering. The Greater Norwich City Deal, signed with government in December 2013, aims to bring an additional 13,000 jobs and 3,000 homes to the area, as well as 6,000 jobs in construction. Through the City Deal the Greater Norwich Growth Board partners' ambition is to enable the existing world class knowledge to develop and grow into world class jobs and a thriving economy.
- 1.2 The Greater Norwich Local Plan (GNLP) is in an early stage of production. It will identify and provide for additional housing and jobs growth required to 2036. When it is adopted, which is scheduled for 2020, it will supersede the JCS and other local plan documents.
- 1.3 This document, the Greater Norwich Infrastructure Plan (GNIP), helps coordinate and manage the delivery of strategic infrastructure to support growth, a high quality of life and an enhanced natural environment¹. It informs prioritisation of investment and delivery. It is not an exhaustive list. It is a living document, updated annually to reflect the latest information.
- 1.4 The Greater Norwich Infrastructure Plan supports the delivery of the JCS, other Local Plan documents for the area, local economic strategies, the Greater Norwich City Deal, and the Strategic Economic Plan (produced by the New Anglia Local Economic Partnership). It draws on work to identify and secure the key infrastructure required to support growth as set out in the Joint Core Strategy Infrastructure Framework (included in JCS Appendix 7 and 7a). The updated Infrastructure Framework is included as Appendix 1.
- 1.5 While mainstream funding provides the primary support for new infrastructure, contributions from new development, such as Section 106 agreements and Community Infrastructure Levy are also important. Section 2 of this report provides an overview of funding and delivery mechanisms.
- 1.6 Section 3 outlines the range of infrastructure required to support growth including that delivered and funded by other means – e.g. Asset Management Plans, or infrastructure directly delivered or funded by development.
- 1.7 The Greater Norwich Infrastructure Plan concentrates on the key infrastructure requirements that support the major growth locations (see figure one – Joint Core Strategy Key Diagram) or the overall scale of growth. Individual developments tend to require smaller scale infrastructure that is not detailed here. Section 4 provides an overview of progress expected in the next few years on significant sites.

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

- 1.8 Many elements of key infrastructure can be implemented incrementally to reflect emerging patterns of growth. This includes enhancements to public transport corridors to move them towards fully fledged Bus Rapid Transit, elements of the green infrastructure network and extensions to cycle routes.
- 1.9 The Greater Norwich Infrastructure Plan provides greater detail on the schemes for delivery in the shorter term. It does not seek to fundamentally review or re-prioritise agreed infrastructure, but is a means of refreshing and managing the strategic programme, keeping it up to date and fit for purpose.
- 1.10 However, as time moves on and projects evolve, some differences with previous work may be noted. This is because:
- Project titles can change to better reflect the details of the proposals.
 - A project can support more than one topic, for example a cycle route can be both green infrastructure and transport infrastructure.
 - The expected timing of infrastructure delivery can change, for example to reflect updated assumptions on the timing of the development it is intended to support, or because funding has become available.
 - Significant changes in timing can alter the nature of any solution and the capacity of existing infrastructure to support growth can have changed in the interim.

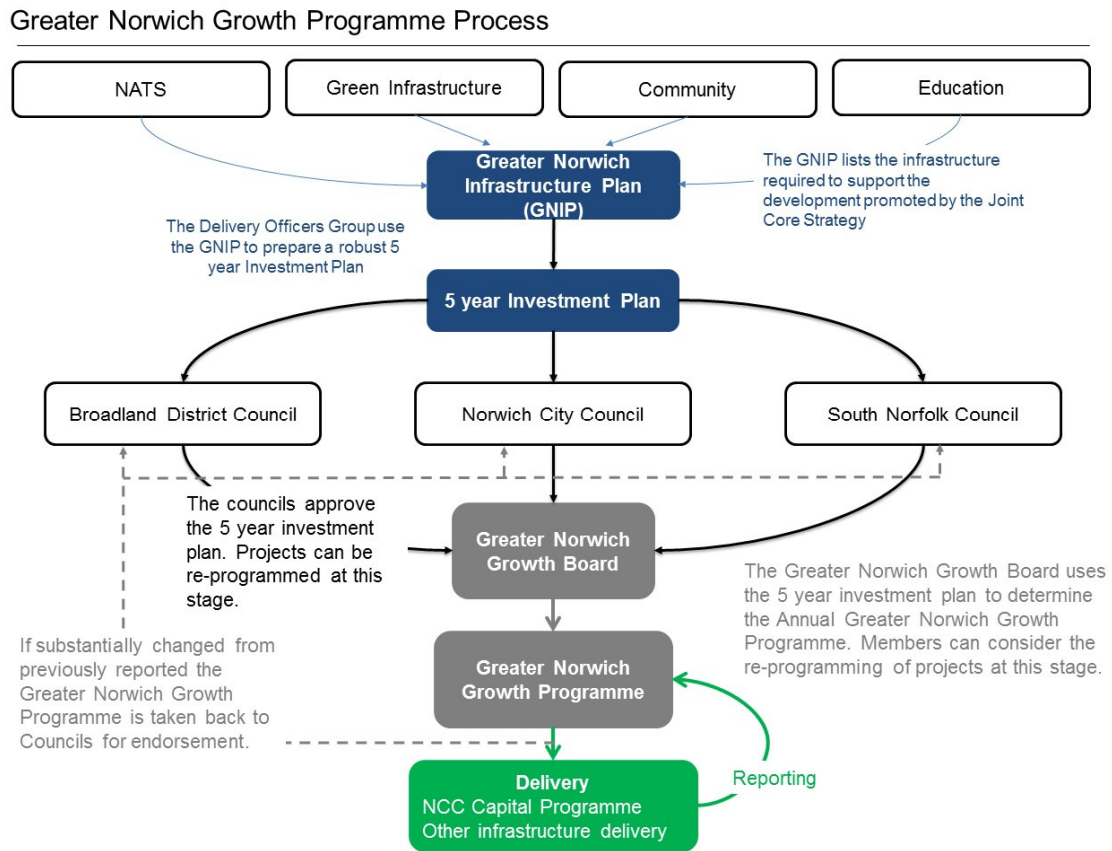
Figure 1: Key diagram



2. Funding sources and delivery planning

- 2.1 In December 2013, Broadland, Norwich City, Norfolk County, South Norfolk councils and the New Anglia LEP signed a City Deal with central government. A core theme supports infrastructure delivery to accelerate planned growth.
- 2.2 The City Deal identifies a £440m infrastructure investment programme developed from the JCS Infrastructure Framework. The councils, with the LEP, have put in place pooled funding and governance arrangements to manage timely delivery of the programme. To help fund the programme about £78m of Community Infrastructure Levy is identified from the housing trajectory (excluding the proportion retained for local communities).
- 2.3 Estimates for the total forecast amount of CIL collected over the plan period have reduced over previous years, in part due to the increase in exemptions granted. It must be noted that some estimates have been made for inflationary increases in CIL forecasts and infrastructure costs although this is not across the full spectrum of projects presented in the GNIP. The funding gap is likely to close as other funding streams are secured.
- 2.4 The GNIP provides the longer term context to inform short term investment plans and funding decisions. The councils manage the 5-year Infrastructure Investment Plan and Annual Growth Programme collectively, identifying projects for delivery and packages of funding. There is a collaborative approach to funding the programme through pooling of the Community Infrastructure Levy, Local Growth Fund, use of mainstream funding, identification of other funding such as pooled business rates or New Homes Bonus, and, where required and agreed, the use of borrowing. The Greater Norwich Growth Board manages the risks to delivery and provides a robust means of agreeing ongoing priorities.
- 2.5 The GNIP Infrastructure Framework looks over longer term and tends to identify the earliest date on which a piece of infrastructure can be delivered taking account of broad indications and reasonable assumptions of funding availability. The 5-year Infrastructure Investment Plan and Annual Growth Programme take a shorter term view and consequently prioritise schemes based only on known funding sources or those with a high degree of certainty.
- 2.6 Local communities will retain 15% of Community Infrastructure Levy contributions to deliver schemes within their area (25% where there is a Neighbourhood Plan in place).

Figure 2: Greater Norwich Growth Programme process



Progress on delivering key infrastructure

- 2.7 The Postwick Hub is now complete. The Northern Distributor Road has been approved through the Nationally Strategic Infrastructure Projects process and construction has now started on site, with completion scheduled for late 2017, earlier than originally scheduled.
- 2.8 A major improvement at Thickthorn to address existing and future problems has been included in the trunk road programme 2015-21. The scheme had previously been identified in the Infrastructure Framework with an expectation that it would be developer funded at an indicative cost of at least £30m. The Government announcement essentially releases this level of CIL investment for other elements of the Infrastructure Framework. The £2m LGF previously allocated for Thickthorn has been switched to Longwater in 2015/16-17/18.
- 2.9 The Norwich Area Transportation Strategy is a New Anglia Strategic Economic Plan priority. The New Anglia Growth Deal announced in July 2014, and the more recent (February 2015) Growth Deal 2 announcement, confirmed Local Growth Funding of £11m for scheme delivery from 2015-2020. Final sign-off of the funding will be made by the New Anglia Local Transport Body (the Local Transport Body is set up across Norfolk and Suffolk to provide advice to the LEP Board and manage central government funding devolved to the LEP for transport schemes).

- 2.10 Improvements for buses, cyclists and pedestrians, which also improve the public realm in the city centre have been introduced. These schemes funded from a variety of sources, include projects on Grapes Hill, Chapelfield North, Theatre Street, Rampant Horse Street, St Stephens Street, Tombland, St. Augustines, Westlegate and Red Lion Street. The schemes contribute to the longer term programme to implement a 20 mile per hour limit throughout the city centre and to reduce through traffic.
- 2.11 These improvements are partly funded by £3.7m Cycle City Ambition Grant, awarded in August 2013, which, with match funding, has led to over £5.5m investment in cycling for the period up to March 2016. A successful second round bid in February 2015 awarded a further £8.4m which, with match funding provides £15.4m investment for the period up to March 2019.

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3. Key Infrastructure

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

Green Infrastructure

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

3.3 However the understanding of need and prioritisation is always under revision and as information becomes available, projects are refined and re-prioritised. The projects in the Greater Norwich Infrastructure Plan are based on the need to mitigate the potential impacts on Natura 2000 sites under the Habitat Regulations and an understanding of the timing of development served by the identified green infrastructure corridors.

3.4 Green infrastructure is identified in the Strategic Infrastructure Programme.

Transport

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

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

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

Schools

The County Council is responsible for ensuring sufficient school places are provided and works with a variety of providers. Growth can often be accommodated through expansion of existing schools but new schools are also required to serve large scale growth. Funding comes from mainstream capital funding, S106 and CIL. The County Council develops a capital programme which is reflected in this GNIP. More extensive information on the capital programme can be found [here](#).

Waste and recycling

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

Police, Ambulance and Fire services

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

Health Care

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

Community infrastructure

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

Libraries

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

Recreation

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

Housing

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

Electricity

- 3.18 The partners continue to work with UK Power Networks to explore mechanisms to ensure the cost of electricity infrastructure is shared proportionately between planned developments. No significant barriers to the delivery of required infrastructure have been identified, although there are some localised areas with a current shortage of capacity for future growth, such as the NRP and parts of the A11 corridor.

Gas

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

Water

- 3.20 Significant investment is required in infrastructure to support growth and meet the requirements of the Habitat Regulations. Water quality is crucial,

due to the number of protected sites relying on high water quality, including the Broads.

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

Waste Water

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

Table 1: Sewerage investment required to support major growth

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

Flooding

- 3.22 The great majority of development proposed in the JCS is located in areas with no fluvial/tidal flood risk. Any development proposed in areas of some flood risk (zone 2), will have to provide a flood risk assessment to show how flood risk can be mitigated. This will apply mainly to limited areas of the city centre. In Broadland and South Norfolk, the site allocations documents have actively avoided allocating any new sites with any Zone 2 or 3 flood risk.
- 3.23 Developers will work with the relevant public authorities to minimise flood risk through a combination of high quality urban design and green infrastructure, as well as use of Sustainable Drainage Systems.

Telecommunications

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

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4. Major Growth Locations

- 4.1 Infrastructure planning reflects the distribution of planned growth illustrated in figure one. Major growth locations which are under construction or likely to start on site in the near future are listed below.

North East Norwich

- 4.2 The North East sector includes the Old Catton, Sprowston, Rackheath Thorpe St Andrew Growth Triangle as well as a number of adjacent developments. It is the largest single growth location in the Joint Core Strategy seeking to deliver 10,000 additional new homes (on top of existing commitments in 2008), a 25 hectare expansion of Broadland Business Park, 25 hectares of new employment land at Rackheath and 30 hectares of new employment land at the airport. In addition, planning permissions have been granted for a 40 hectare Aeropark on the north side of the airport, and a 12,750m² office development on the old hospital site at Thorpe St Andrew.
- 4.3 Successful delivery is dependent on the Postwick Hub and the Norwich Northern Distributor Road. The Postwick Hub is now complete. The Northern Distributor Road has been approved through the Nationally Strategic Infrastructure Projects process and work has now started on delivery. The NDR is due to be completed by December 2017.
- 4.4 Broadland District Council is producing an Area Action Plan to coordinate planning and delivery across the triangle. The Area Action Plan was subject to examination in July 2015. It is expected that the Area Action Plan will be adopted in 2016.
- 4.5 Although the Area Action Plan has yet to be adopted there are already significant planning consents in the Growth Triangle that total over 5,800 dwellings. In addition, applications have already been lodged for approximately 1,300 further dwellings. While delivery will span a number of years all these are planned to be on site within the next 3 years. Emerging developments in the north east sector as a whole are summarised in table two below.

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

Site/ Location	Development	Status	Expected start
Norwich International Airport	Aeropark 40ha aviation related business development	Permitted	2015
Land East of Buxton Road (Spixworth)	225 New Homes (minimum)	Permitted	2018/19
Home Farm, Sprowston	152 Homes	Permitted	Commenced
Beeston Park (North of Sprowston and Old Catton)	3,520 dwellings, employment, shops, services, cafes, restaurants and pubs, a hotel, two primary schools, community space	Permitted	2018/19
White House Farm (Sprowston)	1233 dwellings, a link road, a primary school, and a large woodland park	Permitted (pre-CIL)	Commenced
Land Adj. Salhouse Road (Rackheath)	79 dwellings and ancillary works	Permitted	2015
Brook & Laurel Farms including Broadland Business Park North (Thorpe St Andrew)	600 dwellings, 14.6ha of employment land and local centre plus a link road between Plumstead Rd and BBP.	Permitted (pre-CIL)	2019/20
Broadland Business Park South (Thorpe St Andrew)	5 ha undeveloped	Remainder of allocation	Commenced
Broadland Gate (Thorpe St Andrew)	c18ha of employment land associated with the Postwick Hub junction	Permitted Junction Complete	
Former northside hospital (Thorpe St Andrew)	12,750m ² office development	Permitted existing buildings demolished	
Pinebanks – (Thorpe St Andrew)	231 dwellings	Permitted	2017/18
Griffin Lane - (Thorpe St Andrew)	71 dwellings & community building	Permitted	2017/18

Site/ Location	Development	Status	Expected start
Repton Avenue, Old Catton	Mixed Use Development of 340 Residential Dwellings with 5,640 sqm of Small Business Units (Outline)	Application Submitted	2017/18
Land South of Green Lane East, Rackheath	157 Dwellings together with Associated Access, Open Spaces & Infrastructure (outline)	Application Submitted	2018/19
Land South of Salhouse Road, Sprowston	Proposed development comprising a minimum of 803 dwellings with associated infrastructure; site for a new primary school; land for a Bus Rapid Transit (BRT) scheme; a section of orbital link road; retained areas of woodland and creation of open space (Outline)	Resolution to Grant Planning Permission	2018/19
Land South of Salhouse Road, Sprowston	Outline planning application for the erection of up to 380 residential dwellings (inc. Affordable Housing) with new vehicular, cycle and pedestrian access from Salhouse Road and new pedestrian and cycle access from Plumstead Road incorporating an emergency vehicular access. The provision of open space, sustainable urban drainage systems; associated landscaping, infrastructure and earthworks (Outline)	Application Submitted	2019/20
Land off Green Lane West, Rackheath	Residential Development of 50 units (Outline)	Resolution to Grant Planning Permission	2019/20

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

Norwich City

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

Table 3: Norwich City - significant sites for early delivery

Site/ Location	Development	Status	Expected start
City Centre			
St Ann's Wharf, King Street	Mixed use development of 437 dwellings plus retail and leisure uses	Permitted	Commenced
Mountergate West	180 dwellings	Allocation	2016/17
Anglia Square	Upwards of 1,000 dwellings	Application to be submitted spring 2017	2020/21
Muspole Street	57 dwellings	Permitted	2016/17
Barrack Street	Mixed use office (20,500sqm), shop units, hotel and 200 dwellings	Permitted	Part implemented
Edge of centre (Dereham Rd corridor)			
Goldsmith Street	105 dwellings	Permitted	Commenced (complete 2018)
Edge of centre to south east sector			
Carrow Quay	250 dwellings	Permitted	2015/16
Lakenham Sports Club	75 dwellings	Permitted	Underway (near completion)
North west sector (Fakenham Rd corridor)			
Havers Road	100 dwellings	Allocated	2018/19

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

South West

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

Site/ Location	Development	Status	Expected start
Threescore-Bowthorpe	1000 dwellings, plus housing with care	Permitted (pre-CIL)	Underway
Bartram Mowers, Bluebell Road	Accommodation for the elderly (blocks with 62 rooms and 60 dwellings)	Allocated	2017/18
Norwich Research Park (UEA)	Enterprise Centre	Permitted	Underway
Norwich Research Park (Colney)	43ha available for expansion, with outline permission. Centrum and Bob Champion Medical Research buildings completed. Quadram Institute part-way through construction	Permitted	Underway
Roundhouse Park (Cringleford)	Approx. 120 dwellings remaining (total 999 dwellings)	Permitted (pre-CIL)	Underway
Newfound Farm (Cringleford)	Up to 650 dwellings (Barratts). Reserved matters application expected shortly.	Permitted	2018/19
Land north and south of A11 (Cringleford)	Up to 650 dwellings (outline permission). Variation of consent to split site into two parcels	Permitted	2018/19
North village (Hethersett)	1196 dwellings (Access road in and houses under construction)	Under construction	2016/17
Gt Melton Rd (Hethersett)	Approx. 80 dwellings remaining (total 151 dwellings)	Permitted (pre-CIL)	Underway
South Wymondham (inc. BOCM Paul & Sale Ground)	1,308 dwellings (mostly permitted in outline, some with some reserved matters agreed. Some construction underway, with a number of roads in place	Permitted (pre-CIL)	Underway

Site/ Location	Development	Status	Expected start
North-west Wymondham (Norwich Common, Carpenter's Barn, Spinks Lane, Wymondham RFC site etc.)	Approx. 550 permitted dwellings remaining to be constructed. Up to 390 further dwellings were granted outline approval on appeal in September 2016 (total 1338 dwellings)	Permitted (some pre-CIL, some post-CIL)	Underway
Land adj Gonville Hall, Wymondham	Up to 320 dwellings granted outline planning permission on appeal in September 2016.	Permitted	2017/18
Wymondham smaller sites	69 dwellings (allocated and permitted)	Underway	2016/17
Browick Road, Wymondham	Allocation of 15ha (net) of B1, B2, B8 employment land	Allocated	2017/18
Queens Hills (Costessey)	Approx. 280 dwellings remaining (total 1,881 dwellings)	Permitted (pre-CIL)	Underway
West of Lodge Farm (Costessey)	Approx. 400 dwellings remaining (total 495 dwellings). Phase 1 nearing completion	Permitted (pre-CIL)	Underway
Longwater (Costessey)	6,660m ² major retail development for Next	Completed	Completed in 2015/16 and open
Easton	893 dwellings granted outline planning permission in autumn 2016, outline.	Permitted	2018/19

- 4.9 The South West includes four major growth locations in South Norfolk, Wymondham, Hethersett, Cringleford and Easton, plus Three Score (Bowthorpe) in Norwich. It also includes UEA (Norwich) and the strategic employment locations at Longwater, Hethel, Wymondham and Norwich Research Park.
- 4.10 Collectively the growth at Wymondham, Hethersett, Cringleford and the NRP is dependent on an improvement at the A11/A47 Thickthorn junction and public transport corridor enhancements. A major improvement at Thickthorn has been included as a commitment in the Government's Road Investment Strategy Investment Plan with delivery commencing in the period 2015-21.
- 4.11 Similarly, growth at Easton and Costessey is served by investment in the A1074 Dereham Rd public transport route and improvements at Longwater junction. The A47 Easton junction will be affected by proposed dualling of

the A47 between Easton and North Tuddenham which is also a commitment in the Road Investment Strategy Investment Plan.

Long Stratton

- 4.12 There is a long-standing desire for a bypass to be constructed to improve quality of life for existing residents. Moreover, the delivery of a bypass is a prerequisite for planned growth. The Long Stratton Area Action Plan, which includes the bypass and 1,800 homes (alongside other elements) was adopted in May 2016. In addition there have been ongoing pre-application discussions with potential developers promoting land for 1800 houses and the bypass. The bypass must be delivered by the 250th new dwelling (unless viability information demonstrates that a higher threshold is necessary and that the highways impacts of a higher figure would not be unacceptable). Development is expected to start in 2018/19.

Elsewhere in the Norwich Policy Area

- 4.13 In addition to the major growth locations, the JCS seeks additional commitment for about 3800 homes on smaller sites in the Broadland and South Norfolk parts of the Norwich Policy Area. These sites are identified through sites allocations documents, although many of the sites have already secured planning permission (due in part to the lack of a five-year land supply). Recent permissions have also included speculative applications taking advantage of the lack of five year housing supply. Local infrastructure enhancements may be required for these sites and secured through Section 106 legal agreements. Cumulative impacts of small sites are hard to predict and it is likely that improvements will be driven by the pressure on services and facilities. These do not appear in the short term but will be kept under review. These kind of developments are detrimental to the effective planning and timely delivery of infrastructure across Greater Norwich, and can contribute to delays in the delivery of planned growth on more “challenging” (but allocated) sites which may require higher levels of infrastructure (and which may also have higher levels of development risk).
- 4.14 Some of the larger sites, or particular concentrations of smaller sites, may influence decisions on strategic infrastructure:
- Development at Blofield and Brundall will benefit from some of the strategic infrastructure serving the north east quadrant.
 - Although of a smaller scale than in the north east and south west quadrants, significant concentrations of growth are planned in the north-west, on the Fakenham Road axis, and in the south east from the edges of the city centre out towards Poringland.

Table 5: other significant sites for early delivery:

Site/ Location	Development	Status	Expected start
Golf Course (Hellesdon)	Outline permission for up to 1,000 homes, including detailed proposals for the first phase of 110 dwellings, associated infrastructure including up to 2ha of land for a primary school site, 75sq m for D1 use (health facility) and up to 15.45ha for informal and formal open space plus off-site highway works	Permitted	2017/18
Hospital site (Hellesdon)	300 dwellings	Allocation	2018/19
Cator Lane / Hall Road (Drayton)	250 dwellings	Permitted	2018/19
Various Blofield / Brundall)	Over 400 dwellings	Permitted	Underway
Various Framingham Earl / Poringland	Approx. 840 dwellings remaining (total 994 dwellings)	Permitted	Underway
Long Stratton	1800 dwellings plus 9.5ha employment land and associated bypass	Emerging allocation	2017/18
Various Long Stratton/Tharston	170 dwellings	Permitted (pre-CIL)	Underway
Long Stratton/Tharston	2.5 ha employment land at Tharston Industrial Estate	Emerging allocation	2016/17

Outside the Norwich Policy Area

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

Greater Norwich Infrastructure Plan 2017

Appendix 1: Infrastructure Framework

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Total Estimated Scheme Cost (£,000)	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Spend profile £'000s								
									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
T1	Broadland	MDR					DFT, £40m CIL		46,220	5,670	1,700						
T3	South Norfolk	Long Stratton Bypass inc. Hempnall Crossroads and town centre improvements		30,000	30,000	15,000	Developer	15,000	1,000	7,250	15,500	6,250					
T4	South Norfolk	Thickthorn	Scheme development				HA Capital	0					x	x			
T4.2	South Norfolk	Thickthorn park and ride expansion	Land secured from S106														
T5	South Norfolk	Longwater															
T5.1	South Norfolk	Longwater Scheme Development			2,000	2,000	LGF		500								
T5.2	Norwich South Norfolk	Green pedalway including Longwater pedestrian/cycle bridge			6,000			6,000		x	x	x					
T6	South Norfolk	Norwich Research Park expansion, B1108 and other transport improvements	NRP expansion permitted and under construction	13,000			Government grant, S106, NRP										
T7	Norwich	City Centre Measures															
T7.1	Norwich	POW Rd, Rose Lane, Ag Hall Plain	Design underway, implementation likely 2018/19				LGF/CIL		1,000	2,500	1,500						
T7.3	Norwich	Golden Ball Street / All Saints Green Scheme	Construction due to be complete May 2017		2,500		LGF/CIL		842								
T7.4	Norwich	Exchange Street closure															
tdb	Norwich	St George's Plain	Funds assumed to be supplied entirely by developer in association with St Georges Works	300		300	DEV	0			75	225					
tdb	Norwich	St Mary's Plain	If LEP funds diverted from Prince of Wales Road (tbc soon) then project can commence in 2017/18.	780		280	DEV/CIL	500		100	680						
tdb	Norwich	Tombland		1,750		0	CIL	1,750			1,000	1,000					
Also in G sheet	Norwich	East Norwich Gateway (formerly Whittingham bridges and links)	Probable that Norwich City Council will promote using LIF funding. However this is dependent upon funding feasibility work	tbc			Developers, LIF, CIL		1,000	100	x	x	x				
	Norwich	Green pedalway city to Barnard Rd					LGF / CIL			100	1,000	2,200					
T8	Broadland	Fakenham Road/Drayton High Road (including BRT and cycling)															
	Broadland Norwich	Fakenham Rd BRT Feasibility (Scheme Identification) - revenue			30	30		30									
T9	Norwich South Norfolk	Dereham Road Sustainable Transport Corridor (including BRT and cycling)															
T9.1	Norwich	Sweetbriar road/Guardian road/Dereham road- junction improvement	Approvals secured detailed design underway, construction due to commence Sept 2017		1,545	1,600			X	X							
T10	Broadland Norwich	Yarmouth Road Sustainable Transport Corridor (including BRT and cycling)		10,000													
T10.1	Broadland Norwich	Yarmouth Rd Sustainable Transport Corridor Scheme Identification (BRT/Green Pedalway)			20	20	LGF		20								
T10.2	Broadland Norwich	Phase 1 Delivery			tdb	tdb											
T10.3	Broadland Norwich	Phase 2 Delivery			tdb	1,000	S106										
T11	Broadland Norwich	Salhouse Rd Sustainable Transport Corridor (including BRT and cycling)															
	Broadland Norwich	Salhouse Rd Sustainable Transport Corridor Scheme Identification (BRT/Pink Pedalway)			30	30	NCC Revenue										
	Broadland Norwich	Salhouse Rd Corridor Scheme delivery Phase 1			400	400	LGF/CIL										
	Broadland Norwich	Salhouse Rd Corridor Scheme delivery Phase 2															
		St Clements Hill Toucan Crossing and associated works	Due to be constructed starting Jan 2018 using CCAG funding														
		School Lane/ Chartwell Road/ Denton Road Toucan Crossing and associated works (Blue Pedalway)	Project abandoned following feasibility study		120	120	CIL										
		Repton Avenue Feasibility			20	20	LGF										
T12	Broadland Norwich	A140 Sustainable Transport Corridor (including BRT and cycling)															
T12.1	Broadland Norwich	A140 Corridor scheme identification including analysis between City Centre and Harford (BRT/Yellow Pedalway)	Mouchel commissioned to undertake feasibility		60	60	LGF										
	Norwich	Airport Industrial Estate			4,100			4,100		x	x						
T13 and T14	Norwich South Norfolk	A11/B1172 Sustainable Transport Corridor (including BRT and cycling)		6,560													
T13 and T14	Norwich South Norfolk	A11 sustainable transport corridor scheme identification (BRT/Pink Pedalway)			60	60	NCC Revenue										
T13.1	Norwich South Norfolk	Roundhouse Way Bus Interchange	Under development, land issues slowing progress		500	500	CIL										
T13.2	Norwich South Norfolk	Eaton interchange	Due to start construction April 2017		100	100	CIL										
T14.1	Norwich South Norfolk	B1172 Bus/Cycle enhancements			250	250	LGF/CIL										
	Norwich South Norfolk	A11/ORR Daniels Road junction improvement and cycle lanes	Feasibility Work underway, due for construction starting summer 2018		2,000	2,000	LGF		200	800	1,000						
	Norwich South Norfolk	Newmarket Road / ORR & Leopold Road junctions	Feasibility Work underway, due for construction starting summer 2018		2,000	2,000	LGF		100	650	1,250						
	Norwich South Norfolk	Cycle link extension to Wymondham	Design work underway, due to start construction mid 2017		1,300	1,300	LGF		800	200							
	Norwich South Norfolk	Eaton Centre to Newmarket road south slip road cycle facilities	Due to start construction April 2017		300	300	LGF										
	Norwich South Norfolk	A11 north slip road to Cringleford cycle track	Due to start construction March 2017		50	50	LGF										
T15	Broadland	Growth Triangle Internal Link Road				14,350	Developer		2,350	4,850	-	-	-	-			
T15.1	Broadland	East West Link Road: BBP to Plumstead Rd	Delivered through development (BFLP)		6,000	6,000	S106/S278	-		3,000							
T15.2.1	Broadland	East West Link Road: Plumstead Road Junction and North Bound Spur	Scheme Development		400	400	LGF/CIL		x								
T15.2.2	Broadland	East West Link Road: Plumstead Rd to Salhouse Rd	Delivered through development (Land South of Salhouse Rd)		TBC		TBC	TBC		x	x						
T15.3	Broadland	East West Link Road: Salhouse Rd to Wroxham Rd	Delivered through development (WHF)		3,250	3,250	S106/S278	-	x								
T15.4	Broadland	East West Link Road: Wroxham Road to B1150	Delivered through development (NS&OC)		TBC		S106/S278	TBC				x	x				
T15.5	Broadland	East West Link Road: North Walsham Road to Buxton Road	Delivered through development (NS&OC). LIF bid agreed in principle		3,700	3,700	LIF - developer	3,700		1,850	1,850						
T15.6	Broadland	East West Link Road: Buxton Road to St Faiths Road	Delivered through development (NS&OC)		TBC		S106/S278	TBC		x							
T15.7	Broadland	East West Link Road: St Faith's Road to Airport Industrial Estate	Brief Agreed. Feasibility Underway		TBC	1,000	S106/S278/CIL	TBC		500	500						
T15.8	Broadland	Cycle Links Plumstead Road to Green Lane Crossing	Delivered through development (Land South of Salhouse Rd)		TBC		S106/S278	TBC		x							
T15.9	Broadland	Cycle Links Plumstead Road to Salhouse Road	Delivered through development (Land South of Salhouse Rd)		TBC		S106/S278	TBC		x	x						
T15.10	Broadland	Cycle Links NS&OC Wroxham Road junction to WHF Road Link Junction	Requires Project Brief / Feasibility		TBC		CIL /Other	TBC						x			

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Total Estimated Scheme Cost (£,000)	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Spend profile £'000s									
									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
T16	South Norfolk	A140 south Sustainable Transport Corridor (including Core Bus Route and cycling)																
T12.1 (inc. above)	South Norfolk	A140 Corridor scheme identification including analysis between City Centre and Harford (BRT/Yellow Pedalway)	Mouchel commissioned to undertake feasibility		inc. above	inc. above	inc. above											
T16	South Norfolk	Bus priority Harford A47 Junction			1,750	1,750	LGF/CIL		100	1,100	450							
T19	Broadland	North Walsham Road Core Bus Route Enhancements																
T19.1	Broadland	North Walsham Road Core Bus Route Enhancements Scheme Identification			10	10	NCC Revenue											
T19.2	Broadland	North Walsham Road Core Bus Route Enhancements Delivery			tbd	tbd	Developer											
	Broadland	Re-routing of North Walsham Road	Delivered by NS & OC development				Developer		x	x								
T20	Broadland	Spixworth Rd Core Bus Route																
T20.1	Broadland	Spixworth Road Core Bus Route Enhancements - Feasibility			inc. above in 19.1	inc. above in 19.1	inc. above in 19.1											
T21	Broadland	Sprowston Rd Wroxham Rd Core Bus Route																
T21.1	Broadland	Sprowston Rd / Wroxham Rd Core Bus Route Enhancements - Feasibility							40									
T23	Broadland	Plumstead Rd Core Bus Route																
T23.1	Broadland	Plumstead Rd Core Bus Route Enhancements - Feasibility																
	Norwich South Norfolk	Bracondale and A146 Core Bus Route	Needs scheme development					S106										
T24	South Norfolk	Wymondham areas improvements						S106										
T24.1	South Norfolk	New subway/underpass at Wymondham Railway Bridge	Permitted					S106										
T24.2 (CF3-5 and GI P 5.3)	South Norfolk	Hethel sustainable access package	Needs scheme development					S106										
T31	Norwich South Norfolk	Pink Pedalway																
T14.2 (?)	Norwich South Norfolk	Pink Pedalway Route Extension (B1172)			250	250	LGF/CIL											
T31.1	Norwich	Salhouse Road (pink)	Brief issued, design work underway		365	365	CCAG/S106/LTP											
T31.4	South Norfolk	Pedestrian Cycle links along Colney Lane (pink)	Secured		250	250	S106											
T31.2	Broadland	Salhouse Rd Phase 2 to NDR (pink)	Initial Feasibility undertaken Oct 2010. Needs further scheme development alongside T11 as part of joint feasibility 2014/15				Rackheath PoD/CIL				x							
T37	Broadland	Purple Pedalway																
	Broadland	Wroxham Road / Cozens Hardy Road – Install Right Turn Filter Lanes	Needs scheme development				CIL		x									
		CCAG schemes																
	Norwich	Liberator Road	In progress	20		100	DfT, S106, Airport		34									
	Norwich	Spitfire Road - Hurricane Way	Issued	2		15	DfT		50									
	Norwich	Hurricane Way - Heyford Road		50		50	S106		0									
	Norwich	Taylor's Lane (connector)	In progress	3		14	S106		0	17								
	Norwich	Fifers Lane / Ives Road / Heyford Road roundabout	Issued	300		300	DfT		0									
	Norwich	Bussey Road - Ives Road	Issued	0		30	DfT		0									
	Norwich	Mile Cross Lane (Fiddlewood - Catton Grove Road)	Issued	95		500	DfT, S106		310									
	Norwich	Woodcock Rd / Catton Grove Rd roundabout	Issued	300		300	DfT		0									
	Norwich	Shipstone Rd / Angel Rd / Waterloo Rd junc including Angel Road Scheme	Issued	310		320	DfT		292									
	Norwich	Edward Street north		200		200	DfT		300									
	Norwich	St Crispins (St Georges - Botolph Street) Crossing	Issued	160		900	DfT		779									
	Norwich	All Saints Green / Brazengate / Queens Road	Issued	61		550	DfT		462									
	Norwich	Lakenham Way	Issued	400		410	DfT		0									
	Norwich	Hall Road (Bessemer - Old Hall Road)	Issued	350		350	DfT, S106		0									
	Norwich	Ipswich Road - Old Hall Road	Issued	25		25	DfT		0									
	Norwich	20 mph areas (Yellow and Blue)		300		300	DfT		250									
	Norwich	Cycle parking at hubs (yellow)	Issued	17		117	DfT		0									
	Norwich	Wayfinding and clutter reduction (yellow)		30		30	DfT		0									
	Norwich	Monitoring infrastructure (yellow and blue)	Issued	40		40	DfT		0									
	Norwich	Bluebell Road (connector)	Issued	84		320	DfT		259									
	Norwich	Newmarket Road (Unthank Road - ORR) path upgrade	Issued	300		300	DfT		0									
	Norwich	Newmarket Rd (ORR - Hannover Rd)	Issued	491		800	DfT		668									
	Norwich	Magdalen Road	Issued	250		250	DfT		0									
	Norwich	St Clement's Hill (entrance to Sewell Park College)	Issued	100		100	DfT		0									
	Norwich	Chartwell Road / St Clements Hill / Spixworth Road	Issued	85		400	DfT, CIL		0									
	Norwich	Denton Road	Issued	24		120	CIL		0									
	Norwich	North Walsham Road (George Hill - edge of urban area)		500		500	DfT		900									
	Norwich	20 mph areas (city centre)	Issued	300		300	DfT		250									
	Norwich	Wayfinding and clutter reduction (blue)		40		40	DfT		0									
	Norwich	St George's Street / Colegate junction (on both routes)	Issued	125		125	DfT		0									
	Norwich	City centre access strategy for cyclists	Issued	230		250	DfT		280									
On site and direct mitigation development transport projects																		
(GI NFS 1.6)	Norwich	Deal Ground supporting infrastructure			3,480	3,480	Developer											
	South Norfolk	South Wymondham supporting infrastructure			3,500	3,500	Developer											
		Aeropark infrastructure					Developer											
(EDU2)	Broadland	Improvements to A1042/B1150 Junction & B1150/George Hill Junction	Delivered by NS & OC development							x	x							
(EDU21)	Broadland	Junction Improvements Cucumber Lane Brundall	Delivered by development BDC NPA Small site				S106 / S278											
	Broadland	Junction Improvement, Road Narrowing and speed restriction Yarmouth Road dev Brundall	Delivered by development BDC NPA Small site				S106 / S278											
	Broadland	Bus Route Phase 1 Link Road 1 to Blue Boar Lane	Delivered by WHF Scheme				S106		x									
	Broadland	Junction Improvements Gordon Avenue / Harvey Lane + 20mph Speed Limit on Henby Way	Delivered by PB&GL Scheme				S106 / S278											
(EDU14)	Broadland	Junction Improvements in the Form of a Mini-Roundabout at Yarmouth Road / Griffin Lane	Delivered by PB&GL Scheme				S106 / S278											
(EDU23)	Broadland	Road Widening to Increase south-bound Junction Capacity of NDR Junction with Salhouse Road	Expected to be delivered by development North of Rackheath Village				S106 / S278				x							
	Broadland	Road Widening to Increase south-bound Junction Capacity of NDR Junction with Wroxham Road	Expected to be delivered by development North of Rackheath Village				S106 / S278						x					
	Broadland	Blue Boar Lane Neighbourhood Cycle Link Improvement	Required to support WHF development				S106/S278		x									
	Norwich	Fifers Lane - Stirling Road bus/cycle link	Design required as part of site development	50	50	50	S106											

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Total Estimated Scheme Cost (£,000)	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Spend profile £'000s								
									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	Norwich	Mile Cross Road/ Waterworks Road junction upgrade	Future signal upgrade scheme	350				350									
	Norwich	Grapes Hill cycle / foot bridge – replacement to increase capacity	Does not currently have any NATS status	1,500					x								
	Norwich	Traffic issues at Waterworks and Hellesdon Roads, Larkman Lane junction with Dereham Road	Not a current priority	tbd		tbd	CIL strategic	tbd									
	Norwich	Britannia Rd traffic issues	Design underway	20		20	CIL n'hood	0									
(GI NFN.5)	South Norfolk	Hethersett Link Road	Delivered by development				S106										

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									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26					
Projects promoted in the Draft 5 year Investment Plan for Delivery in 2017/18																						
	South Norfolk	Improved Connectivity - Costessey Circular Walks	Marriott's Way		6	HLF bid for £3k successful - CIL funding need reduced to £3k	CIL / other	3	6													
	Broadland	Thorpe Ridge - Protection and enhancement of woodlands and provision of public access; Feasibility Study	Thorpe Ridge to The Broads via North Burlingham	Brief written for feasibility work 15/16			Promoter	0	5													
	South Norfolk	Cringleford N & N Strategic Connections	Norwich Fringe South	Ready to commence delivery	68	£9,750 S106 available	CIL / S106	58	10	58												
	Norwich	Riverside walk accessibility improvements	Norwich - Wensum Parkway	Emerging from Wensum Strategy work	200		CIL	200	20	180												
GI P5.7	South Norfolk	Wymondham -Protection and enhancement of the Lizard and Silfield Nature Reserve	Wymondham GI	Requires Project Brief / Feasibility	40		CIL	40	40													
	Broadland	Thorpe Marriott to Costessey	Marriott's Way	Ready to commence Delivery	100		CIL / other	100	100													
GI P7.1.6	Norwich	Sloughbottom Park – Andersons Meadow section improvements (path widening, tree works, drainage works and landscaping)	Marriott's Way	Ready to commence Delivery	250		CIL /other	250	150	100												
GI P9.4.14	Broadland	Strumpshaw Pit Circular Walk	East Broadland GI	Project Development	60	approx. £25k S106 from Strumpshaw development	CIL/S106	35		35												
GI P7.1.4	Norwich	Barn Road Gateway	Marriott's Way	Ready to commence Delivery preferable in 18/19 to allow related HLF works in 17/18	40		CIL / other	40		40												
GI P1.3.1	Broadland	Broadland Way - Green Lane North to Plumstead Road	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Phase 2 of Broadland Way	150		CIL	150		150												
	Norwich	Riverside walk: Eye Bridge to Whitefriars	Norwich - Wensum Parkway	Emerging from Wensum Strategy work			CIL			160												
Projects coming forward for Delivery in future years																						
	Norwich	Mile Cross Cycle and Pedestrian Links		Moved from Transport Tab	100		CIL neighbourhood	75	25		75											
GI N.1.2	Norwich	Riverside Walk Missing Link Duke St to St George's St	Norwich - Wensum Parkway	Feasibility	300		CIL / Other	300			300											
GI NFS 1.6.1	Norwich South Norfolk	East Norwich Gateway (previously Norwich Crossing & Bridges – Whitlingham (Phase 1 & 2))	Norwich Fringe South	Feasibility and Design work required 17/18 and 18/19	1,000		CIL/Developer	1,000			x	x	x									
GI NFS 1.7	Norwich	UEA to Eaton Boardwalk extension	Norwich Fringe South	Requires Project Brief / Feasibility.	100		potentially developer funded/CIL	100		100												
GI NFS.1.3	South Norfolk	Yare Valley: Lodge Farm to Bawburgh Lakes connection	Norwich Fringe South	Requires feasibility and scheme development	210	£24,750 S106 from Lodge Farm	S106/CIL	185		210												
GI NFS.2	Norwich	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	Norwich Fringe South	Needs scheme development	229	S106 - Query against Bunkers Hill project	CIL, S106 Bunkers Hill £59k	170		59	75	95										
GI NFS.4.17	Norwich	Chapel Break allotments	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	121	PREVIOUSLY listed as City Council Capital Programme	Nbhd CIL	0		0												
	Norwich	20 Acre Wood	Norwich Fringe South	Project Delivery	90	£10,000 Nbhd CIL,	Nbhd CIL	80		90												
GI P1.1.2	Broadland	Enhancement of Newman Woods	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Part-delivered. Further elements being worked up	tbv		£50k Rackheath POD funding (£26,125 remaining)				x											
GI P4.2	South Norfolk	Long Stratton Green Infrastructure Project Plan	Tas Valley	Project Delivery	10	£10,000 S106 from Tharston	S106	0		x												
GI P5.6	South Norfolk	Wymondham - Tuttle Lane enhancements Phase 1	South West	Feasibility and initial project establishment costs	30		CIL	30				10	10	10								
GI P8.1	Broadland	North West Norwich Forest Connections including Drayton and Thorpe Marriott	North West Forest and Heath	Feasibility Study			CIL/other															
GI P8.1.1	Broadland	Hellesdon to Drayton Greenway	North-west Forest & Heaths and Marriotts Way & the Wensum	Phase 1 Feasibility & Design Phase2 Delivery	105	S106 ?	Cil / S106	105	0	35	35	35										
GI P8.1.2	Broadland	Drayton to Horsford Greenway	North-west Forest & Heaths and Marriotts Way & the Wensum	Phase 1 Feasibility & Design Phase2 Delivery	105	S106 ?	CIL/S106	105	0	35	35	35										
GI P8.1.3	Broadland	Thorpe Marriott Greenway	North-west Forest & Heaths and Marriotts Way & the Wensum	Phase 1 Feasibility & Design Phase2 Delivery	105	S106 ?	CIL/S106	105	0	35	35	35										
GI P9.1	Broadland	Improvement to walking in the NE; in relation to NDR	GNGB Primary Linkage corridor: East Broadland GI	Requires project brief / feasibility			CIL				x	X										
GI P9.2.2	Broadland	Brundall to NEG T Connection	GNGB Primary Linkage corridor: East Broadland GI	Feasibility	5		Promoter				5											
GI P9.3	Broadland	Bure Valley Blue Way	GNGB Primary Linkage corridor: East Broadland GI	Requires project brief / feasibility			CIL					X										
GI P9.4.1	Broadland	Acle Lands Trust Woodlands Access and Connectivity Project	East Broadland GI	Project Development	180		CIL	180			180											
GI P 9.4.2	Broadland	Burlingham Trails Cycling and Walking Routes	East Broadland GI	Project Development	180		CIL	180			100	80										
GI P 9.4.3	Broadland	Burlingham Trails Attractions and Facilities Project	East Broadland GI	Project Development	240		CIL	240				80	80	80								
GI P 9.4.4	Broadland	Long Distance Cycle Loop	East Broadland GI	Project Development	75		CIL	75			75											
GI P 9.4.5	Broadland	A47 Safe Foot and Cycle Crossing	East Broadland GI	Project Development	725,000 – 1,265,000		CIL	725,000 – 1,265,000			725,000 – 1,265,000	4 years	4 years	4 years								
GI P 9.4.6	Broadland	Local walking circulars with links to pubs, restaurants and cafes	East Broadland GI	Project Development	35		CIL	35					35									
GI P 9.4.7	Broadland	Link from Blofield to Blofield Heath	East Broadland GI	Project Development	125		CIL	125				125										
GI P9.4.8	Broadland	Cremer's Meadow, Brundall	East Broadland GI	Project Development	25		CIL / NBhd	25		25												
GI P 9.4.9	Broadland	Witton Run	East Broadland GI	Phase 1 Feasibility & Design Phase2 Delivery	170	S106?	CIL	170	x		170	x	x	x								

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									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
GI P9.4.10	Broadland	Great Plumstead Open Space / Community Orchard	East Broadland GI	Project Development	25	0	CIL	25			25						
GI P9.4.11	Broadland	South Walsham GI Project	East Broadland GI	Project Development	150		CIL	150			150						
GI P9.4.12	Broadland	West Brundall GI Project	East Broadland GI	Project Development	425		CIL	425			75	350					
GI P9.4.13	Broadland	South East Lingwood GI Connectivity	East Broadland GI	Project Development	25		CIL	25			25						
GI S.1	Broadland	Brundall to Acle Green Network	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.2	Broadland	Lenwade to Hevingham Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.3	Broadland	Haveringland to Cawston Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.4	Broadland	Broadland East to West Secondary Corridor Via Marsham	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.5	Broadland	Buxton Heath to Aylsham Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.6	Broadland	Hevingham to Thorpe Marriott Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.7	Broadland	Catton Park to Spixworth Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.8	Broadland	Beeston Park to Spixworth Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.9	Broadland	Thorpe Woodlands to Broadwalk Plantation Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.10	Broadland	Thorpe Woodlands to Dobbs Beck (Via Harrisons Plantation) Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.11	Broadland	Thorpe Woodlands to Dobbs Beck (via Rackheath Park) Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.12	Broadland	Thorpe Woodlands to Witton Run Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.13	Broadland	Thorpe Woodlands to Smee Lane Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
	Broadland	South Walsham Fen Access	East Broadland GI		35		CIL	35			35						
	South Norfolk	Boudicca Way: Access for all	GNGB Secondary Corridors	Project Development			CIL			x							
	South Norfolk	Boudicca Way cycle route	GNGB Secondary Corridors	Preliminary design work	23	includes 15% management cost	CIL	23			20	3					
	South Norfolk	Boudicca Way links to development	GNGB Secondary Corridors	Preliminary design work	17	includes 15% management cost	CIL	17			15	2					
	Area-wide	MW: Biodiversity Management with Community Engagement	Marriott's Way and the Wensum	Ready to commence delivery	160	£4k secured from Norwich Fringe Project, £15k HLF confirmed, £30k sought from Nfk Biodiversity Partnership	CIL / Other	101		45	28	29	29	29			
	Norwich	MW: Inner Ring Road crossing	Marriott's Way and the Wensum		250		CIL / other	250		40	210						
	Broadland South Norfolk	MW: Signage to Link Marriott's Way to the Adjacent Communities	Marriott's Way and the Wensum		20	HLF bid for £10k	CIL / other	10		20							
	Norwich	MW: Hellesdon Station Area	Marriott's Way and the Wensum		210		CIL / other	210			105	105					
	Broadland	MW: Aylsham Gateway	Marriott's Way and the Wensum		30		CIL / other	30			30						
	Broadland	MW: Surfacing Works (Tesco's)	Marriott's Way and the Wensum		85	Tesco Bags of Help scheme being explored	CIL / other	85k estimate		85							
	South Norfolk	MW: Trim Track - Costessey	Marriott's Way and the Wensum		10		CIL	10				10					
	Broadland South Norfolk	MW: Crossing Points Improvement Project	Marriott's Way and the Wensum		89	HLF bid for £10k	CIL / other	79		89							
	Broadland	MW: Reepham surfacing and biodiversity	Marriott's Way and the Wensum		100		CIL / other	100				100					
	Broadland	MW: Crossing over Taverham Road in Drayton	Marriott's Way and the Wensum		100		CIL / other	100				100					
	Broadland Norwich	MW: Walking and Cycling Link to the Red Pedalways Route from the Proposed Royal Norwich Golf Club Development – Feasibility Plan	Marriott's Way and the Wensum	Feasibility - £20k			CIL / other						x	x			
	Norwich	Bishops Bridge to Whitefriars	Norwich - Wensum Parkway	Emerging from Wensum Strategy work	50		CIL / Other	50				50					
	Norwich	Carrow Bridge to Ber Street Woodland (Previously Boom Towers)	Norwich - Wensum Parkway	Emerging from Wensum Strategy work	750	HLF to be explored	CIL / HLF	750				375	375				
	Norwich	Marriott's Way & Wensum Riverside Walk Accessible Circular Walk 1; Train Wood	Marriott's Way and the Wensum		57		CIL	57				57					
	Norwich	Marriott's Way & Wensum Riverside Walk Accessible Circular Walk 2; Wensum Local Nature Reserves	Marriott's Way and the Wensum		60		CIL	60					60				
	Norwich	Riverside Walk missing link Sweetbriar Road	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Mile Cross Road to Dolphin Bridge	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Wensum Park Access Improvements	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Hellesdon Road to Marriott's Way	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: environmental improvements south of Swanton Road	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Mile Cross Road to Dragon Crossing	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Dolphin Dyke and Boot Binders Road	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Earlham Millennium Green Improvement Project: Phase 3	Norwich Fringe South		25		Nbhd CIL	25		25							
	South Norfolk	Kett's Country Trail	South West	Project Development	97	includes 15% management cost	CIL	97			85	12					
	Norwich	Kett's Heights	Thorpe Ridge - Norwich link	10k Neighbourhood CIL in 16/17	150		Nbhd CIL, £90K HLF funding	50		50							
	South Norfolk	Wherryman's Way : Chedgrave Disabled Access Path	Yare Valley (Norwich to Yarmouth)	Project Delivery	75		CIL	75		75							
	South Norfolk	Wherryman's Way: Strategic Link at Reedham	Yare Valley (Norwich to Yarmouth)	Project Delivery	35		CIL	35		35							
	South Norfolk	Wherryman's Way : Yare Valley Cycle Route	Yare Valley (Norwich to Yarmouth)	Project Delivery	23	includes 15% management cost	CIL	23		20	3						

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									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26					
Projects expected to be delivered by development																						
GI P1.7	Broadland	North Sprowston and Old Catton GI Linkages - Focus on Church Lane	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Project Brief			Dev (Beyond Green)					x										
GI P2.1.2	Broadland Norwich	Tree planting & management of existing street, garden, boundary and woodland trees for ecological connectivity	Thorpe Ridge to The Broads via North Burlingham	Feasibility required			Delivered by development	0	x	x	x	x	x									
GI P1.1.3	Broadland	North-South GI Connectivity NE Rackheath	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Feasibility			S106	0			x	x	x									
GI NFS.4.12	Norwich	Threescore Development: Bowthorpe Historic Parkland	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	94		S106	0														
GI NFS.4.13	Norwich	Threescore Development: The Runnel	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	269		S106	0														
GI NFS.4.14	Norwich	Threescore Development: Bowthorpe Southern Park	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	81		S106	0														
GI NFS.4.20	Norwich	Bowthorpe and Earlham marshes paths	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	67		S106	0			0											
GI NFS.4.21	Norwich	Yare Valley path northern extension	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	91		S106	0			0											
GI NFS.5	South Norfolk	Queens Hill Country Park	Norwich Fringe South	Permitted - SNC taking on management imminently. Feasibility project to connect to Marriotts Way			S106	0														
GI NFS.5.1	South Norfolk	Marriott's Way to Queens Hill Cycle connection	Norwich Fringe South		120	Queens Hill Travel Plan S106	S106	0			0											
GI NFS.7.1 (NP 2.1)	South Norfolk	Cringleford Landscape Protection Zone (ENV1 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development			S106	0														
GI NFS.7.2 (NP 2.1)	South Norfolk	Cringleford Gateway Tree Belt (ENV2 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development			S106	0														
GI NFS.7.3 (NP 2.1.4 and GI NFS 3.1)	South Norfolk	Cringleford Walking and Cycling (SCC3 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development (linked with NFS 3.1)			S106	0														
GI F.	South Norfolk	Footpath/cycleway Hethersett Lane to A47	Norwich Fringe South	Project Development	50	£1.3m S106 from NNUH	S106	0			50											
GI P1.2	Broadland	North Rackheath Park – Broads Buffer Zone	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	delivered by development			S106	0														
GI P1.3.2	Broadland	Three Rivers Way; Connection to Broadland Way/Norwich Cycle Network	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Three Rivers Way funded. Funding required for connection to Broadland Way/Norwich Cycle Network			CIL	0														
GI P1.4	Broadland	Sprowston Manor Golf Course - Retention and protection of bat roosts	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Mainly protection; Requires Project Brief			DEV	0		0												
GI P1.7	Broadland	North Sprowston and Old Catton GI Linkages - Focus on Church Lane	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Project Brief			Dev (Beeston Park)	0	0	0	0	0	0	0	0	0	0	0	0			
GI P1.9 (BDC ref GI S 10.1)	Broadland	Enhancements habitat connectivity Racecourse Plantation to Harrison Plantation	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Project Brief / Feasibility			S106	0	0	0	0	0										
GI P1.10 (BDC ref GI S 11.1)	Broadland	Parkland NE of Thorpe End	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Project Brief / Feasibility			S106	0	0	0	0	0										
GI P2.1.1	Broadland	Management of Weston Wood (Ancient Woodland). Pinebanks/Griffin Lane GI and Woodland Management Plans.	Thorpe Ridge to The Broads via North Burlingham	Ancient Woodland Management Plan to be produced and implemented on Pinebanks site secured through the grant of planning permission.			S106	0	0													
GI P2.2	Broadland	Thorpe Woodlands - protection of wildlife interest & Connectivity (E Norwich Community Woodlands)	Thorpe Ridge to The Broads via North Burlingham	Through LP policy				0														
GI P9.2.3 (BDC ref GI S 12.3)	Broadland	Landscaping of Green Lane East and Brook Farm Road Links	GNGB Primary Linkage corridor: East Broadland GI	To be delivered by development			Dev	0	0													
GI P9.2.4 (BDC ref GI S 12.4)	Broadland	Landscaping of Middle Road, Gt & Lt Plumstead	GNGB Primary Linkage corridor: East Broadland GI	Delivered by development (NDR / Brook & Laurel Farm)			Dev	0	0													
GI P9.2.5 (BDC ref GI S 13.1)	Broadland	Enhanced landscaping alongside Green Lane and Smee Lane	GNGB Primary Linkage corridor: East Broadland GI	Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11)			Dev	0														
GI P9.2.6 (BDC ref GI S 12.1)	Broadland	Informal Open Space south west of Thorpe End	GNGB Primary Linkage corridor: East Broadland GI	Delivered by development (NDR / Brook & Laurel Farm)				0														
GI P9.2.7 (BDC Ref GI S13.2)	Broadland	North-South GI Connectivity Gt & Little Plumstead/Postwick: Thorpe Woodlands to Smee Lane	GNGB Primary Linkage corridor: East Broadland GI	Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11)				0														
GI NDR 1 (BDC Ref GI S.7.2, and T1)	Broadland	NDR Mitigation (Culvert north of Redhall Farm)	NDR MITIGATION	Delivered by NDR				0	0													

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									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
GI NDR 2 (BDC Ref GI S.9.1 and T1)	Broadland	NDR Mitigation (Bat gantry and Culvert north of Garden Plantation)	NDR MITIGATION	Delivered by NDR				0	0								
GI NDR 3 (BDC Ref GI S.11.2 and T1)	Broadland	NDR Mitigation (Culvert and new tree belt north of Sprowston Wood)	NDR MITIGATION	Delivered by NDR				0	0								
GI NDR 4 (BDC Ref GI S.12.5 and T1)	Broadland	NDR Mitigation (Bat Gantry, Culvert and Brown Bridge NDR Middle Road Crossing)	NDR MITIGATION	Delivered by NDR				0	0								
GI NDR 5 (BDC Ref GI S.13.3 and T1)	Broadland	NDR Mitigation (Bat Gantry and Culvert at Smea Lane)	NDR MITIGATION	Delivered by NDR				0	0								
NOTE		OTHER NDR MITIGATION TO FOLLOW (LIST NEEDS TO BE COMPILED)	NDR MITIGATION					0	0								
GI P5.4	South Norfolk	Wymondham GI Evidence and Project Plan	South West	Delivered by Development		£1400 S106 Right Up Lane, £50 per dwelling S Wymondham	S106	0	0								
GI NFN.2	Broadland	Orbital Cycle Route - NEG T to Norwich Airport	Norwich Fringe North	Delivered by Development			S106/S278/CIL	0									
GI NFN.5	Broadland	Delivery of Open Space inc. Play Space and Sports Pitches - North East Norwich	Norwich Fringe North	Delivered by Development			S106	0									
GI NFN.5.1 BDC ref GI.S.8.1	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at White House Farm	Norwich Fringe North	Delivered by Development			S106	0									
GI NFN.5.2	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Beeston Park	Norwich Fringe North	Delivered by Development			Dev	0									
GI NFN.5.3	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Brook Farm	Norwich Fringe North	Delivered by Development				0									
GI NFN 5.4	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Land East of Buxton Road	Norwich Fringe North	delivered by development			S106	0									
GI NFN.5.5	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Pinebanks and Griffin Lane	Norwich Fringe North	delivered by development			S106	0									
GI NFN 6.1	Broadland	Canhams Hill open space/GI provision as part of proposed development with opportunities to maintain and enhance the green space between Hellesdon and Drayton at Canhams Hill CWS. Included in feasibility study For Drayton & NW Forest & Heaths	Norwich Fringe North	Potentially Delivered by Development; Part of Feasibility Study For Drayton & NW Forest & Heaths			Dev	0									
GI NFN 7 BDC REF GI S7.1	Broadland	North-South GI Connectivity: Catton, Sprowston Spixworth	Norwich Fringe North	To be delivered through development				0									
GI NFN 8 BDC Ref GI S10.2	Broadland	West-East GI Connectivity: Catton, Sprowston Spixworth	Norwich Fringe North	To be delivered through development				0									

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding and		CIL to fund	To fund from other sources	Spend profile £'000s										
					S106	Basic Need			to date	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
	South Norfolk	Roydon Primary Extension to 420	Growth in Roydon/Diss area requires extension to 420	3,900	3,694			206	3,000	900									
EDU1/2	Broadland	Blue Boar Lane New Free School 420 Primary	Design stage and land transfer underway	6,400	4,300	2,100		0	3,840	2,560									
S106	South Norfolk	Trowse New 210 Primary	Design underway. Discussion with developer about construction access	4,300	1,100	3,200		0	2,580	1,720									
EDU21/S106	South Norfolk	Hethersett New 420 Primary	Design stage underway	6,400	4,500	1,900		0	1,280	2,560	2,560								
EDU11	Norwich	Norwich New Primary 420	Discussions with Norwich CC - possible Free School	6,400					820	1,640	1,640								
	Norwich	New Bowthorpe Primary School																	
	South Norfolk	Hethersett Junior reorganisation	Brief to be drafted					0											
S106	South Norfolk	Wymondham High Extension	Next phase of masterplan underway	10,000	10,000			0	2,000	2,000	3,000	3,000							
EDU14/S106	South Norfolk	Wymondham New 420 Primary	Design stage underway	6,400	5,100	0		1,300		1,280	2,560	2,560							
EDU7/8?	South Norfolk	Costessey New 210 Primary	Possible extension to existing Academy. Land transfer/ purchase underway	4,500	790	0		3,710		900	1,800	1,800							
			Masterplan complete. Likely to be in 17/18 capital programme	4,150						X	X	X							
	Broadland	Little Plumstead Primary Extension to 315/420		4,500	400			350	3,750	500	400	1,800	1,800						
S106 (NP 2.1.2)	South Norfolk	Hethersett High Extension	Masterplan review underway	5,000	1,754		3,246	0		500	500	2,000	2,000						
	Broadland	Hellesdon New 420 Primary		6,400	0	0	6,400				500		780	2,560	2,560				
EDU22	South Norfolk	Easton Primary Extension to 420	Awaiting further housing growth for permanent capital project	2,500	0	0	2,500					1,250	1,250						
	South Norfolk	Hingham Primary Mobile Replacement		900			221	679				450	450						
EDU18 (NP 2.1.2)	South Norfolk	Cringleford New 420 Primary		6,400	0	0	6,400					1,280	2,560	2,560					
EDU25	South Norfolk	Long Stratton New 420 Primary		6,400	0	0	6,400					1,280	2,560	2,560					
EDU7 (9?)	Broadland	North Norwich New Secondary and existing schools	Site search commissioned for high school/all through schools 4-18	26,000	0	0	26,000					2,600	2,600	2,600	2,600	7,800	7,800		
	Broadland	Blofield New 420 Primary	On hold. New site required	6,400									X	X	X				
EDU5	Broadland	Beeston Park New Free School 420 Primary #1		6,400	0	0	0	6,400				1,280	2,560	2,560					
EDU1/2	Broadland	South of Salhouse Road New 420 Primary	Resolved to approve	6,400	0	0	6,400					1,280	2,560	2,560					
EDU6	Broadland	Beeston Park New Free School 420 Primary #2		6,400	0	0	0	6,400						1,280	2,560	2,560			
EDU1/2	Broadland	Rackheath New 420 Primary #1		6,400	0	0	6,400								1,280	2,560	2,560		
EDU1/2	Broadland	Rackheath New 420 Primary #2		6,400	0	0	6,400								1,280	2,560	2,560		
EDU1/2	Broadland	Land East of Broadland Business Park New 420 Primary		6,400	0	0	6,400								1,280	2,560	2,560		

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory funding (£,000)	SOURCE	Funding need	Spend Profile £'000s								
								2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Community Facilities																
CF1.2	Broadland	Brook & Laurel Farm Community Building	Requires Project Brief / Feasibility	500	100	S106/CIL	400					500				
CF1.3	Broadland	North Sprowston & Old Catton Community Space including library	Requires Project Brief / Feasibility	2,400	0	S106/CIL	2,400						2,400			
CF1.4	Broadland	Land South of Salhouse Road Community Building	Requires Project Brief / Feasibility	500	0	S106/CIL	500					500				
CF1.5	Broadland	Rackheath Community Building	Requires Project Brief / Feasibility	500	0	S106/CIL	500						500			
CF1.20	Broadland	Children's Playspace delivered through the development of allocations within the Growth Triangle	Delivered by development.			S106										
CF1.21	Broadland	Informal Open Space delivered through the development of allocations within the Growth Triangle	Delivered by development. Required to fulfil HRA public access to open space requirements.			S106										
GI P9.4.8	Broadland	Cremer's Meadow, Brundall	Project Development	25	0	CIL / NBhd	25			25						
GI P9.4.10	Broadland	Great Plumstead Open Space / Community Orchard	Project Development	25	0	CIL	25				25					
CF2.x	Norwich	Boom Towers		20	0	CIL	20		20							
CF2.x	Norwich	Bowthorpe Play		100	100	S106 & CIL n'hood	13		20	40	40					
CF2.x	Norwich	Castle Gardens	Feasibility and brief writing currently ongoing. £135k CIL maintenance money sought to add to £115k secure maintenance funding and justified through project proforma.	1155	1005	S106 (70 secure), HLF/EU (935 not secured)	150	0	50	500	320	680				
CF2.x	Norwich	Nooks and crannies - environmental improvement to Norwich yards and alleys	Requires Project Brief / Feasibility	300	0		300			30	270					
CF2.x	Norwich	Earlham Park toilets		80	80	CIL n'hood	0		40	40						
CF2.x	Norwich	Heigham Park toilets	Crowd funding?	80	80	CIL n'hood	0				80					
CF2.x	Norwich	Strategic play (including 5 projects)		430	0	CIL	430				115	100	115	100		
	Norwich	Improved sports facilities in Norwich	Pre-feasibility								x	x				
	Norwich	North City estate renewal		tbd			tbd				x	x	x	x		
	South Norfolk	Children's Playspace, Sports Pitches and Informal Recreation Space delivered through the development of allocations	Status review of open space / play projects is required			S106										
Libraries																
CF1.3	Broadland	Community space including new library -North Sprowston & Old Catton	see above										X			
CF1.7	Broadland	Expansion of Sprowston Library				S106/CIL										
CF3.4	South Norfolk	Expansion of Long Stratton library	Awaiting developer contributions once development proceeds.			S106/CIL				Major growth starts						
	Broadland	Wroxham Library self access improvement and parking		43		CIL			43							
	Norwich	Plumstead Road Library self access improvement and parking		85		CIL	120		85							
	South Norfolk	Diss Library self access improvement		35	11	S106/CIL			24							

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory funding (£,000)	SOURCE	Funding need	Spend Profile £'000s									
								2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	South Norfolk	Harleston Library self access improvement		35		CIL	35			35							
	South Norfolk	Costessey Library self access improvement		35		CIL	35			35							
	Broadland	St Williams Way Library self access improvement		35		CIL	35			35							
	Norwich	Earlham Library self access improvement		35		CIL	35			35							
	Norwich	Mile Cross Library self access improvement		35		CIL	35			35							
	Broadland	Blofield self access improvement		43		CIL	43				43						
	Broadland	Reepham self access improvement		30		CIL	30				30						
	Norwich	Tuckswood self access improvement		43		CIL	43				43						
	Norwich	West Earlham self access improvement		43		CIL	43				43						
	South Norfolk	Hingham self access improvement		20		CIL	20				20						
Sports Facilities																	
CF1.6	Broadland	Extend and Refurbish Rackheath Pavilion	Requires Project Brief / Feasibility	TBC	TBC	CIL/Other	TBC			x							
CF1.8	Broadland	Modernisation of Thorpe St Andrew School swimming pool	Feasibility Study required	1,000		\$106/CIL											
CF1.9	Broadland	New Sports Hall in Thorpe St Andrew	Feasibility Study required	2,700	1,900	\$106/CIL	800			2,700							
CF1.10	Broadland	Refurbishment of 3G pitch in Thorpe St Andrew	Funding being sought from the FA			Other											
CF1.11	Broadland	Modernisation of Hellesdon High School sports hall				\$106/CIL											
CF1.12	Broadland	Modernisation of Aylsham High School swimming pool				\$106											
CF1.13	Broadland	Gym and Dance Hall contribution Aylsham				\$106											
CF1.14	Broadland	Sports Hall Provision in Reepham	Feasibility Study required			\$106											
CF1.15	Broadland	Modernisation of Sprowston High School Swimming Pool		1,000		\$106/CIL											
CF1.16	Broadland	Modernisation of Sprowston High School Sports Hall	Feasibility Study required														
CF1.17	Broadland	A new sports hall in a growth area (such as Rackheath) co-located with a new secondary school	Masterplan developed, planning application expected Summer 2017	2,750													
CF1.18	Broadland	A new sports hall in Acle	Feasibility Study required	2,700		\$106/CIL											
CF1.19	Broadland	New pitch provision in NEG T	Delivered by Development			\$106											
GI NFN 9 BDC Ref; GX15	Broadland	Improve Facilities at King George V Playing Field	Requires Project Brief / Feasibility	TBC		\$106, CIL and Other											
CF2.x	Broadland	Horsford Manor Community Sports Hub	Consultation taking place	6,500		Premier League (?), CSF, others including poss. CIL			x	x	x						
	Broadland	Brundall recreational areas	Design required			\$106/CIL			x	x	x						
CF2.x	Norwich	Bowthorpe Park MUGA and tennis court improvements	Design required	300		City Council Capital Programme					100	100	100				
CF2.x	Norwich	Football Pitch Improvements	Condition survey undertaken	100	0	CIL	100			25	25	25	25				
CF2.x	Norwich	Hewett School swimming pool modernisation	Mechanical & Plant condition survey undertaken, report received	199	0	CIL	199			199							
CF2.x	Norwich	Sloughbottom Park: Improved Changing facilities	Changing facility feasibility required	?	15	\$106			?								
	Norwich	Norwich Parks Tennis expansion phase 1 - Eaton Park, Heigham Park, Harford Park, Lenham Rec court improvements, lighting provision, access improvements, community tennis programme - no maintenance requirement	Council capital approved, \$106 received, LTA funding submission imminent.	395	395	City Council Capital, \$106, LTA grant	0	0	0	395							

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory funding (£,000)	SOURCE	Funding need	Spend Profile £'000s									
								2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	Norwich	Norwich Parks Tennis expansion phase 2 - court improvements, lighting provision, access improvements.	Development required		???								???				
	Norwich	Improved sports facilities in North Norwich	Considerable development work and feasibility required								x	x	x				
CF3.x	South Norfolk	New Swimming Pool and Sports Hall in Diss	Scoping report being undertaken	10,000-12,000	6,800-8,800	CIL/other	3,200				1,600						
CF3.x	South Norfolk	Artificial Grass Pitch in Diss	Feasibility Required	500		CIL/Other				500							
PPS	South Norfolk	Improvements to Hales cricket and bowls clubhouse		160	10	CIL	30		30								
CF3.x	South Norfolk	New Pitches North Hetherset	Delivered by Development	?		S106			x								
CF3.x	South Norfolk	Long Stratton Sports Hub, pitch improvements	Feasibility Required	2,545	2,045	CIL/Other	500		2,545								
CF3.x	South Norfolk	New sports improvements (artificial grass pitch for football/rugby) in Wymondham	Discussions underway with Wymondham Town Council re AGP provision and improvements to natural turf pitches. FA keen to invest capital up to £500k	1,000		CIL/Football Foundation/SNC	250		1,000								
PPS	South Norfolk	Improvements to Wymondham (Ketts Park) tennis clubhouse		30		CIL			x								
	South Norfolk	Delivery of AGP and natural grass pitches by Wymondham Rugby Club (relocation and upgrade of facilities)	Wymondham Rugby Club planning permission granted on appeal in September 2016. Reserved Matters submitted December 2016. Plan for new site to be open for start of 2018/19 season	?	None	Developer & WRFC	0		x								
Waste Recycling Centres																	
HWRC1.1	Broadland	Rackheath	Requires Project Brief / Feasibility	450		S106/CIL	450										
Policing																	
CI 1.1	Broadland	Police Deployment Base - Vicinity of Postwick Junction	Norfolk Constabulary Broadland Command Policing Plan	TBC		Other						x					
Health Care																	
HC4	Broadland	Sprowston / Old Catton Health and Social Care Facility	Infrastructure Needs and Funding Study 2009	3,350		Other										x	
HC5	Broadland	Rackheath Health and Social Care Facility	Infrastructure Needs and Funding Study 2010	3,350		Other							x				
HC6	Broadland	NE Norwich - Expansion of existing Heath and Social Care Facility	Infrastructure Needs and Funding Study 2011	TBC		Other											
Acle Neighbourhood Plan																	
NP1.1.1	Broadland	Improved foot and cycle links to countryside and surrounding villages	Requires Project Brief / Feasibility			CIL and Other											
NP1.1.2	Broadland	Improved access to Wherry Line - Pedestrian and Cycle access to Station and Facilities.	Requires Project Brief / Feasibility			CIL and Other											
NP1.1.3	Broadland	Traffic Calming and Pedestrian Crossing of A1064	Requires Project Brief / Feasibility			CIL and Other											
NP1.1.4	Broadland	Village Centre Public Realm Improvements inc. increasing pavement width and open space	Requires Project Brief / Feasibility			CIL and Other											
NP1.1.5	Broadland	Improvement to existing Pre-School Facility at Primary School	Neighbourhood Plan Project Requires Project Brief / Feasibility			CIL and Other											
NP1.1.6	Broadland	Improvements to Building and Sports Facilities	Requires Project Brief / Feasibility			CIL and Other											

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory funding (£,000)	SOURCE	Funding need	Spend Profile £'000s								
								2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Sprowston Neighbourhood Plan																
NP1.4.1	Broadland	New Pedestrian and Cycle Link Plantation Drive to Harrison's Plantation (Via Cottage Plantation)	Requires Project Brief / Feasibility			CIL and Other										
NP1.4.2	Broadland	Community Hub - Diamond Centre	Feasibility Ongoing			CIL and Other	x									
NP1.4.3	Broadland	Public Realm Improvements at Wroxham Road Local Centre and Tree Planting along Wroxham Road	Requires Project Brief / Feasibility			CIL and Other										
NP1.4.4	Broadland	Public Realm Improvements inc. Traffic Calming Measures, Planting and review of on-street parking. School Lane, Sprowston	Requires Project Brief / Feasibility			CIL and Other										
Strumpshaw Neighbourhood Plan																
			c													
NP1.5.1	Broadland	Community Room and Allotments	To be delivered through development			\$106										
NP1.5.2	Broadland	Toilet, Kitchen and Amenity Facilities at St Peters Church				CIL and Other										
Great and Little Plumstead Neighbourhood Plan																
	Broadland	New Changing Rooms Gt Plumstead Playing Field	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Water Lane Footpath Improvements	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	New Bus Stop opposite Bus Shelter	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Junction Improvements at Brick Kilns Public House	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Woodland Walk Extension at Thorpe End	Requires Project Brief / Feasibility	TBC		CIL and Other										
Brundall Neighbourhood Plan																
	Broadland	Public Realm Improvements at Local Centres and Gateways	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Footway and Cycleway Improvements	Requires Project Brief / Feasibility	TBC		CIL and Other										
Drayton Neighbourhood Plan																
	Broadland	Improved Off Street Public Parking at Village Centre	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Highway Improvements and Public Realm Enhancements at Village Centre	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Footway and Cycleway Improvements	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	GI Improvements at Drayton Drewray, Canham Hill and Drayton Wood	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Improved Facilities at King George V Playing Field	Requires Project Brief / Feasibility	TBC		CIL and Other										
Blofield Neighbourhood Plan																
	Broadland	Provision of New Community Green Assets: Woodland or Community Garden	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Secure Allotments in Perpetuity		TBC		TBC										
	Broadland	Public Realm Improvements at Village Gateways	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Community Hall	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Create Community Hub in Blofield and Blofield Heath	Requires Project Brief / Feasibility	TBC		CIL and Other										

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory funding (£,000)	SOURCE	Funding need	Spend Profile £'000s									
								2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
	Broadland	Improvements to Hemblington Primary School, including identifying suitable pick up and drop off points	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Improvements to Blofield Primary School, including identifying suitable pick up and drop off points	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Improvements to Blofield Health Care Centre, including capacity and increased car parking.	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Improve Broadband Connectivity	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	New Pedestrian Crossings at The Street, Plantation Road and Woodbastwick Road	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Footpath/Cycleway between Blofield and Blofield Heath	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Improve Pedestrian Access to Countryside	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Highway Improvements on The Street, including enhanced parking and crossing facilities.	Requires Project Brief / Feasibility	TBC		CIL and Other											
Old Catton Neighbourhood Plan																	
	Broadland	Junction Improvements at St Faiths Road and Fifers Lane	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	St Faiths Road and Lodge Lane Junction	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Address traffic volumes, speed reduction and safe crossing in Church Street	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Spixworth Road Parking and Speed Reductions	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Crossing facility at St Faiths Road and Fifers Lane	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Reduce rat runnign on Oak Street	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Stop up St Faiths Road	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Orbital Link Road Access to NIA IE	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	Additional Bus Stops and Benches	Requires Project Brief / Feasibility	TBC		CIL and Other											
	Broadland	New Footpath Link Woodham Leas and Priors Lane to Lodge Lane Infant School and Doctors Surgery	Requires Project Brief / Feasibility	TBC		CIL and Other											
Cringleford Neighbourhood Plan																	
NP2.1.4 (GI NFS 3.1 and 7.3)	South Norfolk	Demand for Cycling and walking facilities	Probably covered through Cycle City project?					x									
NP2.1.3	South Norfolk	Demand for Medical / Dentistry facilities	Unlikely to be delivered other than through NHS funding														
NP2.1.5	South Norfolk	3.8 hectare playing field to accommodate a cricket pitch, football pitches and Pavilion to include changing rooms.	Scheme allowed at appeal in January 2016. Land being promoted for sale (January 2017) by promoter but timescale uncertain						x								

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory funding (£,000)	SOURCE	Funding need	Spend Profile £'000s									
								2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
NP2.1.6	South Norfolk	Cringleford Library facilities	All developers will be required to make provision for additional library facilities for the library service which serves the development. This will be funded through Community Infrastructure Levy														
NP2.1.7	South Norfolk	Allotment and Community Orchard	A possible site is indicated on the Proposals Map. Barratts to deliver as part of the S106 (although these discussions are not yet finalised)					x									
Mulbarton Neighbourhood Plan																	
NP2.2.1	South Norfolk	Improved car parking management around the schools/GP surgery				CIL and Other											
NP2.2.2	South Norfolk	An improvement at the B1113/A140 Harford Bridge junction				CIL and Other											
NP2.2.3	South Norfolk	Improved footway and road maintenance in the village				CIL and Other											
NP2.2.4	South Norfolk	Reduced traffic speeds on existing residential streets and lanes in the village				CIL and Other											
NP2.2.5	South Norfolk	Cycle routes to Hethel Engineering Centre/Lotus and Norwich				CIL and Other											
NP2.2.6	South Norfolk	An improved bus service				CIL and Other											

APPENDIX C - GREATER NORWICH GROWTH PROGRAMME

Completed projects highlighted in yellow

Projects drawdown in 16/17 highlighted in orange

Projects which have drawdown but not yet completed highlighted blue

Projects that have been re-profiled by the IDB under delegated decision making highlighted in green

Projects supported by borrowing highlighted in grey

Ref	Expenditure	Original Budget	Actual spend	Other funding	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
2014/15 Growth Programme															
GP1	Harrisons' Wood	(45)			(15)	(16)	(13)	(1)							
	Harrisons' Wood secured funding (S106)	45								45					
GP2	Danby Wood	(35)	(26)		(26)										
GP3	Marston Marsh	(30)	(25)		(24)	(1)									
GP4	Earlham Millennium Green - Phase 1	(15)	(3)		(3)										
GP5	Riverside Walk	(70)	(48)	(19)	(17)	(31)									
GP6	Marriott's Way - Phase 1	(60)	(60)		(60)										
GP7	Norwich Health Walks	(40)	(38)		(38)										
2015/16 Growth Programme															
GP8	Earlham Millennium Green - Phase 2	(66)				(12)	(54)								
GP9	Marriott's Way - Phase 2	(250)	(236)			(236)									
GP10 - 17	NATS Programme 2015/16 - 2020/21	(30,855)		(27,285)		(1,420)	(100)	(1,600)	(450)						
2016/17 Growth Programme															
GP19	St Faiths to Airport Transport Link	(1,000)					(1,000)								
GP20	Denton Road Toucan Crossing	(120)				(120)									
GP21	Golden Ball Street public realm contingency	(500)				(500)									
GP22	Pink Pedalway - Heathgate	(250)	(150)	(100)		(150)									
GP23	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)		(40,000)									
GP26	Long Stratton Bypass	(20,000)		(10,000)				(5,000)	(5,000)						
Growth Programme Funding Summary															
	Total Approved Capital Cost	(232,492)													
	Identified Funding	(176,355)													
	Pooled funding requirement of 14/15, 15/16 and 16/17		(56,092)		(183)	(42,486)	(1,417)	(6,601)	(5,405)						
	Annual requirement to be funded by borrowing					(40,000)		(5,000)	(5,000)						
	Pooled Funding Requirement to be directly funded (excluding borrowing assumptions)				(183)	(2,486)	(1,417)	(1,601)	(405)						

Summary and some potential implications of the Housing White Paper

Tim Horspole, Director of Growth and Localism, South Norfolk Council

Summary

The Housing White Paper and various other documents have been published by the Government with the over-arching aim of significantly increasing the delivery of new homes. Some significant changes to the planning and related systems are proposed, albeit that in most cases precise details are not proposed or known, with consultation happening now or to follow later.

It is recommended that supportive comments are made on some questions (for example on potential improvements to the compulsory purchase regime and on the build-to-rent sector). In other areas more critical comments are recommended to be made (on the relative lack of sanctions for utilities providers hindering housing growth, for example).

The potential implications of changes to the developer contributions system (CIL and S106) to Greater Norwich are considerable and it is recommended that the GNGB instructs its officers to begin to undertake a piece of work to better understand what the implications for the authorities might be, in particular in relation to the projected CIL income and payback mechanisms currently practised.

Full draft answers on the consultation questions have not been prepared and are not included, but the main “headline” responses are in Appendix A. Individual authorities may wish to augment the proposed joint response in their own specific representations.

Recommendations

- (i) That officers be asked to prepare a full response to the Housing White Paper and the related consultation on build-to-rent, building on the “headline” responses set out in Appendix A and paragraphs 6.1 and 6.2;
- (ii) That officers be asked to prepare a piece of work to better understand what the implications of potential changes to the developer contributions system to Greater Norwich might be, in particular relating to projected future income (paragraph 3.8);
- (iii) That officers be asked to seek further information from DCLG officers about the potential nature of a “bespoke” housing deal with Government, with Greater Norwich authorities giving the matter detailed and careful consideration (paragraphs 4.4 and 7.7).

1. **Introduction**

- 1.1 The Housing White Paper, *Fixing our broken housing market*, was published by the Government on 7th February 2017 (see <https://www.gov.uk/government/collections/housing-white-paper>). The stated aim of the White Paper is to help deliver “*radical, lasting reform that will get more homes built right now and for many years to come*”.
- 1.2 The White Paper is accompanied by various other Government responses to previous consultation documents (on proposed changes to the National Planning Policy Framework, for example) and the publication of various evidence reviews (from the Local Plans Expert Group and the Community Infrastructure Levy Review Team).
- 1.3 The White Paper itself tends to follow the same structure across a range of issues: identify and describe the “problem”, then state what the “solution(s)” might look like, and finally how the “solution” could be delivered/implemented. In many cases precise detail of the “solutions” is not provided: Government may continue to reflect on existing evidence before deciding on what to do; it may propose to make future changes to national policy (in many cases without currently detailing precisely what these changes would be); or it will consult on the details of proposed changes. In other cases still, more open-ended discussions or calls for evidence are made.
- 1.4 Consultation on the White Paper is in the form of 38 questions in the Annex. The closing date for consultation responses is 2nd May 2017, although there is also a separate consultation on Build-to-Rent proposals, which closes on 1st May 2017. The contents of the White Paper are very lengthy, so the summary in this paper only identifies some of the main potential issue as they relate to Local Plans and housing delivery.
- 1.5 A combined Greater Norwich response is proposed in this paper, but individual authorities may wish to augment the proposed joint response through their own specific representations (to identify any particular local issues, and consider some of the housing quality issues, for example).
- 1.6 The Forewords and Introduction make extremely clear that the Government sees the delivery of sufficient housing in the right places and for the right prices as critical. There is criticism for many involved in the planning and delivery of housing, with Local Authorities, infrastructure providers and housebuilders the main targets, and is obvious that Government frustration with low housebuilding levels has reached a tipping point: on page 14 it is stated that:

“We’re giving councils and developers the tools they need to build more swiftly, and we expect them to use them. Local authorities should not put up with applicants who secure planning permission but don’t use it. And they will have nowhere to hide from this Government if they fail to plan and deliver the homes this country needs”.

- 1.7 The implications of the White Paper are clearly very significant for the Greater Norwich Local Plan (GNLP), as they also are for Development Management. Significant uncertainty will remain for a considerable number of months whilst consultation takes place and more detailed proposals are set out by Government but it is very apparent that Government will not accept this as a “justification” for a slow-down in plan-making or delivery of housing.

2. *Planning for the right homes in the right places*

- 2.1 The first section of the White Paper is mostly about plan-making. A number of main points are highlighted in this report, but other parts are also relevant.
- 2.2 Paragraph 1.8 of the White Paper confirms a previous Government intention that local plans will need to be reviewed at least every five years, but it goes on to say that an authority “*will need to update their plan if their existing housing target can no longer be justified against their objectively assessed housing requirement, unless they have agreed a departure from the standard methodology with the Planning Inspectorate*”. In essence, therefore, if evidence of higher housing need emerges than is being planned for (perhaps from updated population forecasts or similar), a local plan may well need to be reviewed, at least in part.
- 2.3 Paragraphs 1.13-1.15 of the White Paper state that the Government will consult (shortly) on a standardised approach to assessing housing requirements. This was a key recommendation of the Local Plan Expert Group (LPEG), and the reason for this is that debate and disagreement about housing need numbers in Strategic Housing Market Assessments (SHMAs) is a regular feature of local plan examinations. There is an expectation that councils will use the standardised methodology (there will be a consultation on options “at the earliest opportunity”); any deviation must be agreed with the Planning Inspectorate. It is proposed that this methodology will become, by April 2018, the standard approach to assessing five-year land supply and housing delivery. Clearly this will be a significant change from the current practice, but it is not possible to know yet what impact this could have on the future five-year land supply position in Greater Norwich.
- 2.4 Another really important change is presaged in paragraph A18 of the White Paper (page 74, the Annex). It is proposed that, instead of the current situation where the Tests of Soundness set out in the NPPF require a local plan to set out the “most appropriate” strategy, this will be adjusted to make clear that it should be “an appropriate” strategy. The Government hopes that this will allow for a much more proportionate approach to be taken to plan-making, instead of (for example) having to undertake full assessments of sites which it is clear have such constraints that they are unlikely to be acceptable for allocation. This would also appear to allow the Greater Norwich authorities more flexibility to choose a sensible spatial distribution option (deciding, for example, the future of the Norwich Policy Area). Paragraph A20 seeks views about other changes which may allow the simplification and streamlining of consultation and examination of Local Plans, and the draft response set out in Appendix A highlights some such areas.

- 2.5 Paragraph 1.26 urges LAs to make better use of surplus public land for new housing, with a £45m Land Release Fund or accelerated construction attracting considerable interest. Paragraph 1.27 introduces some welcome measures to allow LAs to grant themselves planning permission (on their own land) and then sell it. Consultation is also promised on extending flexibility to enable public land to be sold at less than full market value (which can sometimes hinder the delivery of such land for affordable housing and/or other beneficial uses) and Government is inviting views on additional powers that LAs may wish for to enable more effective and quicker land assembly (for example, on better prevention of “ransom strip” situations). Should such additional powers be granted, it may well offer LAs the opportunities to assemble more coherent land offerings more quickly, and then see delivery of housing more quickly too, so these proposals should be warmly welcomed and supported. Any opportunities where LAs are in direct control of delivering housing are likely to have some advantages in terms of deliverability and certainty, particularly if one of the three arm’s-length housing companies owned by each of the district councils could take on the land.
- 2.6 Paragraphs 1.29-1.34 set out a series of measures to better support small builders and rural communities. In particular, the NPPF will be changed to require local plans to support the development of small “windfall” sites on unallocated sites – presumably this means outside development boundaries, as the second bullet point of paragraph 1.30 talks about small sites within development boundaries. It is assumed that this means sites of 10 or below, but this is uncertain. Clearly through the production of the GNLP future development boundaries will need to be considered carefully in the light of this impending change.
- 2.7 Paragraph 1.33 makes very clear that “opportunities for villages to thrive” must be identified in local plans, to support services and provide housing for local people – this is a clear steer to consider higher housing numbers in villages than might have been considered previously. Larger sites are encouraged to be sub-divided to encourage competition, and at least 10% of all allocated sites should be 0.5 hectares or smaller (so for about 10-15 homes in rural areas). Greater use of Local Development Orders to encourage more rapid delivery of smaller sites is also encouraged, and this is something the GNLP will need to consider. These measures are not a great surprise, and they are in line with some of the market intelligence that the authorities have gleaned in the last year or so from local developers.
- 2.8 Paragraphs 1.35 and 1.36 highlight some of the advantages of new settlements and garden villages, but note the importance of them being supported by necessary infrastructure to be more locally popular. Government support for New Town Development Corporations is made clear, with promises to work with promoters “to ensure that development and infrastructure investment are as closely aligned as possible”. This proposal should be supported, and in the production of the GNLP, the potential advantages of using NTDCs to help capture some of the uplift value of land is considered to be worthy of more thought – it could be a very useful vehicle for delivering urban extensions/new villages.

- 2.9 Neighbourhood Planning will be strengthened further, and it is proposed (paragraph 1.46) that neighbourhood planning groups will be able to obtain a housing requirement figure from their local planning authority (LPA) to avoid delays in getting Neighbourhood Plans in place. This would not be without complications as the GNLP progresses, and there may be tensions between GNLP aspirations and Neighbourhood Plan aspirations.

3. *Building homes faster*

- 3.1 The second chapter of the White Paper focusses on trying to ensure faster delivery of planned and permitted housing. The introduction emphasises that all actors need to work together to speed up delivery of housing – developers, LPAs, utility providers etc – and is critical of the slow pace of delivery.
- 3.2 The first important proposal is given in paragraph 2.9. It is suggested here that an optional annual assessment of the five-year land supply position could take place, informed by developers and utility providers and be examined by an Inspector. If the conclusion is that there is a five-year land supply, this position would be “fixed” and could not be challenged by developers for the next 12 months. However, there is an important caveat, set out in paragraph A78: that authorities wishing to take this approach will need to provide a 10% buffer on their five-year land supply. It is not clear whether this 10% buffer would be on top of the existing 5% or 20% buffer that is already required, or would only apply in situations where there was no persistent under-delivery, and so the 5% buffer is currently applied. Where this approach is not followed, the current NPPF approach to housing land supply will continue.
- 3.3 Paragraph 2.15 brings the welcome news that, after a number of years of freezes, LPAs will be able to increase nationally-set planning application fees by 20% from July “*if they commit to invest the additional fee income in their planning departments.*” A further 20% increase may be allowed for authorities “*who are delivering the homes their communities need*”, with further consultation on this element promised. The wider resourcing of council planning departments, including fees, will be kept under Government review.
- 3.4 Various Government funding pots are discussed in Chapter 2 (most of which have been announced previously). They include: a £25m fund for “ambitious authorities in areas of high housing need to plan for new homes and infrastructure” (paragraph 2.16); a £2.3bn Housing Infrastructure Fund, which will be targeted “at the areas of greatest housing need”, which will be opened later in 2017 (paragraph 2.19); and a Digital Infrastructure Investment Fund (£400m) and a £740m fund to support the rollout of fibre and 5G broadband networks fund (paragraph 2.22). A number of other funding streams, including £690m for new local transport projects, were announced in the Spring Budget 2017. Greater Norwich authorities will doubtless want to consider making bids for some of this money.
- 3.5 Paragraphs 2.23 and 2.24 discuss the importance of utilities companies providing timely infrastructure to support new housing growth, with “threats” of further

action if delays to housebuilding occur. Whilst the focus is welcome, there have been several experiences in Greater Norwich of utilities delays to housing sites in recent years, and so stronger measures would have been even better. For example, there have been a number of calls for the “Duty to Co-operate” to apply to privatised utilities companies as well as public bodies, but this step is not proposed in the White Paper.

- 3.6 One particularly significant element of the White Paper is the statement in paragraph 2.29 that the Government will “*examine the options for reforming the system of developer contributions (currently S106 and CIL) will respond to the independent review and make an announcement at Autumn Budget 2017 (probably November)*”. This follows the commissioning of the CIL National Review Panel (of which Cllr John Fuller was a member) in 2015 to review the operation of the effectiveness of CIL and S106, with the Panel’s report published alongside the White Paper.
- 3.7 The main recommendation of the Panel’s report was to simplify the system, with CIL being replaced by a low, flat-rate Local Infrastructure Tariff (LIT), and a greater amount being sought from S106 agreements on larger sites. It is interesting that the White Paper appears neutral on the Panel’s recommendations (compared to some recommendations from, say, the Local Plan Expert Group, which are endorsed in the White Paper). It is therefore unclear to what extent the Government shares the Panel’s view of the issue, and its recommended changes. However, it is presumed that whatever view the Government reaches in the autumn, the current approach taken to CIL and S106 is unlikely to remain undisturbed.
- 3.8 As changes to the CIL regime are therefore considered highly likely, the GNGB will need to consider the potential implications. Greater Norwich is able to borrow against future CIL income, through its City Deal, to forward-fund infrastructure, and major commitments have been made in past Growth Programmes to support the delivery of the Norwich Northern Distributor Road (which is due to be completed by the end of 2017) and the Long Stratton Bypass (which is not yet at the planning application stage). If the CIL Panel’s recommendation of a much reduced LIT level is accepted by Government, then it might lead to significantly reduced future pooled income, which could in turn affect the current payback schedule. **It is recommended that Greater Norwich officers be asked to investigate in more detail the potential implications of a significant change to the CIL regime**, and consider options for mitigating any major negative effects (accepting that there will not be certainty at least until the autumn 2017 announcement and possibly beyond this (should a period of consultation on a proposed change be announced then)).
- 3.9 A further potential implication of changes to the CIL regime could be to cause some landowners and developers to delay the submission of planning applications in the hope that the future infrastructure “cost” to them may be lower than under the current CIL and S106 arrangement. Such an outcome would clearly be unfortunate, but may be an inevitable result of uncertainty created by the White Paper in general, and the developer contributions system in particular.

A related issue is that the uncertainty is not helpful for the production of the GNLP, which needs to consider viability and deliverability as key elements.

- 3.10 Paragraphs 2.31-2.34 highlight the skills gaps that exist in the construction industry (an issue which is known to be significant in Norfolk), and whilst some measures are proposed, the White Paper is realistic enough to acknowledge that there are no easy or quick answers to this problem, particularly with the potential implications to the labouring workforce caused by Brexit. The Greater Norwich partners are already working closely with Otley and Easton College to improve the training of trade skills there, but more is likely to need to be done in this area to minimise the impact of labour shortages on the delivery of housing and economic growth.
- 3.11 Paragraphs 2.36-2.45 introduce a series of measures that, when fleshed out, are intended to allow: the timing and pace of delivery of new housing proposed to be considered by LPAs; to require large housebuilders to publish aggregated information on build-out rates; to consider the track-record of applicants in delivering housing; the shortening of default permission periods to two years; to speed up the “completion notice” process (to help stimulate the completion of slow sites or withdraw permission from unbuilt parts of sites); and greater use of compulsory purchase powers to support the build-out of stalled sites and allow assembly of land.
- 3.12 The White Paper confirms (paragraph 2.47) that a new “housing delivery test” will be applied *“to ensure that local authorities and wider interests are held accountable for their role in ensuring new homes are delivered in their area”*. This will be measured over a rolling three-year period, with the first period being 2014/15-2016/17. If there is under-delivery, various measures are proposed: in the first period if delivery is below 95% of the annual housing requirement, an “action plan” will need to be produced, setting out the reasons for the situation and steps to be taken to get back on target. Other measures are set out in paragraph 2.49 for future years to “encourage” greater delivery.
- 3.13 Finally, it is clear the “land-banking” by some housebuilders is firmly in the Government’s sights, and paragraph 2.52 states that the Government “will not hesitate to take further action if required” if the situation is judged not to have improved.

4. *Diversifying the market*

- 4.1 There is much support in the first part of Chapter 4 for small and medium enterprise (SME) builders, with references to the £3bn Homebuilding Fund (paragraph 3.8) and Accelerated Construction Fund to help broaden the number of smaller housebuilders. Such measures are clearly positive.
- 4.2 Paragraphs 3.14-3.18 emphasise the Government’s continued support for Custom-Build and Self-Build, with threats of further legislative action if LAs are not seen to be supportive enough in delivering higher numbers of such completions.

- 4.3 A much greater role for institutional investment in delivering housing is mentioned in paragraphs 3.19-3.23, with the build-to-rent sector seen as important to grow, and this could be of value in Greater Norwich. A separate consultation on Build-to-Rent is running alongside the White Paper, with a closing date of 1st May 2017.
- 4.4 The final part of Chapter 3 seeks to support a greater role for LAs to build new houses themselves. Paragraph 3.33 is particularly noteworthy in that “bespoke housing deals” for authorities in high demand housing areas are on offer from Government “*to support [housing] delivery in their local area...so long as this results in genuinely additional housing being delivered*”. This could include the alignment of Government infrastructure spending with Homes and Communities Agency investment and expertise, and the greater use of planning freedom powers set out in the Housing and Planning Act. The message is clear: the measures set out in the White Paper and other legislation “*will give the authorities the tools they need to get building*” (paragraph 3.34). There might be real advantages in the Greater Norwich authorities seeking a bespoke deal with Government, albeit that there is uncertainty about what precisely is intended. **It is recommended that officers be asked to seek advice from DCLG officers about the precise meaning of the contents of paragraph 3.33 and explore in more detail the potential contents of a bespoke housing deal.**

5. *Helping people now*

- 5.1 Much of Chapter 4 covers issues related to affordable housing delivery and governance, including the private rental market. Whilst important areas for LAs, these are not covered in detail in this paper, as it is more peripheral to planning and more general housing delivery.
- 5.2 There has been a very welcome Government re-think of the Starter Homes regime (paragraphs 4.13-4.20). Many of the concerns previously expressed by LPAs and other bodies have been noted, and the changes will go a long way to alleviate concerns about the working of the system and the opportunities for abuse that would have been present.
- 5.3 It is now stated that Starter Homes will have a 15-year repayment period (instead of the 5-8 years previously floated) and a mortgage will be required (to deter cash buyers). Best of all, though, is that the previous proposal for Starter Homes to be a mandatory requirement for 20% of all housing on developments over a certain size have been significantly scaled back. This may well have had a very considerable impact on the delivery of other types of affordable housing (such as affordable rented products). Paragraph 4.17 states that the NPPF will be amended so that there will be an expectation that a minimum of 10% of housing on qualifying sites (10+ dwellings) will be affordable, with local discretion (through consultation) as to which affordable housing products could constitute that 10% - so there could be a mix of Starter Homes, affordable rented homes and shared equity homes, for example. Again, this is an area that the GNLP will need to give some considered thought to.
- 5.4 A concern expressed by Greater Norwich in response to an earlier Government consultation was that it was proposed to make it much easier to “convert”

unviable or under-used employment land to housing land would risk the long-term future of employment sites. As residential land values are generally higher than employment, there was a risk that key sites would be lost to housing by landowners not trying hard enough to develop them for employment uses. Paragraph 4.18 of the White Paper states that the period of vacancy or under-use will be set at five years, and they should be considered favourably for Starter-Home led development (so presumably at least a majority of Starter Homes rather than market homes). “Strategic” employment sites are excluded, however, which is very good news; the GNLP will obviously need to ensure that all larger or more significant employment sites proposed in the Plan are classed as “strategic” to guard against them being lost to residential uses.

6. Build-to-Rent consultation

- 6.1 This consultation paper (<https://www.gov.uk/government/consultations/planning-and-affordable-housing-for-build-to-rent>) runs until 1 April 2017. It seeks views on a number of questions relating to the greater take-up of build-to-rent, which the Government sees as an important potential source of additional housing. Basically, the aim is to make large-scale investors (such as pension funds) more interested in this type of development through reducing some of the barriers to its delivery. A key element of this is the proposed formalisation of a new tenure of affordable housing, “affordable private rent”, which would be available at a discount of at least 20%, provided in perpetuity (this is included within the proposed definition of affordable housing set out in Box 4 on page 100 of the Housing White Paper).
- 6.2 The questions are not discussed individually in this report. However, it is recommended that representations be made expressing general support for measures that could help boost the build-to-rent sector, which officers believe could play a much larger role in providing housing in Greater Norwich in the future, particularly in larger settlements such as Norwich. A number of more detailed points are recommended to be made on the specifics of the proposed measures, in particular in ensuring adequate safeguards against rapid re-defining of build-to-rent as market units for sale as an attempt to “game” the system. The potential role for the build-to-rent sector in the Greater Norwich Local Plan should also be explored, in particular with Aviva Investors.

7 Potential implications and opportunities for Greater Norwich

- 7.1 As set out in paragraph 1.6 above, it is very clear that the Government intends to preside over a significant boost to housing delivery, and it is Local Authorities who appear to be under the most pressure to ensure higher delivery levels.
- 7.2 Whilst levels of housing delivery in the two Rural Areas (South Norfolk and Broadland) have been well above requirements, delivery in the Norwich Policy Area has been below requirements for some years now. A 20% buffer for persistent under-delivery is accepted and there is not currently a five-year land supply in the NPA (the figure for the end of 2015/16 is 4.70 years).

- 7.3 The Greater Norwich authorities have, through the agreement of the City Deal in 2013, secured the ability to borrow against future CIL income to forward-fund the delivery of infrastructure (the £20m Local Infrastructure Fund, LIF), and a number of projects are being loaned money (as detailed in item 10 on this GNGB meeting agenda). This will assist in the more rapid delivery of new housing, but this is limited to a relatively small number of sites/projects.
- 7.4 If delivery in Greater Norwich (in particular, in the NPA) does not increase further, then some of the negative implications set out in the White Paper may affect the sub-region. These may include the need to prepare an “action plan” (paragraph 3.12 above) if the three-year delivery figure is below 95% of the annual housing requirement, with further implications in future years if specified targets are not met.
- 7.5 In terms of actions, there are (as discussed above in this report) a considerable number of areas that will need to be considered in the ongoing Greater Norwich Local Plan, such as the types and sizes of sites to be allocated. The number and scope of additional consultations on various measures (such as the housing supply standard methodology) brings uncertainties and will also require ongoing officer resources to respond to.
- 7.6 If there is one key message to take from the White Paper, it is that the Government is prepared to assist those LAs which are genuinely pro-growth, but which have had difficulties in delivering required housing levels – such as Greater Norwich. In Greater Norwich, it is considered that an important step for the authorities to take is to investigate further the benefits of a Local Delivery Vehicle (LDV). An LDV would borrow money, and then use it to forward-fund the needed infrastructure to unlock strategic-scale sites. By de-risking the sites, requiring a degree of control over the masterplanning, phasing and delivery of these sites, and re-paying the borrowing from a percentage of the sales values achieved, the Greater Norwich authorities could ensure that strategic sites are made more attractive for a wider range of housebuilders and developers, including custom-builders and build-to-rent operators. The advantage would be an uplift in the delivery of new homes, over a prolonged period of time, and it could offer Greater Norwich a competitive advantage over some other areas, attracting in housebuilders not currently active in the area, and giving SME developers the chance to thrive and expand. The Executive Summary to the White Paper states that Government is interested in “bespoke housing deals to make the most of local innovation”, and an LDV would certainly be a good example of such innovation.
- 7.7 It therefore seems that there is a strong logic to approaching officials at the Department for Communities and Local Government with a view to working up the potential components of a “bespoke” deal with Government to better ensure higher housing delivery. Such a deal might perhaps include:
- the LDV referred to in paragraph 7.6;
 - a share of some of the funding pots referred to in paragraph 3.4;
 - the potential initiation of New Town Development Corporations, with their enhanced powers to capture land uplift; and

- the use of planning freedom powers set out in the Housing and Planning Act.

8. Recommendations

- 8.1
- (i) That officers be asked to prepare a full response to the Housing White Paper and related consultations, building on the “headline” responses set out in Appendix A and paragraphs 6.1 and 6.2;
 - (ii) That officers be asked to prepare a piece of work to better understand what the implications of potential changes to the developer contributions system to Greater Norwich might be, in particular relating to projected future income (paragraph 3.8);
 - (iii) That officers be asked to seek further information from DCLG officers about the potential nature of a “bespoke” housing deal with Government, with Greater Norwich authorities giving the matter detailed and careful consideration (paragraphs 4.4 and 7.7).

9. Issues and Risks

9.1 Other resource implications (staff, property)

There would be limited immediate implications. Existing Greater Norwich officers will prepare and submit the full response to the White Paper.

9.2 Legal implications

A number of the changes proposed in the White Paper will need to be reflected in legislative and/or national policy changes, and so will need to be taken into account by all Local Authorities. In addition, the White Paper itself is a material planning consideration, although the precise weight will vary depending on the topic and whether it is clear statement of intent or will be subject to further consultation.

9.3 Risks

There are no immediate risks associated with the White Paper response, although as stated in the report, there are a number of significant steps proposed to boost housing delivery, with the risk of further Government intervention if delivery does not increase sufficiently.

9.4 Equality

No direct implications.

9.5 Human rights implications

None.

9.6 Environmental implications

No direct implications, but the implementation of the White Paper measures will clearly have environmental implications. These will be considered through the Sustainability Appraisal of the GNLP.

Officer Contact

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

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Attachments:

Appendix A: Draft Greater Norwich Housing White Paper Response

Greater Norwich Housing White Paper response

Question 1

Do you agree with the proposals to:

- a) **Make clear in the National Planning Policy Framework that the key strategic policies that each local planning authority should maintain are those set out currently at paragraph 156 of the Framework, with an additional requirement to plan for the allocations needed to deliver the area's housing requirement?**

Yes, albeit that it is important that there is sufficient flexibility in the policy/guidance to ensure that existing commitments and/or windfall developments can properly be allowed for.

- b) **Use regulations to allow Spatial Development Strategies to allocate strategic sites, where these strategies require unanimous agreement of the members of the combined authority?**

Yes, this is sensible, but Spatial Development Strategies with strategic sites may also be a good idea in areas without combined authorities.

- c) **Revise the National Planning Policy Framework to tighten the definition of what evidence is required to support a 'sound' plan?**

Yes. This would be a really important change if the result was to genuinely reduce the scope for disagreement between LPAs and other stakeholders.

Question 2

What changes do you think would support more proportionate consultation and examination procedures for different types of plan and to ensure that different levels of plans work together?

Environmental protections are a critical part of enabling sustainable development to take place. However, a reduction in the scope and complexity of sustainability appraisal and Habitat Regulations Assessment work would go a long way to reducing the work required to prepare a Local Plan, but without substantially reducing the degree of environmental protection to be afforded to key assets. One other important change would be to "freeze" the national legislative and policy situation on submission of a Local Plan; far too much work and effort is expended – and delays caused – by having to deal with new Government policy, PPG changes ministerial statements etc during the examination stage of a Local Plan, even if the changes are of little materiality to the Local Plan in question.

Question 3

Do you agree with the proposals to:

- a) **amend national policy so that local planning authorities are expected to have clear policies for addressing the housing requirements of groups with particular needs, such as older and disabled people?**

Yes – this is sensible. This could potentially be extended to include student accommodation too.

- b) **from early 2018, use a standardised approach to assessing housing requirements as the baseline for five year housing supply calculations and monitoring housing delivery, in the absence of an up-to-date plan?**

The application of a standard methodology will be helpful. However, it would be very important that what would constitute acceptable “deviation” from the standard methodology is made explicit in the NPPF and PPG, and it would be useful if this could be tested by PINS prior to submission stage, to avoid the potential for later delays should the deviation justification not be accepted by the Inspector. There is also considered to be a strong case for potentially applying/or giving weight to the new methodology even where there is an up-to-date Local Plan, especially where the use of the methodology would suggest the housing needs have changed.

Question 4

Do you agree with the proposals to amend the presumption in favour of sustainable development so that:

- a) **authorities are expected to have a clear strategy for maximising the use of suitable land in their areas?**

Yes. However, the definition of “suitable” land will need to be clear and precise; many rural districts will have large tracts of greenfield land which may not be found to be inappropriate through HELAA work, but which may not be appropriate to allocate due to infrastructure constraints (for example). This must also guard against the potential to inhibit the development of brownfield land and/or large strategic sites. It also should be recognised that not all brownfield land may be suitable for development.

- b) **it makes clear that identified development needs should be accommodated unless there are strong reasons for not doing so set out in the NPPF?;**

Yes.

- c) **the list of policies which the Government regards as providing reasons to restrict development is limited to those set out currently in footnote 9 of the National Planning Policy Framework (so these are no longer presented as examples), with the addition of Ancient Woodland and aged or veteran trees?**

Yes – this would bring welcome clarity.

- d) **its considerations are re-ordered and numbered, the opening text is simplified and specific references to local plans are removed?**

Yes.

Question 5

Do you agree that regulations should be amended so that all local planning authorities are able to dispose of land with the benefit of planning consent which they have granted to themselves?

Yes – this would be a very welcome change which could enable LAs to make best use of their landholdings to deliver homes more quickly.

Question 6

How could land pooling make a more effective contribution to assembling land, and what additional powers or capacity would allow local authorities to play a more active role in land assembly (such as where ‘ransom strips’ delay or prevent development)?

Greater powers as outlined in this section would be most useful. The most important element would be to enable this to occur **rapidly**, and with a much-speeded up process for dealing with ransom strips. It is also vital that land held by other public sector bodies (or pseudo public sector bodies) should also come in to this category. For example, land held by Network Rail can often be a very significant barrier to assembling packages of land near or affecting railway lines. This is due to the frequent desire of Network Rail to share in the profits of any uplift (with sometimes unrealistic expectations of value, and the potential impact this can have on the overall viability of the site) and the generally lengthy period of time that it can take to engage with, discuss and (perhaps) agree schemes with Network Rail.

Question 7

Do you agree that national policy should be amended to encourage local planning authorities to consider the social and economic benefits of estate regeneration when preparing their plans and in decisions on applications, and use their planning powers to help deliver estate regeneration to a high standard?

Yes.

Question 8

Do you agree with the proposals to amend the National Planning Policy Framework to:

- a) **highlight the opportunities that neighbourhood plans present for identifying and allocating small sites that are suitable for housing?**

Yes

- b) **encourage local planning authorities to identify opportunities for villages to thrive, especially where this would support services and help meet the authority’s housing needs?**

Yes, in general. However, being more supporting of allowing small-scale ad-hoc greenfield releases on the edges of rural villages would militate against the plan-led approach and would have negative impacts in terms of infrastructure provision and planned service delivery (such as school planning and water and wastewater provision. It would also militate against the identification and

delivery of “exception” sites, as all small windfall sites would likely be exempt from affordable housing contributions.

- c) give stronger support for ‘rural exception’ sites – to make clear that these should be considered positively where they can contribute to meeting identified local housing needs, even if this relies on an element of general market housing to ensure that homes are genuinely affordable for local people?**

Yes – but see also the comment to Question 8b) above. There is a severe danger that the pool of potential “exception” sites would get much smaller if any small sites were allowed to come forward positively

- d) make clear that on top of the allowance made for windfall sites, at least 10% of sites allocated for residential development in local plans should be sites of half a hectare or less?**

The principle of allocating more small sites is generally sensible. However, 10% seems to be an arbitrary target without any justification and one which lacks clarity in its definition. It is suggested that a percentage target be replaced with an objective to increase the supply of residential sites of half a hectare or less to stimulate the SME sector. Recognition should also be given that some urban authorities may struggle to be able to allocate many small sites. There may also be potential overlaps with the brownfield register: within towns and cities, most sensible smaller sites would also appear on the brownfield register and have ‘permission in principle’.

- e) expect local planning authorities to work with developers to encourage the sub-division of large sites?**

Yes – the evidence seems to be clear that many large sites would benefit from being sub-divided to better ensure timely delivery, albeit within the framework of an overall masterplan. It should work both ways, however – i.e. it is also expected that developers of strategic sites to engage with LPAs about delivery plans and how to bring sites forward quickly.

- f) encourage greater use of Local Development Orders and area-wide design codes so that small sites may be brought forward for development more quickly?**

LDOs and design codes seem more appropriate to bringing forward larger-scale sites. Using them on small sites seems to limit the ability of neighbours to influence development and may increase resistance to such developments, although it may be more acceptable if small sites are included within a larger parcel of land.

Question 9

How could streamlined planning procedures support innovation and high-quality development in new garden towns and villages?

The vital element here is the capture of an appropriate element of the land value uplift. If this can be secured, it could enable the forward-funding of infrastructure, which would reduce risks considerably, and widen the pool of interested developers. The use of New Town Development Corporations would be strongly supported. However,

more will be gained if such powers are also able to be applied in relation to large scale urban extensions rather than just new garden towns and villages. In addition, wider NPPF recognition that the long lead-in times for new settlements/urban extensions can sometimes militate against maintaining a five-year housing land supply would be useful.

Questions 10 & 11 relate to Green Belt – it is not proposed to answer these.

Question 12

Do you agree with the proposals to amend the National Planning Policy Framework to:

- a) indicate that local planning authorities should provide neighbourhood planning groups with a housing requirement figure, where this is sought?**

This is a difficult area. It is not easy to see how a standard housing requirement methodology could be applied to identify the needs of, say, a small rural village – this is best considered at the Local Plan level. The requirements of the SEA Directive for consideration of “reasonable alternative” strategies mean that it may not be easy to “fix” a neighbourhood plan housing requirement at too early a stage in the Local Plan process. However, if there was more flexibility to enable the production of “an appropriate” strategy rather than the “most appropriate strategy” (question 2 above) issue may be made somewhat easier.

- b) make clear that local and neighbourhood plans (at the most appropriate level) and more detailed development plan documents (such as action area plans) are expected to set out clear design expectations; and that visual tools such as design codes can help provide a clear basis for making decisions on development proposals?**

Yes.

- c) emphasise the importance of early pre-application discussions between applicants, authorities and the local community about design and the types of homes to be provided?**

Yes, provided LDOs and design codes are not being used. There is, inevitably, a tension between the greater use of LDOs and giving communities a greater say in future development.

- d) makes clear that design should not be used as a valid reason to object to development where it accords with clear design expectations set out in statutory plans?**

This is unnecessary. If development accords with the development plan, there is already a presumption in favour of development. It could create legal problems; just because the NPPF suggest it is not a valid reason for refusal, it would still be a material consideration and need to be taken into account. It is a matter of the weight to be afforded, not whether it can be considered at all.

- e) **recognise the value of using a widely accepted design standard, such as Building for Life, in shaping and assessing basic design principles – and make clear that this should be reflected in plans and given weight in the planning process?**

Yes, Building for Life or similar would potentially be a useful framework to assess design principles against, although these should not be excessively resource-intensive to apply (which can be a problem with BfL).

Question 13

Do you agree with the proposals to amend national policy to make clear that plans and individual development proposals should:

- a) **make efficient use of land and avoid building homes at low densities where there is a shortage of land for meeting identified housing needs?**

In general, yes, but there does need to be appropriate consideration of the surrounding character of land, so excessively high densities may sometimes be inappropriate.

- b) **address the particular scope for higher-density housing in urban locations that are well served by public transport, that provide opportunities to replace low-density uses in areas of high housing demand, or which offer scope to extend buildings upwards in urban areas?**

Yes, but high densities in urban areas do need to be accompanied by supporting green and social infrastructure. There may also be scope for high density development in some villages and market towns – even without high-frequency public transport connections, many high quality and attractive village and town centres are traditionally high density.

- c) **ensure that in doing so the density and form of development reflect the character, accessibility and infrastructure capacity of an area, and the nature of local housing needs?**

Yes, but see comment to b) above. It is not existing infrastructure capacity that is important; LPAs need powers to increase this capacity.

- d) **take a flexible approach in adopting and applying policy and guidance that could inhibit these objectives in particular circumstances, such as open space provision in areas with good access to facilities nearby?**

This happens already in most authorities, so there is no objection to this.

Question 14

In what types of location would indicative minimum density standards be helpful, and what should those standards be?

With appropriate flexibility to reflect local character, town centres and locations well served by public transport connections could have minimum densities applied – but these should be expressed as a minimum range (say at least 40-45 dwellings per hectare). A high figure would also be supported in city centres.

Question 15

What are your views on the potential for delivering additional homes through more intensive use of existing public sector sites, or in urban locations more generally, and how this can best be supported through planning (using tools such as policy, local development orders, and permitted development rights)?

There doubtless considerable potential on existing public sector sites and in urban locations and the suitability for development should be judged irrespective of ownership. However, it should be recognised that excessively high densities in some urban areas can be inappropriate due to poor quality design, environmental quality, amenity outlook and/or living conditions. Any extension of permitted development rights should therefore be considered with considerable caution, as evidence suggests that some recent conversions made through PD rights do not meet sufficiently high standards. It is suggested that the use of planning freedoms and flexibilities (set out in the Neighbourhood Planning Bill 2016) could be one such way to work alongside some of the suggested elements.

Question 16

Do you agree that:

- a) **where local planning authorities wish to agree their housing land supply for a one-year period, national policy should require those authorities to maintain a 10% buffer on their 5 year housing land supply?**

No – this would be arbitrary and unfair, and would likely hinder the take-up of the option somewhat, which would be a real shame, as the intention is very sensible. The existing buffer of either 5% or 20% (as appropriate) is already adequate in terms of flexibility.

- b) **the Planning Inspectorate should consider and agree an authority's assessment of its housing supply for the purpose of this policy?**

Yes – otherwise such an approach would not be effective.

- c) **if so, should the Inspectorate's consideration focus on whether the approach pursued by the authority in establishing the land supply position is robust, or should the Inspectorate make an assessment of the supply figure?**

It could be either; the former would be preferable, but it would probably end up much the same.

Question 17

In taking forward the protection for neighbourhood plans as set out in the Written Ministerial Statement of 12 December 2016 into the revised NPPF, do you agree that it should include the following amendments:

- a) **a requirement for the neighbourhood plan to meet its share of local housing need?**

Yes.

- b) **that it is subject to the local planning authority being able to demonstrate through the housing delivery test that, from 2020, delivery has been over 65% (25% in 2018; 45% in 2019) for the wider authority area?**

Yes.

- c) **should it remain a requirement to have site allocations in the plan or should the protection apply as long as housing supply policies will meet their share of local housing need?**

The latter would be better, because it may be that some Neighbourhood Plans could demonstrate, through a mixture of commitments and windfall developments, that it was clearly meeting housing requirements.

Question 18

What are your views on the merits of introducing a fee for making a planning appeal? We would welcome views on:

- a) **how the fee could be designed in such a way that it did not discourage developers, particularly smaller and medium sized firms, from bringing forward legitimate appeals;**

It could be made proportionate to the application fee.

- b) **the level of the fee and whether it could be refunded in certain circumstances, such as when an appeal is successful;**

A fee should only be refundable if costs are awarded against the LPA.

- c) **whether there could be lower fees for less complex cases.**

Yes.

Question 19

Do you agree with the proposal to amend national policy so that local planning authorities are expected to have planning policies setting out how high quality digital infrastructure will be delivered in their area, and accessible from a range of providers?

It is clearly important to provide high-quality digital infrastructure, but it is also necessary for other actors' roles to be made clearer in this regard (broadband companies etc). Much digital infrastructure is now either permitted development that does not require any planning permission at all, or development which needs prior approval only. It is not clear how such a policy requirement could be met in circumstances where all but the most significant digital infrastructure installations might fall outside planning control. It is also unclear how *planning* powers could have any meaningful influence on the range or choice of providers.

Question 20

Do you agree with the proposals to amend national policy so that the status of endorsed recommendations of the National Infrastructure Commission is made clear?

Yes.

authorities are expected to identify the additional development opportunities which strategic infrastructure improvements offer for making additional land available for housing?

Yes.

Question 21

Do you agree that:

- a) the planning application form should be amended to include a request for the estimated start date and build out rate for proposals for housing?**

Yes, although if there are not adequate sanctions (such as “use-it-or-lose-it”) for developers departing from the supplied rates (without good reason), this information could end up just as a largely irrelevant paper-chase.

- b) that developers should be required to provide local authorities with basic information (in terms of actual and projected build out) on progress in delivering the permitted number of homes, after planning permission has been granted?**

Yes, although if there are not adequate sanctions (such as “use-it-or-lose-it”) for developers departing from the supplied rates (without good reason), this information could end up just as a largely irrelevant paper-chase.

- c) the basic information (above) should be published as part of Authority Monitoring Reports?**

Yes, although if there are not adequate sanctions (such as “use-it-or-lose-it”) for developers departing from the supplied rates (without good reason), this information could end up just as a largely irrelevant paper-chase.

- d) that large housebuilders should be required to provide aggregate information on build out rates?**

Yes, albeit that it would need to be made clear that this would apply to the LA area only (to avoid duplication of effort and double-counting).

Question 22

Do you agree that the realistic prospect that housing will be built on a site should be taken into account in the determination of planning applications for housing on sites where there is evidence of non-implementation of earlier permissions for housing development?

This already can be taken into account irrespective of whether there is evidence of non-implementation. It probably is not needed if the intention is to ease compulsory purchase procedures for sites not coming forward in a timely way.

Question 23

We would welcome views on whether an applicant's track record of delivering previous, similar housing schemes should be taken into account by local authorities when determining planning applications for housing development.

Yes, it could. This should be reflected more in appropriate timescales for implementation and required delivery rates rather than in considering refusal of planning permission (which would probably be exceptional). Shorter timescales for "five-year land supply" applications on unallocated sites should be the norm. However, as planning permissions can obviously be sold on later to a different developer (and many outline permissions are secured by landowners and land promoters rather than developers), this measure may be of questionable value.

Question 24

If this proposal were taken forward, do you agree that the track record of an applicant should only be taken into account when considering proposals for large scale sites, so as not to deter new entrants to the market?

No. Appropriate consideration should be given to all applicants' track records, whilst accepting that circumstances of SME builders and new entrants may change/have changed over time, with each application to be considered on its own merits.

Question 25

What are your views on whether local authorities should be encouraged to shorten the timescales for developers to implement a permission for housing development from three years to two years, except where a shorter timescale could hinder the viability or deliverability of a scheme? We would particularly welcome views on what such a change would mean for SME developers.

This approach would be supported, particularly for "five-year land supply" applications on unallocated land.

Question 26

Do you agree with the proposals to amend legislation to simplify and speed up the process of serving a completion notice by removing the requirement for the Secretary of State to confirm a completion notice before it can take effect?

This would be very a welcome step.

Question 27

What are your views on whether we should allow local authorities to serve a completion notice on a site before the commencement deadline has elapsed, but only where works have begun? What impact do you think this will have on lenders' willingness to lend to developers?

This would be supported. The Greater Norwich authorities cannot give an informed view on the lending point.

Question 28

Do you agree that for the purposes of introducing a housing delivery test, national guidance should make clear that:

- a) **The baseline for assessing housing delivery should be a local planning authority's annual housing requirement where this is set out in an up-to-date plan?**

A new SHMA should not automatically supersede an adopted and up-to-date Local Plan – it is reasonable to test delivery against adopted plans. However, where evidence changes (such as a SHMA update), this should be taken into account in considering five-year housing land supply applications and significant weight should be afforded to it if it has been examined through the annual land supply “test” referred to in Question 16.

- b) **The baseline where no local plan is in place should be the published household projections until 2018/19, with the new standard methodology for assessing housing requirements providing the baseline thereafter?**

As above – there may well be an up-to-date SHMA, even if there is no Local Plan in place, so if so these are the figures that should be used.

- c) **Net annual housing additions should be used to measure housing delivery?**

This is likely to be acceptable.

- d) **Delivery will be assessed over a rolling three year period, starting with 2014/15 – 2016/17**

A rolling three-year period probably strikes the right balance.

Question 29

Do you agree that the consequences for under-delivery should be:

- a) **From November 2017, an expectation that local planning authorities prepare an action plan where delivery falls below 95% of the authority's annual housing requirement?**

There will be little merit in an Action Plan unless authorities are given additional clear and robust tools to intervene in the housing market to ensure delivery. It is considered unlikely that many proposed measures set out in the White Paper will be available in final form to influence activity from November 2017. Where a Local Plan covers more than one LPA area, it would be logical for delivery to be assessed over the whole of the joint plan area, and so only one action plan would need to be produced.

- b) **From November 2017, a 20% buffer on top of the requirement to maintain a five year housing land supply where delivery falls below 85%?**

It is considered likely that most authorities falling below 85% are already likely to be persistent under-deliverers. However, some authorities may have considerably over-delivered in earlier years, and so a lower figure should be used instead – 75% would be fairer.

- c) **From November 2018, application of the presumption in favour of sustainable development where delivery falls below 25%?**

There is no objection to this.

- d) **From November 2019, application of the presumption in favour of sustainable development where delivery falls below 45%?**

There is little objection to this.

- e) **From November 2020, application of the presumption in favour of sustainable development where delivery falls below 65%?**

Whilst this figure appears reasonable, should the next recession occur in the next 2-3 years, it may be very difficult for many authorities to ensure a delivery rate as high as this; during the recession of 2008-2012 or so, many delivery rates across the country dropped by more than 50% and stayed low for a number of years, rising only slowly since then.

Question 30

What support would be most helpful to local planning authorities in increasing housing delivery in their areas?

- By far the most helpful kind of support for LAs to form Local Delivery Vehicles with access to very significant loan funding (at low PSBR rates) to forward-fund infrastructure, influence delivery rates and take landowner willingness to work with such an LDV into account in making allocations and planning decisions. This would de-risk many sites and enable them to be parcelled out to a range of builders, small medium and large for more rapid development
- Other support – perhaps tax breaks – could be explored to incentivise new developers to move into areas they do not currently build in, to increase competition. More investment in training to increase the supply of skilled labour into the construction sector would also be welcome
- A more balanced approach should be taken to housing land supply, recognising that releasing an ever-increasing volume of sites does not (of itself) necessarily aid delivery (given the infrastructure and financial barriers that can exist) and may be delaying the delivery of larger, more complex sites, which (once underway) can boost overall delivery figures.

Question 31

Do you agree with our proposals to:

- a) **amend national policy to revise the definition of affordable housing as set out in Box 4?**

Yes, in principle (but there is doubt about the secondary legislation, as it is not in place yet).

- b) **introduce an income cap for starter homes?;**

Yes, but there should be greater variation in the cap in different areas to reflect local property markets. Households with an income of £80k pa in Norfolk, for example, should be able to meet their own housing needs without subsidy.

c) incorporate a definition of affordable private rent housing?

Yes.

d) allow for a transitional period that aligns with other proposals in the White Paper (April 2018)?

Whilst this could be sensible, it may also risk a hiatus if the secondary legislation fleshing out the details for Starter Homes is not put in place fairly quickly.

Question 32

Do you agree that:

a) national planning policy should expect local planning authorities to seek a minimum of 10% of all homes on individual sites for affordable home ownership products?

Yes, and the flexibility of different types of affordable housing types within the minimum 10% is welcomed.

b) that this policy should only apply to developments of over 10 units or 0.5ha?

No – in some rural and urban areas a significant number of sites can be small, and so their contribution to affordable housing could be very important.

Question 33

Should any particular types of residential development be excluded from this policy?

Build-to-Rent (so long as they include a sufficiency of “affordable private rent” units) and “exception” sites should be excluded, but **not** custom build or most types of dedicated support housing (there is no reason why retirement bungalows, for example, should not be required to provide affordable housing).

Question 34

Do you agree with the proposals to amend national policy to make clear that the reference to the three dimensions of sustainable development, together with the core planning principles and policies at paragraphs 18-219 of the National Planning Policy Framework, together constitute the Government’s view of what sustainable development means for the planning system in England?

Yes.

Question 35

Do you agree with the proposals to amend national policy to:

a) Amend the list of climate change factors to be considered during plan-making, to include reference to rising temperatures?

Yes.

b) Make clear that local planning policies should support measures for the future resilience of communities and infrastructure to climate change?

Yes – these are important considerations for a Local Plan to take into account.

Question 36

Do you agree with these proposals to clarify flood risk policy in the National Planning Policy Framework?

Whilst these proposed changes are well-intentioned, it may be difficult (and subjective) to know where to draw the line as to which developments to assess in a cumulative assessment. It is suggested that this should only be applied to where there are significant areas of land in Flood Zone 3 which are already developed, or are proposed to be allocated (in a Local Plan) and/or developed (through a planning application).

Question 37

Do you agree with the proposal to amend national policy to emphasise that planning policies and decisions should take account of existing businesses when locating new development nearby and, where necessary, to mitigate the impact of noise and other potential nuisances arising from existing development?

Yes, this is a very important issue and is not infrequently the cause of concerns. In particular, the creeping “residentialisation” of largely business-dominated areas needs to be handled with considerable care, with LPAs needing to be able to refuse residential allocations and applications where there is a genuine concern that existing business (especially) and community organisations might be adversely affected in the future. Such issues also need to be able to be taken into account in the prior approval process.

Question 38

Do you agree that in incorporating the Written Ministerial Statement on wind energy development into paragraph 98 of the National Planning Policy Framework, no transition period should be included?

Yes, there are no objections to this proposed change.

Greater Norwich Inward Investment Activity Update

*Report of Dave Moorcroft,
Director of Regeneration & Development, Norwich City Council*

Summary

In October 2016 the Greater Norwich Growth Board, worked with Norfolk County Council's Inward Investment team, New Anglia LEP and the private sector to attend MIPIM UK 2016 to promote a range of development opportunities across the area and raise Greater Norwich's profile to a national and international audience of property investors. This report provides a summary of the MIPIM UK activity, highlighting the strength of the partnership relationships developed, and gives an update on the continuation of the promotion of Greater Norwich as a place to live, work and invest in.

Recommendations

- (i) The Board are asked to note the update on Greater Norwich promotional activity including attendance at MIPIM UK, the development of a visual identity and narrative, and the strengthening of existing partnerships with other sectors.
- (ii) The Board are asked to note the development of proposals for attendance at MIPIM UK 2017.

1. Introduction

- 1.1 In early 2015 a Special Advisor to the then Secretary of State for Communities and Local Government strongly encouraged the Greater Norwich partnership to attend MIPIM UK for three reasons:
 - Raise the Greater Norwich profile within the investment community
 - Actively promote inward investment opportunities; and
 - Demonstrate the growth ambitions of Greater Norwich to Government Ministers and senior officials.
- 1.2 MIPIM UK is an offshoot of 'MIPIM – the world's leading property marketplace' which is held annually in Cannes, and brings thousands of international property specialists and investors together with promoters of property development projects, including national and local government.
The first MIPIM UK was held in 2014 the event has been growing in size and reputation annually.
- 1.3 In October 2015 the Greater Norwich Growth Board joined with Norfolk County Council's inward investment team to take a small stand at MIPIM UK. A small delegation attended working together to raise the profile of the area as well as conducting a fact-finding exercise. It was estimated that more than 50 local authorities from across the UK had also taken stands, and were actively

promoting investment opportunities. It was concluded that the most effective stands:

- i. were visually appealing and welcoming to visitors/delegates;
- ii. had a clear investment 'offer'; and
- iii. had cross-sector representation (i.e. public and private).

2. MIPIM UK 2016

2.1 In mid-2016 the Greater Norwich Growth Board agreed to work with Norfolk County Council and the New Anglia Local Enterprise Partnership (LEP) to again attend MIPIM UK. Partnering with the LEP meant working across the two-county LEP footprint under the banner of 'The East' (a brand that has been developed by the LEP). This was seen as a strategic move, enabling Greater Norwich to promote itself as part of a larger presence, in the same way that the Northern Powerhouse and Midlands Engine authorities combine to promote larger economic market areas.

2.2 During the planning process for MIPIM UK 2016 there were three key objectives for the offer:

- i. Ensure there was a credible investment offer to promote;
- ii. Present Greater Norwich in a bold and appealing way; and
- iii. Ensure the public and private sectors worked together to promote Greater Norwich collaboratively.

2.3 Investment offer

The Greater Norwich Projects Team worked with colleagues from all partnership authorities as well as leading players across the property development sector to identify a portfolio of investable and market-ready development sites which included housing, employment, retail and industrial land. These sites were included in a property investment prospectus for the 'The East' in keeping with the wider collaboration with the LEP and Suffolk colleagues. The [Invest East brochure](#) includes more than 40 sites from across the two counties and has drawn praise from a wide audience, including the following response from a senior civil servant with the Department for International Trade:

"I literally had to catch my breath! What a brilliant set of investment opportunities. I found myself scrolling ever faster to get to the next great opportunity!"

2.4 Promotion and marketing

The feedback from attendance at MIPIM UK in 2015 had shown there was low brand-recognition of Greater Norwich and Norfolk both as a place and in particular as a serious investment proposition.

In mid-2016 the Greater Norwich partners engaged Thinking Place to assist with the development of a set of key messages and a 'visual identity' suitable for use with the national and international property investment community.

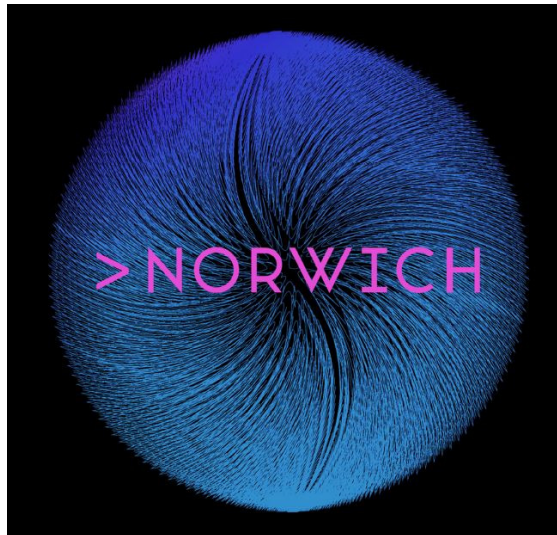
Thinking Place is a specialist consultancy with experience of working with local authorities and other sectors to promote 'places' in support of economic development ambitions. Thinking Place regularly attend MIPIM and MIPIM UK

and therefore have a strong understanding of promoting places to these audiences.

- 2.5 Thinking Place held more than 40 meetings across Greater Norwich and Norfolk with local authority members and officers, plus senior representatives from the non-government sector including Roche Surveyors, Norwich International Airport, Peel Ports, Norwich University of the Arts, Norwich Research Park, R G Carter, Jarrolds, Mills & Reeve and the Norfolk Chamber of Commerce to name but a few.

Thinking Place subsequently proposed six key messages and a new visual identity for use at MIPIM UK. The proposal marked a new and bold step for the partnership with the recommendation that the 'attack brand' should focus on Norwich and the visual representation of >Norwich was approved for use by the Greater Norwich partners.

The key messages and visual identity subsequently informed the design of a [Greater Norwich prospectus](#) and the MIPIM UK stand.



- 2.5 *Working together: the strength of the partnership approach*

Attendance at MIPIM UK in 2015 had shown that the highest profile (and busiest) stands were those staffed by the private and public sector collaboratively.

In addition to including the other sectors in the development of the messaging and visual identity, the Greater Norwich partners proactively sought their involvement at MIPIM UK. Approximately 90 people attended a business breakfast at Norwich Research Park prior to MIPIM UK which was used as an opportunity to provide information about the event and the reasons for attending, as well as inviting expressions of interest in attending the event and participating on the Greater Norwich stand itself.

The number of responses received was overwhelming with over 30 senior personnel from across a range of organisations collaborating with politicians, chief executives and senior officers from all partnership authorities to travel to London to staff the stand and promote the Greater Norwich and Norfolk offer.

- 2.6 Individuals from across the region, representing all sectors, private and public, united behind the Greater Norwich identity in a show of true partnership collaboration helping draw in strong interest in the Greater Norwich offer from those attending the event. These included Gavin Barwell MP, Minister for

Housing, who visited the stand on the first day of the event. Speaking with a range of senior personnel across both public and private sector the Minister was hugely impressed by the partnership approach, as well as the range of development opportunities on offer, and expressed enthusiasm for finding out more about the area's future plans, something that the Partnership is following up.



3. Event outcomes

3.1 Lead generation and follow up

Over the course of MIPIM UK contact was made with nearly 70 leads interested in the investment opportunities on offer within Greater Norwich and Norfolk. At least 30 of these resulted in detailed conversations relating to specific opportunities with serious interest being logged from the Private Rental Sector market, hotel and leisure developers, as well a number of developers looking specifically at mixed use city centre sites. Dialogue is continuing with 6 interested parties and the Greater Norwich partners have hosted a number of developer visits to look at particular sites of interest.

3.2 Private Sector relationships

The level of support from private sector partners both in advance of, during, and after MIPIM UK has been overwhelming. The feedback received on the partnership approach to promoting Greater Norwich to wider audiences has been hugely positive and offers of support for the continuing development of the Greater Norwich narrative have been received from a number of our key Greater Norwich businesses, organisations and the higher education sector. In the weeks since MIPIM UK the Greater Norwich partnership team have facilitated several informal gatherings with some of these individuals and will continue to build on this dialogue to develop these relationships going forward.

3.3 An evaluation report of attendance at MIPIM UK 2016 is attached as Appendix A

4. Next steps: Promotion of Greater Norwich as a place to work, live and invest in

MIPIM 2017 (Cannes)

Following the success of the Greater Norwich and Invest East presence at MIPIM UK a small delegation from the region will be attending the main MIPIM event in Cannes, France, in March 2017. This is primarily a recce of the event with meetings being arranged with event organisers and other UK city and regions exhibiting to gather intelligence on the potential options for attending in the future.

Dave Moorcroft will be representing the Greater Norwich partnership authorities and has also been arranging meetings with investors and developers who will be in Cannes.

Private-Public Sector Partnerships

Relationships with the private sector will continue to be developed going forward and opportunities to utilise and promote the Greater Norwich Investment Prospectus will be actively created to ensure that the momentum created by MIPIM UK is not lost.

MIPIM UK 2017

Proposals for a Greater Norwich attendance at this year's MIPIM UK are being developed. The anticipation is that this will be along the same lines as the MIPIM UK 2016 offer with a Greater Norwich stand sitting within a wider 'Invest East' offer using the >Norwich visual identity which has been previously agreed by partners.

5. Recommendations

- (i) The Board are asked to note the update on Greater Norwich promotional activity including attendance at MIPIM UK, the development of a visual identity and narrative, and the strengthening of existing partnerships with other sectors.
- (ii) The Board are asked to note the development of proposals for attendance at MIPIM UK 2017.

6. Issues and Risks

Other resource implications (staff, property)

The project will be managed within existing resources of the Greater Norwich Projects Team.

Legal implications

N/A

Risks

N/A

Equality

N/A

Environmental implications

N/A

Officer Contact

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

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Attachments:

Appendix A – MIPIM UK 2016 Evaluation Report

MIPIM UK 2016 Evaluation Report

Introduction

The purpose of this report is to evaluate the outcomes of the Greater Norwich and Norfolk attendance at the MIPIM UK property expo held at London Olympia in October 2016. It sets out the key outcomes achieved and reports on progress since the event.

Outcomes

The main outcomes achieved from attendance at MIPIM UK are

- Raised the profile of Greater Norwich and Norfolk as an Investment location
- Strengthened and united the partnership behind a single identity for promotional activity
- Developed relationships with other sectors
- At least 6 significant investment leads continue to be followed up across the area.

Summary of the event

A total of 51 people made up the Greater Norwich delegation attending MIPIM UK 2016. This included 4 Members from across the partners, the 3 Greater Norwich Chief Executives, the New Anglia LEP Chair and Managing Director and 33 senior personnel from the private sector. Key organisations represented included Norwich's 2 universities, Norwich International Airport, Norwich Research Park, Norfolk Chamber of Commerce and Peel Ports.

Nearly a dozen meetings were arranged in advance to take place over the three days of the event. These meetings were an opportunity to give an overview of Greater Norwich and Norfolk as an investment location. In some cases interest in specific sites/locations, such as the City Centre and the Tech Corridor, had prompted the meetings but in others there was a general interest in the area and what opportunities there may be.

In total nearly 70 contacts were made during the event and the Greater Norwich Economic Development Officers will keep in touch with these leads and contacts and ensure that Greater Norwich features in their thinking for future development opportunities. Site visits have been arranged and a number of contacts were also invited to attend the Tech Corridor launch event in London in November. Conversations are continuing with at least 6 of the contacts made at MIPIM UK in relation to opportunities in the City Centre, Broadland Business Park, Wymondham.

Feedback from the Greater Norwich and Norfolk delegation was very positive with most saying they were satisfied with the event and it was noted that the stand stood out clearly ahead of other regional competitors. Other comments included praise for the building of the public-private sector relationships in order to develop a collaborative approach to promote inward investment and raise the profile of our region. Feedback from delegates indicated the need to continue to build on this and to be more inclusive with regard to the continued development of the key messages.

Other promotional activity

Other activity in support of attendance at MIPIM UK included:

- Development of an Investment Portfolio featuring a range of sites across Greater Norwich and Norfolk
- Development of a promotional brochure for Greater Norwich based around an agreed set of messages
- Development of a >NORWICH identity for use at MIPIM UK and beyond to promote Greater Norwich on a national and international stage.
- Re-branding and updating of the Greater Norwich website to match the MIPIM UK identity and narrative messages
- Focussed Twitter activity to raise awareness of Greater Norwich before, during and after the event.
- Full page advert in the MIPIM UK guide

Next steps

Greater Norwich officers will be continuing to work together to generate positive investment interest in the area. This work includes:

- Collaborative approach to scheduled visits from investor interests across the area.
- Continuing to develop and enhance the portfolio of investment opportunities in the area
- Continuing to developing a consistent narrative and messaging for the continued promotion of Greater Norwich, working across strategic partners in both the public and private sector.

Greater Norwich Local Infrastructure Fund

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

Summary

This report updates the Board on the financial position of the two finalised LIF loan agreements. It also provides updates on the progress that has been made towards finalising the loan agreements for the four schemes which have been approved, in principle, by the Board to date.

Recommendations

- (i) Members of the Board to note the signing of the second loan agreement, drawdowns to date and the progress of the other proposals approved in principle to date.
- (ii) The Board is asked to agree a progress review of each of the projects agreed in principle to date in order to update the expected delivery profile.

1. Background

- 1.1 The Local Infrastructure Fund (LIF) was established through the Greater Norwich City Deal. The fund provides 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 them all in-principle, subject to due diligence processes and loan contract negotiations. One of these has since been withdrawn.
- 2.2 An 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. A further application was received by the Board at its meeting on 24 March 2016. These applications were subject 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 and at the Board meeting on 24 March 2016 respectively.
- 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.

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 The Board is asked to agree a progress review of each of the projects agreed in principle to date in order to update the expected delivery profile.
- 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
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
		£0.5m
Little Plumstead	Cripps Developments	£1.5m
Total		£20.545m

- 3.5 The firm that carried out the independent financial appraisals has been retained to help 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, of behalf of the Greater Norwich Growth Board.
- 3.6 **St. George’s Park, Loddon**
 £4.5m was applied for to support the construction of a new roundabout on the A146, amongst other onsite infrastructure, to service a development of 200

homes including 66 social housing for rent. Since then the Board has approved an additional £500,000 for surety purposes to support delivery.

The loan agreement for this project has been signed and drawdowns totalling £986,978.20 processed. Officers and Halsbury Homes East Anglia Ltd. are working closely to ensure the timely delivery of the A146 roundabout element of the scheme. The loan is expected to be repaid by 2020/21.

3.7 **Little Plumstead**

£1.5m was applied for to support the demolition and redevelopment of the site to provide 92 residential buildings and the conversion of the Old Hall to residential uses. A new entrance road is being constructed; utilities will be upgraded and a considerable area of open space (including a play area and woodland maintenance) will be required.

The loan agreement for this project has been signed and a drawdown of £450,666 processed. The loan is expected to be repaid by 2019/20.

3.8 **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.

3.9 **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. Infrastructure required to unlock the May Gurney site might be put forward as part of an alternative package for this Board to consider.

3.10 **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.

3.11 **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.

Officers continue to liaise with the Badger Building, Lanpro and TOWN on the strategic delivery of the East West Link Road.

4. Financial profile of proposals

- 4.1 Although the total value of the loans being progressed marginally 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.

5. Recommendations

- (i) Members of the Board to note the signing of the second loan agreement, drawdowns to date and the progress of the other proposals approved in principle to date.
- (ii) The Board is asked to agree a progress review of each of the projects agreed in principle to date in order to update the expected delivery profile.

6. Issues and Risks

6.1 Other resource implications (staff, property)

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

6.2 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.

6.3 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.

6.4 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.

6.5 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.

6.6 Environmental implications

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

Officer Contact

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

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