

Greater Norwich Growth Board

Date: 25 May 2017

Time: 10.00am

Venue: International Aviation Academy, 5 Anson Road, Norwich, NR6 6ED

Board members:

Broadland District Council:

Cllr Andrew Proctor (Chair)

Norwich City Council:

Cllr Alan Waters

South Norfolk Council:

Cllr John Fuller

Norfolk County Council:

Cllr Stephen Morphew

New Anglia Local Enterprise Partnership:

Mr Mark Pendlington

Officers:

Phil Kirby
Phil Courtier

Laura McGillivray
David Moorcroft
Graham Nelson

Sandra Dineen
Tim Horspole

Wendy Thomson
Tom McCabe
Tracy Jessop
Vince Muspratt
Andrew Skiggs

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 23 March 2017](#)

3. City Deal Update

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

4. [Annual Growth Programme](#)

To approve the 2017/18 Growth Programme – A report by Phil Courtier, Head of Planning, Broadland District Council

Appendix 1 – Draft Greater Norwich 2017/18 Growth Programme

Appendix 2 – Five Year Infrastructure Investment Plan – May 2017 update

5. [Greater Norwich Local Infrastructure Fund](#)

To review the updated financial profile and consider options for maximising the impact potential of the fund – A report by Phil Courtier, Head of Planning, Broadland District Council

6. [Greater Norwich Local Plan](#)

A discussion paper by Mike Burrell, Greater Norwich Planning Policy Team Manager

7. Future Working Arrangements in Greater Norwich

An update by Tim Horspole, Director of Growth and Localism, South Norfolk Council

8. Date of Next Meeting

10am, Thursday 13 July 2017,

Council Chamber, Broadland District Council

FOR FURTHER INFORMATION PLEASE CONTACT:

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

18 May 2017



If you would like this agenda in large print, audio, Braille, alternative format or in a different language, please call Amy Broadhead, Project Officer on 01603 222727 or email amy.broadhead@norfolk.gov.uk



Please call Amy Broadhead, Project Officer on 01603 222727 or email amy.broadhead@norfolk.gov.uk in advance of the meeting if you have any queries regarding access requirements.

Greater Norwich Growth Board Meeting Minutes

Date: Thursday 23 March 2017

Time: 11.30 am

Venue: Broadland District Council, Thorpe Lodge, 1 Yarmouth Road, Norwich, NR7 0DU

Present:

Board Members:

Broadland District Council:

Cllr Andrew Proctor (Chair)

Norwich City Council:

Cllr Alan Waters

South Norfolk Council:

Cllr John Fuller

Norfolk County Council:

Cllr Stephen Morphew

New Anglia Local Enterprise Partnership:

In Attendance:

Greater Norwich Projects Team

Officers:

Phil Kirby
Phil Courtier
James Dunne

Laura McGillivray
David Moorcroft
Graham Nelson

Sandra Dinneen
Tim Horspole

Harvey Bullen
Vince Muspratt

Chris Starkie

Mike Burrell
Amy Broadhead
Ellen Goodwin
Angela Freeman

1. APOLOGY FOR ABSENCE

An apology for absence was received from Mr Mark Pendlington.

2. MINUTES

The Minutes of the meeting held on 24 March 2016 were approved as a correct record.

3. CHAIR HANDOVER

Mr A Proctor, Broadland District Council, was appointed to the position of Chairman of the Board.

4. NOMINATION OF THE VICE-CHAIR

Mr A Waters was appointed to the position of Vice-Chairman of the Board.

5. CITY DEAL UPDATE

Chris Starkie, Managing Director of the New Anglia Local Enterprise Partnership, gave a presentation on the City Deal and the work being done to improve the skills of the workforce in Norfolk.

Much of the business support element of the Norwich City Deal was focused on skills. The New Anglia Skills Board had been in place since February 2014 and included representatives from industry, skills providers and local authorities. The Board played a role in allocating funding, as well as maintaining data and intelligence.

One of the main strands from the City Deal was improving employer engagement with young people and in particular breaking down the barriers between schools and business.

To address this issue the LEP and the Government's Careers and Enterprise Company had established the New Anglia Enterprise Adviser Network, which allocated a volunteer business person to a school to support their interaction with business.

Another initiative was the Employer Training Incentive Pilot, in which 800 employers had taken part and 3,000 grants had been provided to invest in upskilling more than 2,500 employees.

A significant challenge faced in skills provision was being responsive to the needs of businesses, as too often courses were established based either on available funding or their popularity, which made it hard for niche courses to become established.

The Skills Deals programme was designed to address this and promote higher level training to be provided. Areas where this had been successful were with welding and renewable energy.

Other examples of the work being carried out were; a new construction skills centre at Easton College funded by the LEP that was teaching students about Passivhaus construction techniques.

A Youth Pledge Marque for employers had also been created to encourage businesses to invest more in their future workforce. To secure the Marque an employer would need to be signed up to the Enterprise Adviser Network and increase their amount of work placements and apprentices on a yearly basis.

So far over 50 companies had been signed up for the Marque.

The LEP skills manifesto aimed for an additional 5,000 apprenticeships by 2019 and already 75 percent of this number had been achieved.

Looking ahead the LEP Skills Board would continue to drive the skills agenda and build on the work it had established to increase the skills of the workforce in Norfolk.

The Board was advised that the GNGB could use its influence to better align Government initiatives and funding and to focus on the opportunities to improve the work being done by the LEP.

Members were informed that the County Council was exploring alternative sources of funding for apprenticeships schemes and the Economic Development Sub-Committee Officers had recently received a report that had identified that up to £150,000 could be available through the European Social Fund to support the delivery of this work from July 2017. The report would be forwarded to Board Members.

It was emphasised that organisations should maintain close contact, so that more effective joint working could be undertaken. For example, the LEP had been unaware of the work being done by district council's with schools through their Early Help Hubs.

The Chairman noted that the GNGB could have a role in facilitating and it would be a suitable forum for the LEP to report to on a regular basis. It was also suggested that a future meeting of the GNGB be held at the Norwich Aviation Academy.

RESOLVED

that the Board would receive updates on the implementation of the City Deal from the Local Enterprise Partnership on a regular basis.

6. GROWTH PROGRAMME UPDATE

The report provides an update on the Growth Programme approved to date and the current financial position of the Infrastructure Investment Fund. It also set out the timetable for developing the 2018/19 Growth Programme including the publication of the updated Greater Norwich Infrastructure Plan.

Members were advised that the borrowing from the Public Works Loan Board to help fund the Norwich Northern Distributor Road had been drawn down.

Some slippage had occurred for the 2017/18 income/expenditure and projects had been re-profiled accordingly.

RESOLVED

- (i) 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;
- (ii) to note the current financial standing of the Infrastructure Investment Fund including the borrowing drawdown to date;
- (iii) to note the delivery impact of not having an agreed 2017/18 Growth Programme; and
- (iv) 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.

7. HOUSING WHITE PAPER

The report summarised the Housing White Paper, which proposed significant changes to planning and housing policy that aimed to increase the delivery of new homes. The report also suggested that the GNGB prepare a response to the Department of Communities and Local Government, as well as drafting a paper on the implications for Greater Norwich.

The Board was informed that Norwich City Council was preparing a separate response, as it had a distinct profile as the only local authority with a significant housing stock within Greater Norwich.

A Member noted that the paper's emphasis on opportunities for villages to thrive meant that there would be much more distributed growth across Greater Norwich.

The Chairman also noted that developers would be expected to deliver once they had secured planning permission and that local authorities would be given powers to ensure that they did.

RESOLVED

- (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).

8. GREATER NORWICH INWARD INVESTMENT ACTIVITY

The report proposed that Greater Norwich be represented at the 2017 MIPIM UK, following attendance at the event last year.

MIPIM UK was an offshoot of 'MIPIM – the world's leading property marketplace' which was held annually in Cannes, and brought thousands of international property specialists and investors together with promoters of property development projects, including national and local government.

Greater Norwich had been encouraged by the Government to attend MIPIM UK to:

- 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.

Over the course of the event contact was made with nearly 70 leads interested in the investment opportunities in Greater Norwich and Norfolk.

Support from private sector partners was very good and the feedback received on the partnership approach to promoting Greater Norwich to wider audiences was positive.

The Chairman suggested that Greater Norwich should attend under the 'Invest East' banner, which was coordinated by the LEP and that objectives be set about what attendance at MIPIM UK was seeking to achieve.

It was also suggested that a theme or sector led approach be taken, to ensure there was a role for private sector partners at the event.

A Member noted that attending the event had been an expensive exercise that had seen few tangible benefits; however others thought that attendance would be part of a strategy to raise the profile of the region that would see results in the long term.

RESOLVED

- (i) 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; and
- (ii) to note the development of proposals for attendance at MIPIM UK 2017, as part of the Invest East proposition and with a clear set of objectives.

9. GREATER NORWICH LOCAL INFRASTRUCTURE FUND

The report updated the Board on the financial position of the two finalised Local Infrastructure Fund loan agreements as well as progress made towards finalising the loan agreements for the four further schemes.

The two finalised loan agreements were £4.5m to support construction for a roundabout on the A146 at St Georges Park Loddon and £1.5m to support the demolition and redevelopment in Little Plumstead. The loans were expected to be repaid in 2020/21 and 2019/20 respectively.

Members noted that some of the other applicant schemes were unlikely to go ahead over the next few years and that if loans were to be provided they should be time limited to ensure prompt delivery. It was also suggested that a certain amount of risk should be accepted when providing loans.

In light of the delays to the other agreements, it was proposed that some of the funding set aside for the four remaining applicant schemes should be used for other sites that would be ready to go if additional finance was available.

It was suggested that instead of another Call for Sites that Local Plans across Greater Norwich be assessed to identify those sites, with consent, that had stalled for want of additional finance. A list could then be compiled and the developers approached. The list should focus on small and medium sites that could be brought forward quickly, to enable the funds to be recycled and be available for the current, longer term commitments.

RESOLVED

- (i) 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) to review the delivery profile of each of the agreed projects and report back to the next meeting of the Board; and
- (iii) to compile a list of sites with planning permission and the potential to be developed within a short timescale using recycled funds.

10. EXCLUSION OF THE PRESS AND PUBLIC

RESOLVED

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

The Board was requested to consider a package of recommendations designed to reinvigorate and develop the Greater Norwich partnership in order to meet the challenges of achieving long term growth. Seeing the position of the GNGB as setting the strategic direction for the partnership as its central body.

Following extensive discussion it was:

RESOLVED

to

- (i) agree the new structure of the partnership as set out in Appendix 3 of the report, and recommend to the partners that this model be adopted at the earliest opportunity;
- (ii) to instruct Chief Executive Officers to commence work and present back to the Board for adoption, a clear vision, objectives and coherent narrative for the growth of Greater Norwich including a strapline to pave the way for:
 - the appointment of a Greater Norwich Director for Growth;
 - the establishment of a special purpose delivery vehicle and
 - the preparation of a single Greater Norwich Economic and Inward Investment Strategy which will be a priority for preparation later in 2017;in reporting back to the next Board meeting, identify the minimum staffing requirements to make the arrangements effective and potential sources of funding for a three year budget period;
- (iii) agree to meet on a six weekly cycle;
- (iv) agree to the partners adoption of the Annual Growth Programme for 2017/18 without any provision for maintenance funding but recognise that a sufficient future maintenance pot (18/19 onwards) will be necessary as part of the future investment programmes in the Greater Norwich area;

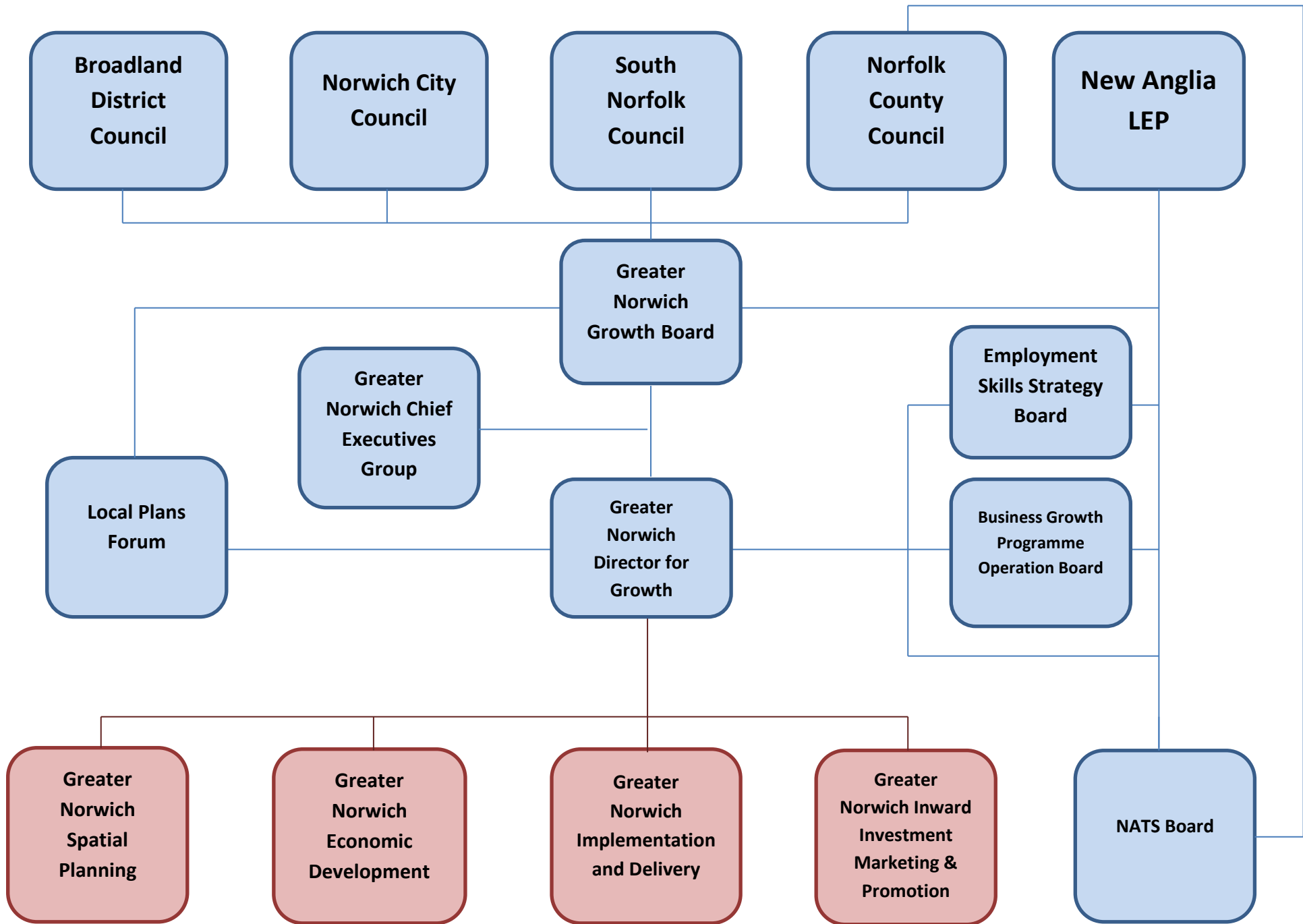
- (v) to maintain a commitment to focus growth on the most sustainable locations and deliver sites in the Joint Core Strategy;
- (vi) to give a steer to the Local Plans Working Group, that subject to the evidence not suggesting anything to the contrary, the policy framework within the Greater Norwich Local Plan provides for the housing land supply to be calculated over the single Greater Norwich geography;
- (vii) add 'develop and promote an identity for the GNGB' to the functions of the Board;
- (viii) agree use of > Norwich logo in all communication;
- (ix) agree that all communications around delivery are branded as coming from the GNGB;
- (x) create and use only one website – www.greaternorwich.co.uk; the site will mainly focus on selling the area as an area for growth, focussing on people and place and current opportunities for growth. It will incorporate areas for GNDP and GNLP areas as well as agendas/minutes etc;
- (xi) create a suite of central materials to be used to promote the GNGB.

12. DATE OF NEXT MEETING

To be agreed.

The meeting closed at 2.08 pm.

APPENDIX 3



Annual Growth Programme 2017/18

Phil Courtier, Head of Planning, Broadland District Council

Summary

This report proposes projects for inclusion in the 2017/18 Annual Growth Programme and the implications on the Infrastructure Investment Fund.

Recommendations:

The Board:

- (i) Endorse the seventeen projects recommended for inclusion in the 2017/18 Annual Growth Programme and commit spend from the Infrastructure Investment Fund towards these projects (see Appendix 1);
- (ii) Commit upto £2m from the Infrastructure Investment Fund for the delivery of capital education provision in the Greater Norwich area;
- (iii) Agree to build up a cash reserve, equal to one year's loan repayment, to be built up over three years;
- (iv) Note the delivery impact of not having an agreed 2017/18 Annual Growth Programme until May 2017, recognising some projects will have already slipped; and
- (v) Continue to delegate responsibility of managing the delivery of the Growth Programmes 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 have committed to pool 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 (IIF).
- 1.3 Decisions on pooled funding support for the Strategic Infrastructure Programme, either partly or wholly, are made by the Greater Norwich Growth Board (GNGB).

- 1.4 During April and May 2017 Broadland, Norwich and South Norfolk Councils each approved the Joint Five Year Infrastructure Investment Plan (found at Appendix 2). The Plan sets out the projects for which pooled funding support from the Infrastructure Investment Fund (IIF) is sought during 2017/18: the draft 2017/18 Growth Programme presented here. It also presents the infrastructure funding priorities to support the delivery of planned growth for the subsequent four years to 2021/22.
- 1.5 Only if the GNGB takes a different stance on the projects being put forward for funding in 2017/18 to the one being recommended in this paper will Councils be asked to endorse the Growth Programme again.
- 1.6 This report proposes projects for inclusion in the 2017/18 Annual Growth Programme and the implications on the Infrastructure Investment Fund.

2 The draft 2017/18 Growth Programme

- 2.1 Seventeen projects are recommended for inclusion in the 2017/18 Growth Programme. In addition to these projects an allocation of £2m is proposed to be held in the IIF for the purposes of delivering the Children's Services' capital programme and £860,323 as a cash reserve to be built up over the next three years, equalling one year's loan repayment.
- 2.2 Details of projects being put forward for consideration can be found at Appendix 2. The impact of these projects, in the context of Growth Programmes already approved to date, on the IIF can be found at Appendix 1.
- 2.3 The projected CIL income has been updated to reflect current understanding of delivery and adjusted to reflect exemptions such as self-build. In doing so, the overall programme costs are still deemed to be affordable.
- 2.4 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.
- 2.5 The Board is asked to continue to delegate responsibility to the Greater Norwich Infrastructure Delivery Board to manage the delivery of the Growth Programme.

3. Scheme Responsibility

- 3.1 Responsibility for the planning, delivery and reporting of each scheme rests with the scheme promoter. It will be for the promoter to secure all consents and approvals required and manage the delivery and costs of the project. Scheme promoters will be required to give scheme progress reports to the Greater Norwich Infrastructure Delivery Board as a condition of drawing down pooled funding.

- 3.2 Whilst funding for scheme development work may be recoverable as part of the capital cost of delivering the scheme this will depend on the preparatory work undertaken and will vary from scheme to scheme. The risk of cost recovery for preparatory work lies with the scheme promoter if the project is not formally committed for delivery.

4. Delays in approving the 2017/18 Annual Growth Programme

- 4.1 Delays in agreeing the 2017/18 Growth Programme has meant that some proposed projects have been unable to advance as they might normally have done. As such the delivery of some of the projects being put forward in the 2017/18 Growth Programme have been delayed. The following projects are currently known to have been impacted:
- Broadland Way – Green Lane North to Plumstead Road;
 - Strumpshaw Pit Circular Walk;
 - Cringleford N&N strategic connections; and
 - Riverside Walk: Fye Bridge to Whitefriars.
- 4.2 The Board are asked to note the delivery impact of not having an agreed 2017/18 Growth Programme until May 2017 and recognise the potential impacts on the remainder of the Programme, some of which are not yet known.
- 4.3 Because of the delays experienced in agreeing the 2017/18 Growth Programme outlined above, the project updates section of the Five Year Infrastructure Investment Plan has also been updated.

5. Maintenance

- 5.1 It is important that the future ongoing maintenance of projects funded through the IIF is considered at the outset and forms an integral part of the project appraisal process. It is vital that investment in infrastructure by the IIF is only made where there is adequate provision for maintenance so the infrastructure does not deteriorate. The expectation will be that every effort will be made to minimise the future maintenance requirements through detailed design and to find alternative means of dealing with the maintenance element.
- 5.2 No maintenance costs are being sought for projects being promoted in the 2017/18 Growth Programme but it is recognised that a sufficient future maintenance pot (2018/19 onwards) will be necessary as part of the future investment programmes in the Greater Norwich area.
- 5.3 This approach has been agreed by Councils at their April and May meetings.

6. Progress on the currently approved Growth Programme

- 6.1 Since the currently approved Growth Programmes were agreed by the GNGB the Greater Norwich Infrastructure Delivery Board has 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 both 2015/16 and 2016/17. The £1,420,000 allocation awarded by this Board for 2015/16 and 2016/17 has transferred to 2017/18;
- The additional allocation for public realm improvements at Golden Ball Street and funds to support the Toucan Crossing at Denton Road have also been re-profiled to 2017/18;
- The Colney River Crossing project has had their funding re-allocated to 2018/19 because of delays in preparatory work; and
- The St Faiths to Airport Transport Link project has had its funding re-profiled based on work that has occurred since the project was first agreed: £150,000 will now be spent in 2017/18 with the remaining funds spent by 2019/20.

7. Recommendations

The Board:

- (i) Endorse the seventeen projects recommended for inclusion in the 2017/18 Annual Growth Programme and commit spend from the Infrastructure Investment Fund towards these projects (see Appendix 1);
- (ii) Commit upto £2m subject to additional information, from the Infrastructure Investment Fund for the delivery of capital education provision in the Greater Norwich area;
- (iii) Agree to build up a cash reserve, equal to one year's loan repayment, to be built up over three years;
- (iv) Note the delivery impact of not having an agreed 2017/18 Annual Growth Programme until May 2017, recognising some projects will have already slipped; and
- (v) Continue to delegate responsibility of managing the delivery of the Growth Programmes to the Greater Norwich Infrastructure Delivery Board.

8. Issues and Risks

8.1 Other resource implications (staff, property)

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

8.2 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.

8.3 Risks

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

8.4 Equality

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

8.5 Human rights implications

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

8.6 Environmental implications

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

Officer Contact

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

Name	Telephone Number	Email address
Ellen Goodwin	01603 638160	ellen.goodwin@norfolk.gov.uk

Attachments:

Appendix 1 – Draft Greater Norwich Growth Programme - May 2017

Appendix 2 – Five Year Infrastructure Investment Plan – May 2017 – Appendix B updated

APPENDIX 1 - DRAFT GREATER NORWICH GROWTH PROGRAMME

Projects supported by borrowing highlighted in grey

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

Ref	Expenditure	Original Budget	Actual spend	Other funding	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Agreed 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)										
Agreed 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 - 2019/20	(30,855)		(27,285)					(1,520)	(1,600)	(450)						
Agreed 2016/17 Growth Programme																	
GP19	St Faiths to Airport Transport Link	(1,000)							(150)	(425)	(425)						
GP20	Denton Road Toucan Crossing	(120)							(120)								
GP21	Golden Ball Street public realm additional allocation	(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)					
Draft 2017/18 Growth Programme																	
GP27	Lizard and Silfield Nature Reserves	(40)							(40)								
GP28	Costessey Circular Walks	(6)							(6)								
GP29	Barn Road Gateway	(40)							(20)	(20)							
GP30	Sloughbottom Park - Andersons Meadow	(250)							(150)	(100)							
GP31	Riverside Walk accessibility improvements	(200)							(20)	(180)							
GP32	Broadland Way - Green Lane North to Plumstead Road	(150)								(150)							
GP33	Strumpshaw Pit Circular Walk	(60)		(25)						(35)							
GP34	Cringleford N&N strategic connections	(68)		(10)						(58)							
GP35	Riverside Walk: Fye Bridge to Whitefriars	(160)									(160)						
GP36	Castle Gardens	(1,472)	(1,072)						(75)	(75)							
GP37	Long Stratton Sports Hub	(2,545)	(2,045)						(500)								
GP38	Football pitch improvements	(100)							(25)	(25)	(25)	(25)					
GP39	Hales cricket and bowls clubhouse improvements	(160)		(130)					(30)								
GP40	Wymondham: new sports improvements	(800)		(550)					(250)								
GP41	Wroxham Library: self service improvements	(43)															
GP42	Plumstead Road Library: self service improvements	(85)		(33)					(120)								
GP43	Diss library: self service improvements	(25)															
	Education								(2,000)								
	Cash reserve								(860)								
	Borrowing costs							(405)	(1,997)	(2,065)	(2,323)	(2,581)	(2,581)	(2,581)	(2,581)	(2,581)	(2,581)
TOTAL																	
	Pooled funding requirement of Growth Programmes	(61,041)					(183)	(40,446)	(6,553)	(7,819)	(6,015)	(25)	-	-	-	-	-
	Pooled Funding Requirement to be directly funded (excluding borrowing assumptions)						(183)	(851)	(8,551)	(4,884)	(3,338)	(2,606)	(2,581)	(2,581)	(2,581)	(2,581)	(2,581)
	Actual CIL Income				56	851	2,490	3,215									
	Pooled CIL Projection								4,720	7,271	9,587	10,956	10,179	8,854	7,660	7,393	5,509
	Yearly Pooled CIL Surplus / (Deficit)				56	851	2,308	2,364	(3,831)	2,387	6,249	8,350	7,598	6,273	5,079	4,812	2,928
	Cumulative Pooled CIL Surplus / (Deficit)				56	907	3,214	5,578	1,746	4,134	10,383	18,733	26,331	32,604	37,683	42,495	45,423

Appendix 2

Joint Five Year Infrastructure Investment Plan

May 2017

Introduction

This Infrastructure Investment Plan sets out the projects for which pooled funding support from the Infrastructure Investment Fund (IIF) is sought through the Greater Norwich Growth Board (GNGB) during 2017/18 to support the delivery of planned growth. It also projects the infrastructure funding priorities for the subsequent four years to 2021/22. The schemes it identifies are those considered to be a priority for delivery to assist in achieving our economic and growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal. One of the key strands of our City Deal was the delivery of a programme of infrastructure facilitated by a pooled funding arrangement between the Authorities.

This Infrastructure Investment Plan incorporates the updated position on infrastructure delivery since the preparation of the 2016/17 Annual Growth Programme (AGP) which was agreed by District Councils in November and December 2015 and by Norfolk County Council, as the Accountable Body, in February 2016. Also included are revised Community Infrastructure Levy income projections, updates on infrastructure development and programming from previous AGPs and planned preparatory work for infrastructure schemes in future years.

Development of the Infrastructure Investment Plan

As part of developing the 2017/18 AGP the Greater Norwich Infrastructure Plan (GNIP) has been updated¹. The GNIP identifies infrastructure projects to 2026 and is used as the basis for identifying schemes for delivery in 2017/18 and projecting future infrastructure priorities over the subsequent period to 2021/22. The updated GNIP reflects progress made on infrastructure delivery and current knowledge of the timing of planned development schemes.

By including projected infrastructure funding priorities to 2021/22, this Infrastructure Investment Plan provides the longer term strategic partnership context that the GNGB sought at its 24 March 2016 meeting.

The first year of this Infrastructure Investment Plan should be considered as the proposed AGP for 2017/18. Thus approval of this plan will commit IIF funding to those projects identified for delivery in 2017/18. Projects in subsequent years will be confirmed through annual updates to the Infrastructure Investment Plan.

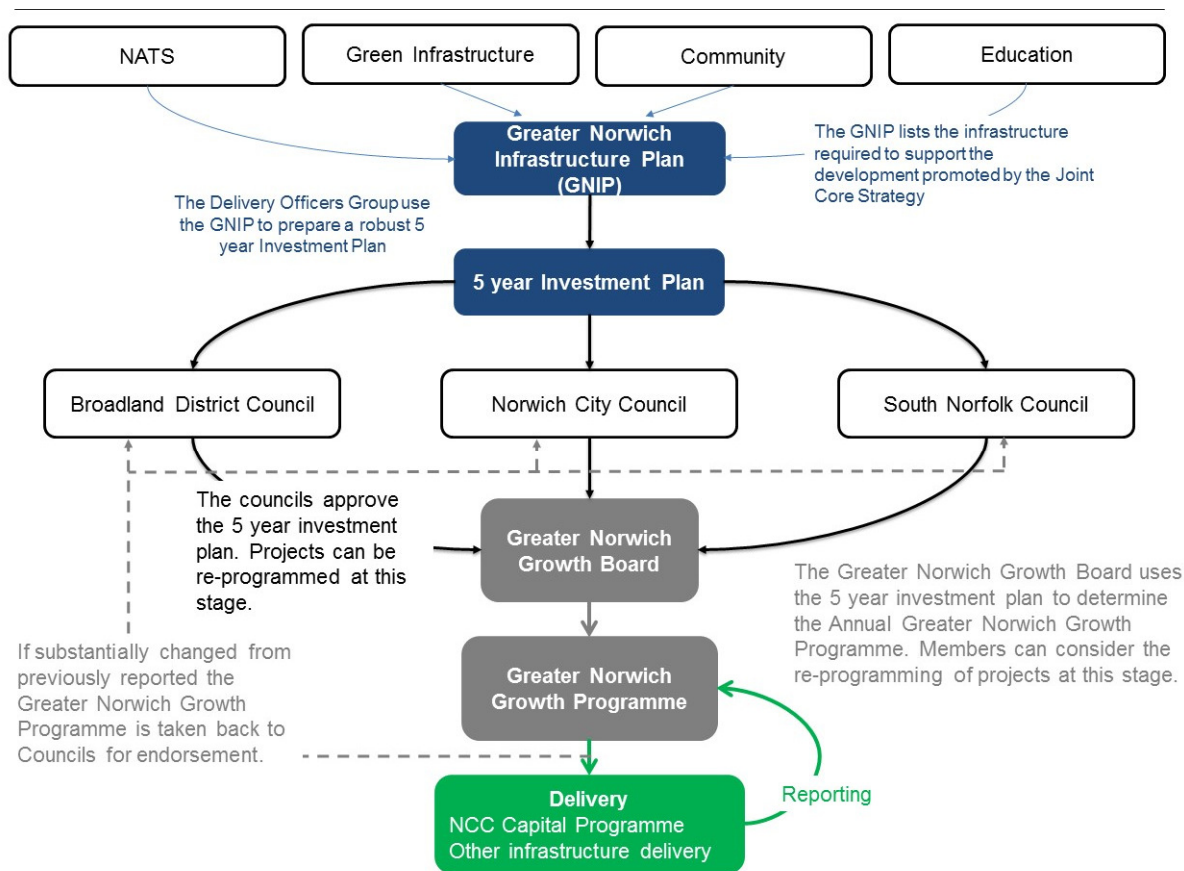
District Councils will consider the Infrastructure Investment Plan in April/May 2017. The GNGB will consider the Infrastructure Investment Plan at its meeting in May 2017.

As the Accountable Body for the GNGB, Norfolk County Council's Policy and Resources Committee will receive a report on the 2017/18 AGP in July 2017.

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

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

Fig. 1 – Infrastructure Investment Plan Development Process



Project Updates

Updates for projects already approved for delivery are included at Appendix B.

Proposed 2017/18 Annual Growth Programme (AGP)

For the year 2017/18 Greater Norwich partners have identified 17 schemes totalling £1.639m as priorities to receive IIF support. In addition to this the proposal includes an allocation of £2m to be held in the IIF for the purposes of delivering the Children's Services' capital programme and £860,323 as a cash reserve to be built up over the next three years equalling one year's loan repayment.

NATS including the NDR and Long Stratton Bypass

The Norwich Area Transportation Strategy (NATS) programme identifies future investment in the six BRT corridors to link major growth locations, measures in the city centre and measures to aid public transport, walking and cycling, as well as the NDR and the Long Stratton Bypass.

The NDR has received a significant funding contribution from Central Government and the New Anglia Local Enterprise Partnership and the Long Stratton bypass will have significant developer contributions but both schemes needed additional funding. It is likely that the other NATS projects will be primarily funded from other sources (for instance £11m Local Growth Funding has already been secured for NATS through the Growth Deal and in excess of £12m secured for cycle improvements to 2020) although funding sources for longer term projects are yet to be secured.

The 2015/16 AGP agreed to the use of IIF funding to top up other funding to help deliver the NATS programme over the period 2015/16 to 2019/20. It has not been necessary to draw down IIF funding in 2015/16 and as such the Infrastructure Delivery Board have agreed to re-profile the previously agreed allocation to 2016/17.

The 2016/17 AGP agreed to use IIF funding in future years to ensure the delivery of NATS measures, including particularly the NDR and Long Stratton bypass, in order to provide delivery certainty. Construction of the NDR has now begun and £40m of borrowing to support its delivery has taken place during the 2016/17 financial year.

Work continues to determine the order, timing and detail of other NATS priorities and in securing funding from mainstream sources and other bidding opportunities as they arise. Projects currently being considered as part of the updated and refresh the NATS Implementation Plan include:

- A1067 corridor BRT
- A140 corridor BRT
- B1172/B1008 cycle link
- Inner Ring Road Junctions
- St Stephens/Red Lion Street Public Realm
- Castle Meadow Public Realm
- Tombland
- Longwater link

Local Growth Deal funding will be sought to help fund the refreshed and updated NATS Implementation Plan. It is likely that there will be further requests for funding from the IIF after the currently agreed programme ends in 2019/20.

Education

The education capital programme is significant over the Plan period with 16 new primary schools planned across the Greater Norwich area and 1 new high school planned in the North East Growth Triangle². In addition 12 schools require extending to support planned growth. Details of the requirements of growth on education provision can be found in the GNIP.

Schools prioritised to receive funding from the IIF include:

- Extensions at Blofield, Little Plumstead and Easton Primary Schools;
- Extension at Hethersett High School;
- New primary schools at Hellesdon, two at Beeston Park, Central Norwich, Cringleford, Long Stratton; and
- New High School in the North East Growth Triangle.

Work will continue to determine the order, timing and detail of education priorities. This work will be overseen by Norfolk County Council's Children's Services' Capital Priorities Group. The Group will also keep under review funding availability. The current view of the Group is that Government allocations of Basic Need for school projects will be insufficient to cover delivery costs of Norfolk's schools capital growth programme over the next ten years and that all options for covering this affordability gap will need to be examined. The Group's view is that an annual allocation of funding from the IIF would reduce uncertainty and allow the affordability gap in the Greater Norwich area to be better understood. Based on the current projected CIL income figures the Infrastructure Investment Plan gives a commitment to an annual £2m allocation to support the delivery of the Children's Services' capital programme. As part of the annual review of the Infrastructure Investment Plan, these forecasts will be updated and if CIL income varies significantly from projected figures, the allocation will need to be reviewed by all parties concerned.

A major mitigation of financial risk/uncertainty for the largest scheme within the education infrastructure programme, the new high school in the North East Growth Triangle, would be for a borrowing arrangement to be put in place to ensure delivery certainty when required to support growth.

Green infrastructure

A programme of strategic projects is proposed by the Green Infrastructure Programme Team over the next five years. The total value of project proposed can be found in Table 1. Details of projects seeking IIF support in 2017/18 can be found in Appendix A.

Community

A number of strategic community projects are proposed through the Infrastructure Investment Plan. These include library improvements, open space, community facilities, play space and sports facilities identified through the strategic review of sports facilities and playing pitches which reported in 2015. The total value of projects proposed can be

² Projects in the early development stages are not yet included.

found in Table 1. Details of projects seeking IIF support in 2017/18 can be found in Appendix A.

The Diamond Centre in Sprowston was awarded a loan of £1m in the 2016/17 AGP subject to exploration and finalisation of borrowing terms. Since the GNGB agreed the loan in principle Sprowston Town Council has agreed not to take up the loan.

Maintenance

It is important that the future ongoing maintenance of projects funded through the IIF is considered at the outset and forms an integral part of the project appraisal process. It is vital that investment in infrastructure by the IIF is only made where there is adequate provision for maintenance so the infrastructure does not deteriorate. The expectation will be that every effort will be made to minimise the future maintenance requirements through detailed design and to find alternative means of dealing with the maintenance element but it is recognised that sufficient funding for maintenance will be a necessary part of all future investment programmes in Greater Norwich from 2018/19 onwards.

This approach has been recommended to Councils by the GNGB.

Cash Reserve

The 2016/17 AGP agreed to borrow £50m at PWLB project rate to support the delivery of both the Northern Distributor Road and the Long Stratton Bypass. The Infrastructure Investment Plan proposes that a cash reserve equal to one annual repayment be built up over 3 years from 2017/18. This equates to £860,323 per annum.

Table 1 – Proposed Five Year Infrastructure Investment Plan

	to date	2016/17	2017/18	2018/19	2019/20	2020/21	2022/23
INCOME							
Balance	£3,396,917						
Forecast CIL		£4,681,247	£7,310,510	£8,117,986	£8,122,449	£9,490,112	£8,587,916
Cumulative Income	£3,396,917	£8,078,164	£15,388,673	£23,506,660	£31,629,108	£41,119,220	£49,707,136
EXPENDITURE							
Programme agreed	£183,000	£2,486,000	£1,417,000	£1,601,000	£405,000		
Borrowing agreed		£404,938	£1,997,498	£2,064,776	£2,322,873	£2,580,970	£2,580,970
Transport ³			-	-	-	-	£250,000
Green infrastructure			£639,000	£1,721,200	£1,476,200	£1,676,200	£1,814,200
Community			£1,000,000	£1,449,000	£502,556	£2,992,440	£577,556
Education			£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000
Cash Reserve			£860,323	£860,323	£860,323	£0	£0
TOTAL	£183,000	£2,890,938	£7,913,821	£9,696,299	£7,566,952	£9,249,610	£7,222,726
Surplus/Deficit	£3,213,917	£1,790,309	-£603,312	-£1,578,313	£555,496	£240,502	£1,365,190
Cumulative Expenditure	£183,000	£3,073,938	£10,987,759	£20,684,059	£28,251,011	£37,500,621	£44,723,347
Cumulative Surplus/Deficit	£3,213,917	£5,004,226	£4,400,914	£2,822,601	£3,378,097	£3,618,599	£4,983,789

Full details of projects included in the Infrastructure Investment Plan can be found at Appendix C.

³ A number of transport projects are included in the previously agreed AGPs

APPENDIX A – 2017/18 AGP Project Details

Broadland

Broadland Way - Green Lane North to Plumstead Road - £150,000

This section extends from Green Lane North and will tie in to the Brook Farm development and extend east of Thorpe End up to Plumstead Road, a distance of just over 1km. The route will predominantly follow the western edge of the Bittern Railway Line. At the southern point, the route will link to the existing cycleway at the north end of Dussindale. From Plumstead Road, the section heading north will be delivered through the NDR construction.

Strumpshaw Pit Circular Walk - £35,000

There is potential to expand the dog walking capabilities of Strumpshaw Pit, which is owned by Norfolk County Council. This could be achieved through additional parking, which would increase the distance that dog walkers travel. In addition, cycle rack provision will provide for other users. The existing site includes a circular walk around a closed landfill site with various wildflowers growing and it is commonly used by dog walkers, but is not fully accessible.

Wroxham Library self-access improvements - £43,000 (£120,000 sought across the Greater Norwich area towards 3 library projects)

This project will introduce both public customer toilets and self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.

Norwich⁴

Riverside walk: Fye Bridge to Whitefriars - £160,000

This project aims to complete a key stretch of the riverside walk in the city centre, between Fye Bridge and Whitefriars Bridge on the north side of the river. This requires acquisition of a strip of land to the rear of 40 Fishergate and creation of a short stretch of riverside walk here, linking with existing riverside walk on either side and the creation of a stretch of riverside walk on land safeguarded for this purpose to the rear of the Bridge's Court development. Completion of these short stretches of walkway will complete a continuous link between the two bridges, part of which has already been delivered through new development.

⁴ The 2016/17 AGP agreed in principle to fund the River Wensum Parkway project in 2017/18. Since this decision was made the River Wensum Strategy Partnership have received the outcome of the strategy work and re-prioritised the project for future delivery.

Barn Road Gateway - £40,000

This is part of a programme of projects being developed through the Marriott's Way⁵ Implementation & Delivery plan, which have been informed by the public and stakeholder consultation that took place in 2015. The aims of the project are to improve the gateway to Marriott's Way with signage, paving and removal of vegetation to improve legibility and raise the quality of this important entrance.

Sloughbottom Park - Andersons Meadow section improvements - £250,000

Also part of the Marriott's Way Implementation and Delivery plan, this project involves enhancing a particularly poor section of the route to encourage greater use. Works would include path widening, providing street lighting, improving an adjacent storm drain (in partnership with Anglian Water, Natural England, and the Environment Agency), vegetation management, tree planting, and drainage improvements.

Riverside walk accessibility improvements - £200,000

A package of accessibility improvements to the Riverside Walk, to enable its use by all, including access measures on and adjacent to the walk, and improved signage linking the river with the city centre and other key attractors. It is proposed that the project is implemented in phases, with the development of a branding and identity for the whole Riverside Walk in the first phase, followed by physical improvements to the Riverside Walk in the city centre (i.e. downstream of New Mills) in phase 2. Funding for further accessibility improvements to the Riverside Walk upstream of New Mills will be sought in future CIL bidding rounds.

Castle Gardens - £150,000 (approved in principle last year)

Comprehensive restoration of Castle Gardens and improvements to Castle Green to complement the planned revamp of the interior exhibition spaces within the Castle. Rather than press ahead with an independent HLF bid, NCC are partnering the Museums service and their multimillion pound HLF bid with a view to incorporating the external enhancements as part of the project. Improving connectivity to the castle (signage/ interpretation) from the city centre and the quality of the external environment to encourage use of the adjacent public realm will help the bid fulfil one of its aims to increase visitor numbers.

Football Pitch Improvements - £100,000

Football pitch improvement works at Eaton Park, Sloughbottom Park, Britannia Barracks and Fountain Ground including drainage improvements, improved grass species and improved goal facilities through the provision of new posts, nets and additional ground sockets. This will permit moving the pitches annually to prevent excessive wear, improving the playability of the pitches and increasing capacity.

Plumstead Road Library self-access improvements and car parking - £85,000 (£120,000 sought across the Greater Norwich area towards 3 library projects)

This project will introduce self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to

⁵ Marriotts Way Phase 3 was approved in principle for delivery in 2017/18. The Marriotts Way Strategy Group have re-prioritised delivery and have put forward projects as laid out here.

automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people. The proposal is to also provide car and bike parking (including disabled parking) for customers using Plumstead Road Library although this is a secondary priority.

South Norfolk

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

To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure routes (such as new permissive footpaths) for recreational access. The project will identify and agree new routes, which will be developed as appropriate. Necessary infrastructure such as stiles, fencing, signage/way marking, hedgerow planting/restoration and interpretation/localised publicity will be provided to encourage and manage use of the network.

Improved Connectivity - Costessey Circular Walks - £6,000

The project is part of the Marriotts Way Improvement and Delivery Plan, specifically aimed at improving public access to Marriott's Way from surrounding residential areas in Costessey, through one or two additional (permissive) footpath/s, which would allow new signage and promotion of circular walks in Costessey based on Marriott's Way. There is no requirement for surface improvement on the additional permissive paths, which measure approximately 200m and 180m (and are approximately 3m wide). In order to bring forward the permissive path/s, the landowner would require stock-proof fencing along approximately 180m of his land which borders Marriotts Way. A new gate would be needed at each end of the permissive path/s, and signage to promote their use.

Cringleford N & N Strategic Connections - £58,000

Green infrastructure projects of various types to link N&N Hospital, Yare Valley Walk in Cringleford, and possibly along A47 corridor: A) a footpath between N&N hospital walk and application to the west of Newfound Farm (around 365m); B) habitat connections between N&N hospital tree belt and boundary treatment for application to the west of Newfound Farm; C) a footpath through Cringleford Wood (around 600m); D) improvement to CWS in Cringleford (details to be confirmed). This would supplement GI to be delivered by permission 2013/1494 and likely to be delivered by application 2013/1793, shown as a green dashed line on the map.

Long Stratton Sports Hub – £500,000 (approved in principle last year)

The project aims to bring together a number of facility-providing partners (South Norfolk Council, Long Stratton High School and Long Stratton Parish Council) to improve the sport and leisure facility stock in the village to support significant housing growth. It will create a new sport and leisure 'Hub' across three adjacent sites and provide new and enhanced facilities that are fit for purpose and better suited to the current and future facility needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery. On completion, the following new or improved facilities would be available for school and community use.

Planning permission was granted in April 2016 for the creation of a new Artificial Grass Pitch at Long Stratton Leisure Centre. This project has attracted a grant of £216k of funding from the Premier League and Football Association Facilities Fund. The 12-week construction period is due to start on site in August 2016, with the facility ready for use by Long Stratton High School and by the local community in November 2016. Long Stratton Parish Council have also gained consent for the construction of a new pavilion at their Manor Road Playing Fields and project professionals are in the process of being appointed and funding options are being explored. Options for the redevelopment of Long Stratton Leisure Centre are being developed and it is expected that these will come before Members in late 2016. Discussions with Long Stratton High School regarding additional improvements to the facilities, including the swimming pool, are on-going.

Hales cricket and bowls clubhouse improvements - £30,000

There is a need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road, just off the A146, to the south-east of Loddon. The latter had been forced to relocate to the current venue as a result of housing development on their previous site off the Yarmouth Road in Hales. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing to develop and grow participation across a range of ages.

Wymondham: New sports improvements (artificial grass pitch for football/rugby) - £250,000

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

Diss Library self-access improvements - £25,000 (£120,000 sought across the Greater Norwich area towards 3 library projects)

This project will introduce self-service technology that enables people to use the library outside the current opening times. The technology allows the library service to automatically control and monitor building access, self-service kiosks, public access computers, lighting, alarms, public announcements and customer safety. Each library will be able to have increased opening hours, making access to the library more convenient for current and new customers without an increase in staff costs. This is a great opportunity for libraries to be accessible and relevant to more people.

APPENDIX B – Project Updates

Broadland

Early Delivery of Public Access to Harrison's Plantation, The Breck and Boar Plantation – Norfolk County Council's Natural Environment Team delivered a completed Woodland Management Plan in June 2015. This woodland management plan focused on Harrison's Plantation and the Breck. Further work relating to Boar Plantation has been deferred. Initial works to ensure that Harrison's Plantation and the Breck were suitable for public access were undertaken between August 2015 and January 2016. With the agreement of the current landowner, Persimmon Homes, the woods, now referred to as Harrison's Wood, were opened to the public in May 2016. At the time of writing, work to complete the formal transfer of land into public ownership is ongoing.

BRT Rackheath to City Centre (Salhouse Road / Gurney Road) including Cycling – A project brief for scheme development has been agreed with Norfolk County Council, initial feasibility design work is being undertaken during 2016/17.

Total scheme costs are currently forecast to be in the region of £5M. An initial £400k of LGF funding for scheme delivery in 2016/17 was identified within the 2015/16 GNGB Growth Programme. This funding is now expected to be redirected to support the delivery of a junction and link road spur on Broadland owned land adjacent Plumstead Road. This will allow the potential for a road link to be completed between Salhouse Road and Plumstead Road. Such a link would reduce potential levels of traffic on Salhouse Road resulting from localised development which will support BRT on Salhouse Road / Gurney Road).

Whilst additional contributions for transport schemes along the Salhouse Road corridor may be secured as site specific mitigation from emerging nearby development proposals, it is likely that additional funds will be needed to fully implement bus and cycling proposals along this route. The need for additional CIL funding will be considered in subsequent investment plans.

Salhouse Road Walk / Cycle Route (including connections to Norwich City Centre via Mousehold Heath) – Project formed part of the larger programme of cycling improvements between the N&N Hospital and Salhouse Road, via Norwich City Centre and Mousehold Heath. The project itself comprised improved crossing facilities of Woodside Road and Salhouse Road for cyclists and pedestrians and a cycle path through Harrison's Plantation providing links to the Racecourse PH and Eastgate Place Development.

The programme has now been re-prioritised with Harrison's Plantation Woodland Park now forming the termination of the cycling improvements. These improvements were completed during 2015/16.

The cycle path scheme through Harrison's Plantation has now been deferred to be delivered through the S106 related to the White House Farm development. The current expectations are that this could be delivered as early as 2017/18.

North-East Norwich Link Road – The north-east Norwich link road between Broadland Business Park and Norwich Airport Industrial Estate will be predominately delivered through the development of permitted or proposed allocation sites in north-east Norwich.

Phase I of the Wroxham Road to Salhouse Road section of the route is now complete and work has now commenced on Phase II. A detailed scheme for the Broadland Business Park to Plumstead Road section is currently under consideration by Broadland District Council and Norfolk County Council. It is currently forecast that construction of this element will be begun in 2018/19.

Local Infrastructure Fund (LIF) bids have been accepted in principle by the GNGB to support delivery of further elements of the link road between Buxton Road and North Walsham Road and phase I of the link road east of North Walsham Road.

Further detailed proposals for the link road will be considered as part of future planning applications. In order to ensure the timely and well-ordered delivery of the link road it may be necessary to support the delivery of some elements of the road through other funding sources.

St Faiths Rd to Airport Transport Link – In total £1m of CIL funding was allocated to this project, split equally between 2016/17 and 2017/18. This funding has now been deferred.

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

The modelling indicates that the completion of an all traffic link between Meteor Close and Repton Avenue would benefit existing traffic problems at the junction between Hurricane Way and St Faiths Road without significant impact on other road and junctions in Old Catton.

It is expected that consultation will shortly be begun on the proposed construction of an all traffic (except HGV) link between Meteor Close and Repton Avenue. The completion of this link is not expected to utilise all of the allocated funds. However, in order to complete the full link to St Faiths Road, at an appropriate standard, it is expected that additional CIL funds will still be required to upgrade estate road to be delivered as part of the permitted development site north of Repton Avenue.

North Walsham Road Core Bus Route and Blue Pedalway Cycling – Scheme development work was deferred from 2014/15. Scheme development has now begun and continues to progress.

The scheme development work will identify a scheme for the enhanced cycling facilities along Spixworth Road and North Walsham Road, for which £500k of funding was secured through the second round of DfT City Cycle Ambition Grant funding. The cycle improvement works are programmed to be delivered during 2017/18.

Blue Pedalway - Chartwell Road – St Clements Hill – Spixworth Road Improved Cycle Crossing Facilities and associated works - £120k of CIL funding was transferred to this scheme in the 2016/17 AGP from a previous commitment for a toucan crossing and associated work at School Lane / Chartwell Road / Denton Road. This transferred funding forms part of the match funding associated with the second round of DfT City Cycle Ambition Grant funding for improvements along the Blue Pedalway between Sprowston and Cringleford via Norwich City Centre. The overall cost of this scheme is forecast to be £400k.

The details of the scheme are currently being developed by the Transport for Norwich Team and on-site works are planned to be begun, and completed, in 2017/18.

Neighbourhood Cycle Enhancements Along Former Route of Blue Pedalway – School Lane / Chartwell Road / Denton Road – Toucan Crossing and associated works – £120k of funding for the implementation of this scheme in 2015/16 was identified in the 2015/16 GNGB Growth Programme. This was reallocated to improve crossing facilities of the outer ring road at St Clements Hill / Chartwell Road / Spixworth Road as part of the delivery of cycling improvements enabled by the second round of DfT City Cycle Ambition Grant funding, see above.

Notwithstanding the above a further grant of £120 was made in the 2016/17 AGP for the School Lane/ Chartwell Road/ Denton Road scheme on the basis that, enhancements for pedestrians and cyclists in this location remain an important local infrastructure priority. Subsequent scheme development work has however identified that an appropriate improvement cannot be delivered within this budget. The Infrastructure Delivery Board has agreed that this grant be reallocated to the North Walsham Road corridor to bolster the enhancements to be delivered through the DfT City Cycle Ambition Grant funding.

Improved Cycle Crossing of Cannerby Lane / Wroxham Road / Cozens Hardy Road – Scheme development deferred and its rescheduled commencement date is pending.

Broadland Way (Thorpe St Andrew to Wroxham Cycle and Pedestrian facilities) – Feasibility / scheme development was undertaken during 2015/16. A bid is included in the 2017/18 AGP for £150k to deliver a section of the scheme between Plumstead Road and Green Lane.

Broadland Business Park Rail Halt – The potential for a station at the Business Park has been investigated as part of a larger study for the Bittern Line. The Study has now completed and has concluded that the business case for improving the Bittern Line is sufficiently strong as to justify further work and research.

Now that an evidence base has been gathered on the needs and feasibility, discussions have begun with partner organisations, including the rail industry, on the merits of a Bittern Line Improvements Project Board. Initial feedback has been positive and discussions are continuing to develop in accordance with Network Rail's Governance for Railway Investment Process (GRIP).

North East Norwich Growth Triangle Green Infrastructure Delivery Plan – Norfolk County Council's Natural Environment Team delivered the feasibility study as proposed during

2015/16. This study will be used to inform future priorities for green infrastructure investment and as the basis of future negotiations with developers on planning applications.

East Broadland Green Infrastructure Delivery Plan – Norfolk County Council's Natural Environment Team delivered the feasibility study as proposed during 2015/16. This study will be used to inform future priorities for green infrastructure investment and as the basis of future negotiations with developers on planning applications.

North-West Forest and Heath Green Infrastructure Delivery Plan – Norfolk County Council's Natural Environment Team were formerly engaged to produce a feasibility study during 2015/16. This work was initially deferred but is now being developed by the Broadland Planning Policy Team.

Thorpe Ridge: Protection and Enhancement of Woodlands and Provision of Public Access – Norfolk County Council's Natural Environment Team were formerly engaged to produce a feasibility study during 2015/16. This work has, however, now been deferred and whilst its rescheduled commencement date is pending funds remain in place to commission this work.

Norwich

Wensum Riverside Walk – The development of a revised layout and design for the Oasis site adjacent to Fye Bridge on the River Wensum. In partnership with key stakeholders to enhance the site to maximize its use, linkages and potential for access to the river. Project completed.

Earlham Millennium Green – Complete refurbishment of pedestrian routes through Millennium Green. Project completed.

Marriotts Way – Improvements to Marriott's Way within the urban area to encourage commuting by bicycle and on-foot. Phases 1 and 2 completed.

Heathgate – Pink Pedalway – The construction of a 3m wide lit cycling and walking path between Heathgate and Gurney Road at the junction with Britannia Road. The project provides a missing link between Heathgate and Gurney Road in order to provide a more direct and strategic route on the Pink Pedalway (NE Growth Triangle / Heartsease to N Norwich Research Park). Project complete.

Golden Ball Street/Westlegate

- Phase 1 works completed
- Phase 2 works including those on Westlegate are continuing progressing well and are due for completion at the end of May
- Work is currently underway at St Stephens Plain, the security CCTV has been relocated and this has allowed the traffic lane to be moved over to the other side of the new refuge islands
- The temporary pedestrian crossing has been relocated from Golden Ball Street to All Saints Street; it will remain in operation until early 2017

Eaton Interchange: Design of the scheme is currently being amended to ensure that the scheme can be delivered within budget. Essential elements of the scheme will include:

- Printed and electronic travel information;
- Size and layout that adequately accommodates the numbers of expected bus passengers and provides sufficient cover from the elements;
- Good accessibility for all users;
- Cycle parking;
- Reduce delays and difficulties turning left in the centre of Eaton for inbound buses;
- Reduce the visual blight of highway clutter in the centre of Eaton in line with the conservation area appraisal; and
- Significantly improved cycle facilities

Carrow Bridge to Deal Ground riverside path – Delivery of a short section of cycle / footway on north bank of the River Wensum will provide a key ‘missing link’ in the route between Norwich city centre / rail station and Whitlingham Country Park. The project is part of overarching vision to improve links between Norwich City centre and Whitlingham Country Park, alongside a new bridge across the River Wensum, to be delivered through development of Deal / Utilities site. It forms part of the vital connection to allow the development of the Deal Ground and utilities site. Funding will supplement £250K of existing Sustrans money.

Colney River Crossing (NRP to Threescore) – see below

South Norfolk

The following projects were identified in the 2015/16 and/or 2016/17 South Norfolk Annual Infrastructure Business Plan for commencement and/or delivery to 2020/21:

Norfolk & Norwich Hospital Health Wood Walks – a footpath through the tree-belt surrounding the Norfolk and Norwich University Hospital – was completed in autumn 2015, and ended up coming in under budget due to good contract management by the appointed site contractor.

Long Stratton Bypass & Hempnall Crossroads – the Long Stratton Area Action Plan was adopted in May 2016, confirming the allocation of at least 1,800 homes and a corridor for the bypass. Further pre-application discussions work with the landowners/developers promoting the delivery of the bypass and the allocation of 1,800 homes in Long Stratton has taken place and a planning application(s) is expected to be lodged by the end of 2017.

A47 improvements (particularly Thickthorn junction improvements and Easton-North Tuddenham dualling) – funded and delivered by Highways England – Highways England consultation on initial options were consulted on in spring 2017. Preferred improvement solutions will be announced in mid-2017, with the start of the statutory process in mid-2018 and construction predicted to start in 2020 (should the schemes be approved by the Secretary of State).

Longwater junction and Easton strategy improvements (including walking and cycling) – Improvements are required in the Longwater and Easton area of Norwich to resolve

existing issues on the transport network and accommodate additional traffic arising from planned growth as set out in the adopted Joint Core Strategy for the Norwich area. After carrying out various feasibility studies to address these pressures the following a number of smaller scale measures have been identified. Several have now been completed and were funded by the new retail store and housing development. Design and construction work is underway for improving the Longwater Lane junction and widening Dereham Road to two lanes in each direction between the new Lodge Farm 2 access and Longwater Lane. This work involves service diversions including a high pressure gas main.

Assessments carried out in October 2015 concluded that both the A1074 to Longwater link Road and a second A47 bridge are effective in enabling the Longwater junction to operate satisfactorily in the future.

The assessment looked at the possibility of constructing a new link across or adjacent to the closed landfill site and concluded that it would be possible to construct an A1074 to Longwater area link road adjacent to the Costessey landfill site by removing small amounts of the landfill material. This option is likely to cost around £10m and would be cheaper and easier to deliver than a new bridge over the A47, making it the preferred solution.

As yet no funding source for this work has been identified.

Marriott's Way improvements – various improvements to Marriott's Way (which passes through all three districts) were agreed in the 2015/16 and 2016/17 AGPs. In South Norfolk, improvements (to the value of approximately £100,000) to the cycle and footpath section between Gunton Lane and Red Bridge Lane were funded by CIL (including surface dressing improvements, surface water drainage improvements and improved directional signs). Re-surfacing was carried out in 2016.

Colney River Crossing (NRP to Threescore) – a new footbridge and cycle path improvements to link Bowthorpe (Threescore) with the Norwich Research Park was awarded £401,000 in the 2016/17 Infrastructure Investment Plan mostly in Norwich, with £150,000 of this money earmarked for the South Norfolk section (principally the new bridge over the River Yare). A planning application for the South Norfolk section was approved in January 2017 and preparatory works are underway.

Other Norwich Area Transportation Scheme Projects – various A11 and A140 Corridor South Norfolk NATS projects (as part of a four-year programme running from 2015-19) were agreed as part of the 2015/16 Growth Programme, with LGF money secured.

APPENDIX C

District	Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	SOURCE	Funding need	Funding profile				
						2017/18	2018/19	2019/20	2020/21	2021/22
	A1067 Corridor BRT	6,000				500	500	2,500	2,500	
	A140 Corridor BRT	6,000				500	500	2,500	2,500	
	B1172/B1108 Cycle Link	3,000				300	2,700			
	Inner Ring Road Junctions	4,500					500	1,500	2,500	
	St Stephens /RedLion Street Public Realm	1,625				125	500	1,000		
	Castle Meadow Public Realm	1,250							1,250	
	Tombland	1,750								250
	Longwater Link	10,000					500	1,000	8,500	
Transport Total						-	-	-	-	250

Broadland	Broadland Way - Green Lane North to Plumstead Road	150		CIL	150	150				
South Norfolk	Wymondham - Protection and enhancement of the Lizard and Silfield Nature Reserve	40		CIL	40	40				
Norwich	Riverside walk: Fye Bridge to Whitefriars	160		CIL	160	160				
South Norfolk	Improved Connectivity - Costessey Circular Walks	6	HLF bid for £3k, if successful, would reduce funding need to £3k	CIL / other	6	6				
Norwich	Barn Road Gateway	40		CIL / other	40	20	20			
Norwich	Sloughbottom Park – Andersons Meadow section improvements (path widening, tree works, drainage works and landscaping)	250		CIL /other	250	150	100			
Broadland	Strumpshaw Pit Circular Walk	60	approx £25k S106 from Strumpshaw development	CIL/S106	35	35				
Norwich	Riverside walk accessibility improvements	200		CIL	200	20	180			
South Norfolk	Cringleford N & N Strategic Connections	68	£9,750 S106 available	CIL / S106	58	58				
Norwich	Riverside Walk Missing Link Duke St to St George's St	300		CIL / Other	300		300			
South Norfolk	Yare Valley: Lodge Farm to Bawburgh Lakes connection	210	£24,750 S106 from Lodge Farm	S106/CIL	185		185			
Norwich	UEA to Eaton Boardwalk extension	100		potentially developer funded/CIL	100		100			
Norwich	Earlham Millennium Green Improvement Project: Phase 3	75		CIL	75		75			
Norwich	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	229	S106 - Query against Bunkers Hill project	CIL, S106 Bunkers Hill £59k	170		44	56	71	
Norwich	20 Acre Wood	90	£10,000 Nbhd CIL,	CIL / Nbhd CIL	80		80			
Broadland	Acle Lands Trust Woodlands Access and Connectivity Project	180		CIL/S106	180		180			
Broadland	Burlingham Trails Cycling and Walking Routes	180		CIL/S106	180		100	80		
Broadland	South Walsham GI Project	150		CIL/S106/Nbhd CIL	150		150			
Broadland	South Walsham Fen Access	35		CIL	35		35			

District	Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	SOURCE	Funding need	Funding profile				
						2017/18	2018/19	2019/20	2020/21	2021/22
Norwich	Kett's Heights	150		£10K Nbhd CIL, £50k CIL, £90K Grant funding	50		25	25		
South Norfolk	Wherryman's Way : Chedgrave Disabled Access Path	75		CIL	75		75			
South Norfolk	Wherryman's Way: Strategic Link at Reedham	35		CIL	35		35			
Area-wide	MW: Biodiversity Management with Community Engagement	160	£4k secured from Norwich Fringe Project, £15k HLF bid, £30k sought from Nfl Biodiversity Partnership	CIL / Other	111		22	22	22	22
Broadland South Norfolk	MW: Signage to Link Marriott's Way to the Adjacent Communities	20	HLF bid for £10k	CIL /other	10		10			
Broadland	Brundall to NEG T Connection	5		Promoter	5		5			
South Norfolk	Wherryman's Way : Yare Valley Cycle Route	15		CIL	15			15		
Broadland	West Brundall GI Project	425		CIL/S106/Nbhd CIL	425			75	350	
Broadland	South East Lingwood GI Connectivity	25		CIL/S106/Nbhd CIL	25			25		
Broadland	Long Distance Cycle Loop	75		CIL/S106	75			75		
Broadland	Witton Run	170		CIL/S106	170			170		
Broadland	MW: Aylsham Gateway	30		CIL / other	30			30		
South Norfolk	Boudicca Way cycle route	15		CIL	15			15		
South Norfolk	Boudicca Way links to development	15		CIL	15			15		
South Norfolk	Kett's Country Trail	85		CIL	85			85		
Broadland	Link from Blofield to Blofield Heath	125		CIL/S106/Nbhd CIL	125			125		
Broadland	Burlingham Trails Attractions and Facilities Project	240		CIL/S106/Other	240			80	80	80
Norwich	Boom Towers to Ber Street Woodland	750	HLF to be explored	CIL / HLF	750			250	250	250
Norwich South Norfolk	Norwich Crossing & Bridges - Whitlingham (Phase 2) Yare Bridge	1,000		CIL	1,000			333	333	333
Broadland	MW: Reepham surfacing and biodiversity	100		CIL /other	100				100	
Broadland	MW: Crossing over Taverham Road in Drayton	100		CIL / other	100				100	
Broadland	MW: Surfacing Works (Tesco's)	85	Tesco Bags of Help scheme being explored	CIL / other	85k estimate				85	
Norwich	MW: Hellesdon Station Area	210		CIL / other	210				210	
South Norfolk	MW: Trim Track - Costessey	10		CIL	10				10	
Norwich	Bishops Bridge to Whitefriars	50		CIL / Other	50				25	25
Norwich	MW: Inner Ring Road crossing	250		CIL / other	250				40	210
Broadland	Local walking circulars with links to pubs, restaurants and cafes	35		CIL/S106/Nbhd CIL	35					35
Broadland South Norfolk	MW: Crossing Points Improvement Project	89	HLF bid for £10k	CIL / other	79					79
South Norfolk	Wymondham - Tuttle Lane enhancements Phase 1	30		CIL	30					30
Norwich	Norwich Crossing & Bridges - Whitlingham Cycle Route and Thorpe Road	1,500		CIL/other	1,500					750

District	Project/Scheme Description	Total Estimated Scheme Cost (£,000)	Funding secured	SOURCE	Funding need	Funding profile				
						2017/18	2018/19	2019/20	2020/21	2021/22
GI Total						639	1,721	1,476	1,676	1,814
	Hellesdon New (relocated and/or enlarged) 420 Primary	6,400	-		6,400	500		780	2,560	2,560
	Blofield Primary Extension to 315	2,500	2,011		489		489			
	Beeston Park New (commissioned) 420 Primary #1	6,400	-		6,400		1,280	2,560	2,560	
	Little Plumstead Primary Extension to 420	4,500	400		350		39	31	140	140
	Norwich Central New (commissioned) Primary 210	4,100	-		1,000			200	400	400
	Hingham Primary Mobile Replacement	900	-		221			111	111	
	Easton Primary Extension to 420	2,500	-		2,500			2,500		
	Cringleford New (commissioned) 420 Primary	6,400	-		6,400			1,280	2,560	2,560
	Hethersett High Extension	5,000	1,754		3,246			325	325	1,298
	North Norwich New (commissioned) Secondary and existing schools	26,000	-		26,000			2,600	2,600	2,600
	Beeston Park New (commissioned) 420 Primary #2	6,400	-		6,400				1,280	2,560
	Long Stratton New (commissioned) 420 Primary	6,400	-		6,400				1,280	2,560

Education Total						2,000	2,000	2,000	2,000	2,000
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Norwich	Castle Gardens	1,472	-	S106, CIL, HLF	150	75	75			
South Norfolk	Long Stratton Sports Hub	2,545	1,145	Various inc CIL	500	500				
Norwich	Football Pitch Improvements	100	-	CIL	100	25	25	25	25	
South Norfolk	Hales cricket and bowls clubhouse improvements	160	130	CIL	30	30				
South Norfolk	Wymondham: New sports improvements (artificial grass pitch for football/rugby)	800	-	CIL	250	250				
Norwich	Hewett School swimming pool modernisation	199	-	CIL	199		199			
Broadland	Thorpe St Andrew New Sports Hall	2,700	1,900	S106/CIL	800		800			
Norwich	Courts and Yards of Norwich	300	-	CIL	300		150			
Broadland	Great Plumstead Open Space / Community Orchard	25	-	CIL	25		25			
Broadland	Brook & Laurel Farm Community Building	500	100	S106/CIL	400			400		
Norwich	Strategic play (including 5 projects)	430	-	CIL	430			78	67	78
Broadland	Land South of Salhouse Road Community Building	500	-	S106/CIL	500				500	
Broadland	North Sprowston & Old Catton Community Space including library	2,400	0	S106/CIL	2,400				2,400	
Broadland	Rackheath Community Building	500	0	S106/CIL	500					500
Broadland	Wroxham Library self access improvement and parking	35	0	CIL	43	43				
Norwich	Plumstead Road Library self access improvement and parking	85	0	CIL	85	85				
South Norfolk	Diss Library self access improvement	35	11	S106/CIL	25	24				
	<i>Library contribution</i>					<i>120</i>				
South Norfolk	Harleston Library self access improvement	35	0	CIL	35		35			
South Norfolk	Costessey Library self access improvement	35	0	CIL	35		35			
Broadland	St Williams Way Library self access improvement	35	0	CIL	35		35			
Norwich	Earlham Library self access improvement	35	0	CIL	35		35			
Norwich	Mile Cross Library self access improvement	35	0	CIL	35		35			

Community Total						1,000	1,449	503	2,992	578
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Greater Norwich Local Infrastructure Fund

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

Summary

This report updates the Board on the delivery profile review of each of the agreed and agreed in principle projects to date. It also offers two options to maximise the impact potential of the fund: proactively approaching developers who may benefit from the current arrangements and offering shorter term, smaller scale lending to small and medium sized developments, utilising identified fund headroom.

Recommendations

The Board to:

- (i) Note the withdrawal of the Bowthorpe scheme from the fund;
- (ii) Note the delivery review of each of the projects agreed and agreed in principle by this Board to date;
- (iii) Instruct the Infrastructure Delivery Board to proactively approach developers who might benefit from the current arrangements; and
- (iv) Instruct the Infrastructure Delivery Board to approach small and medium sized developers with the offer of a smaller scale facility over the next 2-3 years, based on the available identified headroom of the fund.

1. Introduction

- 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.
- 1.2 At the Greater Norwich Growth Board (GNGB) meeting in March the Board resolved to review the delivery profile of each of the agreed and agreed in principle projects to date.
- 1.3 This report updates the Board on the delivery profile review of each of the agreed and agreed in principle projects to date. It also offers two options to maximise the impact potential of the fund: proactively approaching developers who may benefit from the current arrangements and offering shorter term, smaller scale lending to small and medium sized developments, utilising identified fund headroom.

2. Updated financial profile of proposals

- 2.1 The GNGB has received notification that the Bowthorpe scheme no longer requires support from LIF. As such the application has been withdrawn. The Board are asked to note this withdrawal.
- 2.2 Table 1 shows the updated financial summary of projects being progressed at present.

Table 1 – financial summary of LIF loans agreed and agreed in principle to date

	2016	2017	2018	2019	2020	2021	2022	2023	TOTAL
<u>Funding Requirement/ Loan value</u>									
Loddon	800	3,700							4,500
Little Plumstead		1,260	30	210					1,500
Buxton-North									
Walsham link road			3,700						3,700
Deal Ground									
Norwich			2,520	960					3,480
North Walsham Road Link (Parcel A)			5,000						5,000
	800	4,960	11,250	1,170					18,180
<u>Repayment</u>									
Loddon				(667)	(2,000)	(1,833)			(4,500)
Little Plumstead		(40)	(645)	(625)	(190)				(1,500)
Buxton-North									
Walsham link road							(3,700)		(3,700)
Deal Ground									
Norwich					(1,000)	(1,000)	(1,000)	(480)	(3,480)
North Walsham Road Link (Parcel A)						(5,000)			(5,000)
Repayment		(40)	(645)	(1,292)	(3,190)	(7,833)	(4,700)	(480)	(18,180)
Cumulative Position	19,200	14,280	3,675	3,797	6,987	14,820	19,520	20,000	

- 2.3 The total value of the loans being progressed does not currently exceed the £20m capacity of the fund; Indeed the currently projected headroom is almost £3.7m. As such the fund presents the opportunity to allow some additional lending.
- 2.4 The Board is asked to instruct the Infrastructure Delivery Board to proactively approach developers who might benefit from the current arrangements as well as small and medium sized developers specifically with the offer of a smaller scale facility over the next 2-3 years, recognising that both will need to occur to maximise the benefit of the fund in the longer term.
- 2.5 Officers have already had some contact from two interested developers and discussions have taken place with Norfolk County Council's legal and finance teams to ensure that any change is robust and sound. It is unlikely that the due

diligence and contract negotiation process can be shortened significantly therefore any transaction will need to have its value for money calculated.

3. Recommendations

- (i) Note the withdrawal of the Bowthorpe scheme from the fund;
- (ii) Note the delivery review of each of the projects agreed and agreed in principle by this Board to date;
- (iii) Instruct the Infrastructure Delivery Board to proactively approach developers who might benefit from the current arrangements; and
- (iv) Instruct the Infrastructure Delivery Board to approach small and medium sized developers with the offer of a smaller scale facility over the next 2-3 years, based on the available identified headroom of the fund.

4. Issues and Risks

4.1 Other resource implications (staff, property)

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

4.2 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.

4.3 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.

4.4 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.

4.5 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.

4.6 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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Greater Norwich Local Plan

A discussion paper by Mike Burrell, Greater Norwich Planning Policy Team Manager

Summary

Members of the Greater Norwich Growth Board (GNGB) may wish to consider how their work on economic growth, infrastructure and delivery informs the production of the Greater Norwich Local Plan (GNLP), which will plan to 2036.

The existing level of commitment for employment, housing and other uses set out in the adopted Joint Core Strategy (JCS), Site Allocations documents and planning permissions will strongly influence the broad distribution of growth in the GNLP. Based on current evidence, it is not expected that there will be a need for significant new employment allocations in the GNLP and the number of additional housing allocations is expected to be less than 10,000 dwellings.

Potential options for distributing this additional growth will be considered by the Greater Norwich Development Partnership (GNDP) on June 23rd 2017.

Points for discussion

The members of the Greater Norwich Growth Board are invited to give their views on the following issues:

- demonstrating the ability to maximise delivery, including on existing committed sites;
- the role of existing and planned infrastructure, including transport, social and green infrastructure;
- economic priorities, growth and potential.

All comments will be passed on to the Greater Norwich Development Partnership (GNDP) to assist in plan making.

Officer Contact

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

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