

# Greater Norwich Growth Board

**Date:** Tuesday, 27 November 2018

**Time:** 10:00am

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

## **Board members:**

### **Norwich City Council:**

Cllr Alan Waters (Chair)

### **South Norfolk Council:**

Cllr John Fuller

### **Norfolk County Council:**

Cllr Andrew Proctor

### **Broadland District Council:**

Cllr Shaun Vincent

### **New Anglia Local Enterprise Partnership:**

Douglas Field

## **Officers:**

Laura McGillivray  
David Moorcroft  
Graham Nelson

Sandra Dinneen  
Debbie Lorimer

Wendy Thomson  
Vince Muspratt

Phil Kirby  
Phil Courtier

Chris Starkie

Jobs, homes and prosperity for local people



NORWICH  
City Council



Norfolk County Council

NEWANGLIA  
Local Enterprise Partnership  
for Norfolk and Suffolk

## AGENDA

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1. Apologies	
2. Declarations of Interest	
3. Minutes of meeting held on 7 September 2018	5-8
4. IIF Project Showcase – GP13 Eaton Interchange - Presentation <i>Jeremy Wiggin, Transport for Norwich Manager, Norfolk County Council</i>	
5. Draft Five Year Infrastructure Plan <i>Debbie Lorimer, Director of Growth and Business Development, South Norfolk District Council</i>	9-38
6. Infrastructure Investment Fund - New Processes Overview <i>Phil Courtier, Head of Planning, Broadland District Council</i>	39-44
7. Response to the Independent Review of Build Out Rates <i>Debbie Lorimer, Director of Growth and Business Development, South Norfolk District Council</i>	45-50
8. Date of Next Meeting <i>Monday, 4 February 2019 at 14:00 Mancroft Room, City Hall, Norwich</i>	

**20 November 2018**

**FOR FURTHER INFORMATION PLEASE CONTACT:**

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If you would like this agenda in large print, audio, Braille, alternative format or in a different language, please call Joe Ballard, Project Manager on 01603 223258 or email [joseph.ballard@norfolk.gov.uk](mailto:joseph.ballard@norfolk.gov.uk)



Please call Joe Ballard, Project Manager on 01603 223258 or email [joseph.ballard@norfolk.gov.uk](mailto:joseph.ballard@norfolk.gov.uk) in advance of the meeting if you have any queries regarding access requirements.



14:00 to 14:25

7 September 2018

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

**Present:**

**Board members**

**Norwich City Council**

Councillor Alan Waters (chair)

**Broadland District Council**

Councillor Shaun Vincent

**South Norfolk Council**

Councillor John Fuller

**Norfolk County Council**

Councillor Andrew Proctor

**Officers**

David Moorcroft  
Graham Nelson

Phil Courtier

Debbie Lorimer

Wendy Thomson  
Vince Muspratt  
Phil Morris

**In attendance:**

Joe Ballard, Greater Norwich Project Team  
Grace Burke, Greater Norwich Project Team

**Apologies:**

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

## **1. Declarations of interest**

There were no declarations of interest.

## **2. Minutes**

**RESOLVED** to approve the accuracy of the minutes of the meeting held on 25 June 2018.

## **3. IFF Project Showcase – GP24: Bowthorpe to Colney River Crossing**

(Ben Webster, Design, conservation and landscape manager, Norwich City Council, attended the meeting for this item.)

Ben Webster, gave a presentation on the project to connect Bowthorpe with the Norwich Research Park and the University of East Anglia, by reinstating a bridge over the River Yare to provide a direct pedestrian route between Bowthorpe and Colney. The project had been identified in the Open Space Investment Plan in 2013. The pathway could also be used for leisure purposes and provided a link to a circular walk along the Yare Valley. The project cost £187,000, comprising £170,000 from pooled community infrastructure funding and the remainder from the city council. This was an exemplary project for the Greater Norwich Growth Board. Construction of the bridge was nearing completion and the ownership and responsibility would be passed to the county council.

Commenting on the project, Ben Webster pointed out that there had been some opposition from residents of Colney who were concerned that the direct link to new development would impact on the secluded environment that they were used to. He also pointed out that the project could have benefited from more feasibility work being undertaken before commencement. He pointed out that the design, conservation and landscape team would be happy to work with partner authorities on future projects.

**RESOLVED** to thank Ben Webster for the presentation.

## **4. Greater Norwich Growth Board Forward Plan**

Joe Ballard, project manager, presented the report. He explained the rationale for amending the schedule of meetings.

**RESOLVED** to amend the current schedule of meetings as follows:

- (1) not to convene meetings on Monday, 15 October 2018 and Monday, 7 January 2019 ;

- (2) to hold meetings as scheduled on Monday, 26 November 2018 (subsequently amended to 10:00 on Tuesday, 27 November) and Monday, 4 February 2019.

## **5. Date of Next Meeting**

Councillor Proctor requested that the meeting scheduled for 26 November 2018 be rescheduled to the following day.

**RESOLVED** to consider holding the next meeting at 10:00 on Tuesday, 27 November 2018 subject to confirmation of attendance from board members.

## **6. Exclusion of the public**

**RESOLVED** to exclude the public from the meeting during consideration of items \*7 (below) on the grounds contained in the relevant paragraphs of Schedule 12A of the Local Government Act 1972 (as amended).

### **\*7. Greater Norwich Local Infrastructure Fund (LIF) (paragraph 3)**

Phil Courtier, head of planning, Broadland District Council, presented the report. The chair commented on the proposal that Greater Norwich project team proactively promoted the LIF loan facility to encourage more expressions from SMEs (small or medium sized enterprises) to secure more affordable housing. The chair spoke in support of this proposal and the need for a robust policy to ensure affordable housing.

During discussion, members considered the delivery of projects. Both the chair and Phil Courtier confirmed that there were no cash flow issues and commitments to large projects, which were delayed in coming forward, did not impede short or medium term funding for other developments. In answer to a member's question, Phil Courtier said that one of the criteria for LIF funding was whether the applicant had explored other sources of funding.

Discussion ensued in which Graham Nelson, head of planning services, Norwich City Council, confirmed that he was in regular dialogue with the developer of one of the larger sites and that discussions on the development of the site would continue into the autumn.

**RESOLVED** to:

- (1) recommend a LIF loan to Cripps Development Ltd to support development at Horsford (as set out in the report);
- (2) note the imminent completion of a new LIF loan for the Cripps Development Ltd development in Thurlton, previously agreed in principle;
- (3) note the progress of the previously approved LIF loans;

- (4) note the funds currently available to be allocated as LIF loans as set out in Appendix D;
- (5) recommend that the Greater Norwich Project Team actively promotes the LIF loan facility to encourage more expressions of interest from SMEs with a focus on affordable housing, whilst continuing to manage the cash flow forecast for the total LIF loan commitment.

CHAIR



**Greater Norwich Joint Five Year Infrastructure Investment Plan**  
*A report by Debbie Lorimer, Head of Planning, Broadland District Council*

**Summary**

This report presents the Draft Five Year Infrastructure Plan 2019-24, for collective review ahead of the report being considered by individual Partners' Cabinets and Councils in January 2019 before returning to this Board on 4 February 2019.

**Recommendations**

- (i) To comment on the Draft Joint Five Year Infrastructure Investment Plan 19-24.
- (ii) To instruct officers to update this draft to reflect changes since its preparation before consideration at Partner's Cabinets and Councils in January 2019 and the Greater Norwich Growth Board meeting at its meeting on 4 February 2019.
- (iii) To agree the proposed 2019/20 Annual Growth Programme.
- (iv) To agree that the cash reserve should be reallocated into the IIF to support the delivery of previously agreed annual growth programmes, and to also instruct officers to forward plan the establishment of a new cash reserve in future versions of this Plan.

**1. Background**

- 1.1 The GNGB agreed at its meeting on 24 March 2016 to produce a Joint Five Year Infrastructure Investment Plan (5YIP) to help to provide a longer term, more strategic context for infrastructure decision making as well as eliminating the need to approve potential projects for inclusion at Partner Cabinets and Councils (subject to the GNGB not making any substantial changes to the Programme) more than once.

**2. Introduction**

- 2.1 The projects identified within this 5YIP are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.
- 2.2 Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB).

- 2.3 The projects which receive IIF funding during the forthcoming financial year will be adopted as the 2019/20 Annual Growth Programme (AGP). The projects listed within the subsequent four years are the IIF funding priorities till 2023/24.
- 2.4 This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income projections, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.
- 2.5 The draft Five Year Infrastructure Plan 19-24, is included at Appendix 1.

### **3. The use of the cash reserve within the financial framework**

- 3.1 The 2016/17 AGP agreed to borrow £50m at PWLB project rate to support the delivery of both the Broadland orthway and the Long Stratton Bypass. It was agreed that a cash reserve equal to one annual repayment be built up over 3 years from 2017/18 to safeguard this loan repayment.
- 3.2 CIL receipts have been lower than forecast since the creation of the IIF in 2014. As a result we now forecast an over commitment of the Growth Programme in the financial year 2019/20. If this occurs and the IIF falls into deficit, the fund would be charged interest on the amount. However, it is expected that through careful programme management the Greater Norwich Project Team will be able to prevent this from happening. This potential interest charge has therefore not been included within the financial framework.
- 3.3 The Infrastructure Development Board along with each partner's s151 officer have recommended that the accrued cash reserve should be reallocated back into the IIF, whilst a new £2m cash reserve is planned to be built over the subsequent 4 years of this Plan.
- 3.4 The board are asked to agree that the cash reserve should be reallocated into the IIF to support the delivery of previously agreed annual growth programmes, and to also instruct officers to forward plan the establishment of a new cash reserve in future versions of this Plan.

### **4. Delays in Annual Growth Programme delivery**

- 4.1 Previous annual growth programmes have seen delays in project delivery of up to two years. This has occurred for a number of reasons including delays in agreeing annual growth programmes, not giving projects enough time to mobilise their start up once funding is confirmed or due to external factors preventing the delivery.
- 4.2 Agenda item 7 considers this further by recommending a change to the processes and governance for agreeing the 5YIP.

### **5. Issues and Risks**

#### **5.1 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.

## 5.2 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.

## 5.3 Risks

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

There is a risk that CIL income will not cover all commitments made within the agreed programme. The GNGB have mitigated these risks by instructing officers to review and amend CIL forecasting methods whilst also planning the establishment of a new cash reserve.

## 5.4 Equality

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

## 5.5 Human rights implications

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

## 5.6 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:

<b>Name</b>	<b>Telephone Number</b>	<b>Email address</b>
Grace Burke	01603 222727	<a href="mailto:grace.burke@norfolk.gov.uk">grace.burke@norfolk.gov.uk</a>

## Attachments:

Appendix 1 – Draft Joint Five Year Infrastructure Investment Plan November 19-24



**Greater Norwich Growth Board**

**Joint Five Year Infrastructure Investment Plan - DRAFT**

**November 2018**

DRAFT

## **Introduction**

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

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

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

## **Development of the Joint Five Year Infrastructure Investment Plan**

Prior to the development of this Plan, the Greater Norwich Infrastructure Plan (GNIP) was updated<sup>1</sup>. The GNIP identifies infrastructure priorities to the end of the current Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area.

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

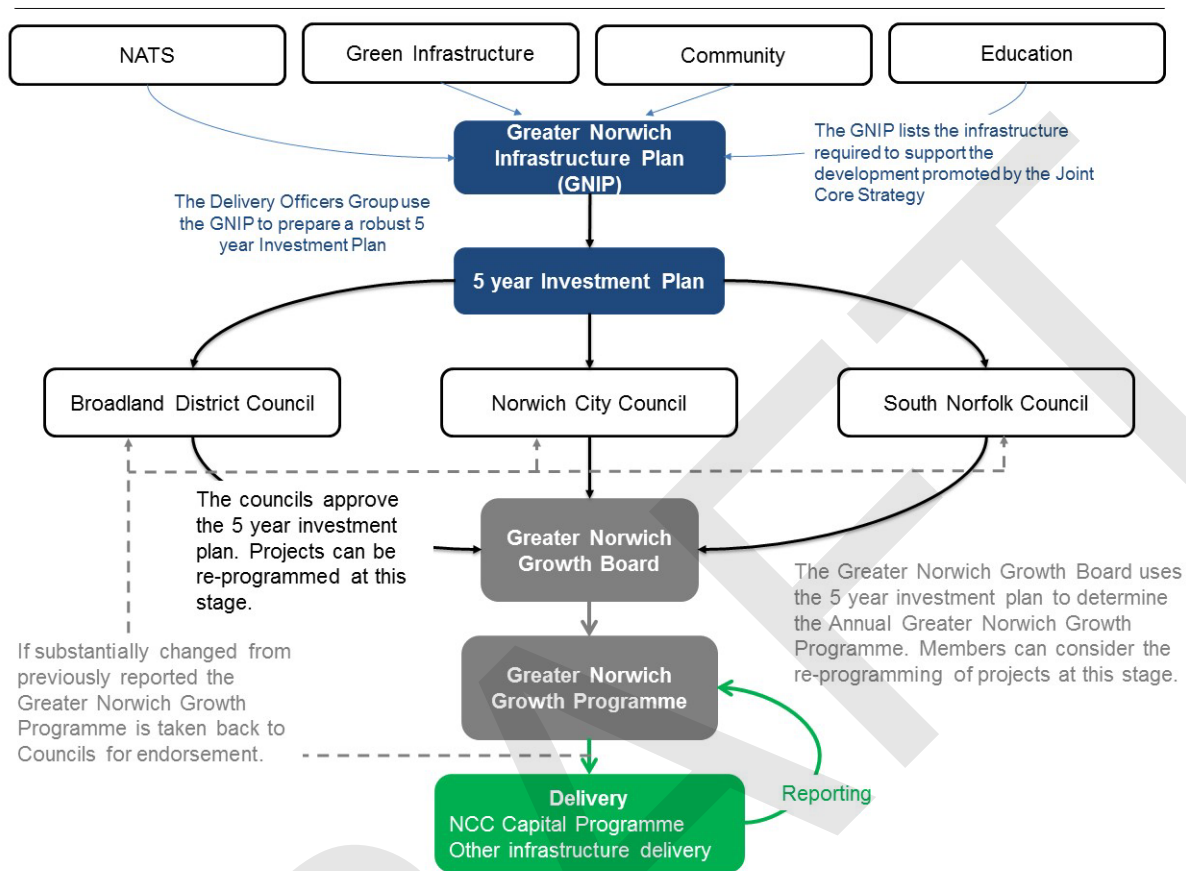
The GNGB will consider this Plan at its meeting in February 2019.

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

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

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

**Fig. 1 – Infrastructure Investment Plan Development Process**



**Proposed 2019/20 Annual Growth Programme (AGP)**

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

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

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

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

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

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

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

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

DRAFT



## TRANSPORT

### Transport for Norwich (TfN)

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

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

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

#### Projects supported by IFF

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

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

## Other funding streams

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

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

## Strategic Transport Schemes

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

### Broadland Northway

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

### Long Stratton Bypass and Hempnall Crossroads

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

## EDUCATION

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

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

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

Basic Need funding is now limited and the likelihood of receiving large sums in the future is not guaranteed. Therefore, a total of £4m has been granted to Children's Services from the IIF to date. £2M committed in 2017/18 was used along with S106 contributions to support schooling in Hethersett, expanding Hethersett Junior School to become an all through Primary as well as the creation of a new building at Hethersett High School. £2M committed in 2018/19 has helped to identify a new site to move the existing school at Blofield into larger and more suitable accommodation in Brundall.

## GREEN INFRASTRUCTURE

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

### Green Loop – Broadland Way and Marriott's Way

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

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

Combined with Marriott's Way and the Bure Valley Path, this new facility will form a Green Loop to the north of Norwich linking northern city areas of growth with the countryside and a highly biodiverse corridor. Marriott's Way particularly fulfils several key functions as a wildlife link, a health-promoting asset through cycling and walking, and outdoor classroom.

#### River Yare Crossing

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

#### Yare Valley

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

#### River Wensum

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

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

#### The Riverside Walk

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

### **COMMUNITY**

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

The sports facilities and playing pitches review in 2014 identified key areas requiring development which are now being progressed and delivered by the Greater Norwich Sports Strategy Implementation Group. Notable delivery in 18/19 have seen £1million of IFF funding supporting phase two of The Nest in Horsford plus £250,000 towards a project

developing sports and play facilities at Ketts Park Wymondham. Both are large strategic sports projects which have received funding from many other sources in addition to IFF.

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

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

## **Economic Development and Regeneration**

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

### Norwich Airport Industrial Estate

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

### East Norwich Gateway

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

### Norwich Research Park (NRP)

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

## Five Year Investment Plan Framework

Explanation of the categories within Table 1

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

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

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

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

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

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

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

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

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

**Table 1 – Proposed Five Year Infrastructure Investment Plan**

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

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

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

Appendix C- Individual project delivery updates

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

**EDUCATION**

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

**TRANSPORT**

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



## GREEN INFRASTRUCTURE

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

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

## COMMUNITY

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

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

**GREATER NORWICH GROWTH PROGRAMME**  
Projects supported by borrowing highlighted in grey

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

## **APPENDIX C – Project Updates**

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

### **Broadland**

#### **GP1**

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

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

#### **GP 19**

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

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

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

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

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

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

Whilst the project, if implemented, is not expected to utilise all the allocated funds, it remains judicious at this point to retain any unused element of the CIL funding allocation in order to ensure, as far as practicable, a complete link to St Faiths Road, of an

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

### **GP32**

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

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

### **GP33**

#### **Strumpshaw Pit Circular Walk: £35,000**

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

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

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

### **GP52**

#### **Thorpe Marriott Greenway: £105,000**

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

### **GP53**

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

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

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

have been underway but delivery is delayed to achieve economies of scale with other projects (including GP46). The start date is still to be confirmed.

## **GP55**

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

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

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

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

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

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

## **Norwich**

### **GP13**

#### **Eaton Interchange: £100,000**

Works completed end August 2018

The project included the construction and implementation of the following:

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

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

### **GP17b**

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

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

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

### **GP23**

#### **Carrow Bridge to Deal Ground riverside path: £100,000**

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

### **GP24**

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

Creation of a walking route between Bowthorpe and the Norwich Research Park through the construction of a new footbridge and improvement of the connecting footpath from Bowthorpe Southern Park to Bowthorpe Centre and the associated open space at The

Runnel. CIL funding was initially awarded in 2016/17 with an additional £21,000 approved in 17/18. All major works on the site are now complete.

#### **GP29**

##### **Marriotts Way- Barn Road Gateway: £40,000**

Improvements to the gateway to Marriott's Way to improve legibility and raise the quality of this important entrance. Design work is complete and has been sent to contractor for pricing. Consultation period has begun. Completion of works is currently programmed for December 2018.

#### **GP30**

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

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

#### **GP31**

##### **Riverside walk accessibility improvements: £200,000**

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

#### **GP36**

##### **Castle Gardens: £150,000**

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

#### **GP38**

##### **Football Pitch Improvements: £100,000**

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



## **GP45**

### **Green Pedalway – Earlham Road section: £560,000**

The Green Pedalway project sees a comprehensive upgrade and extension to this strategic cycle route. This project relates to improvements to the Earlham Road (B1108) junction with Mill Hill Road and Heigham Road. This project has been combined with cycle ambition funding awarded by the Department for Transport for safety improvements at the Earlham Road (B1108) / Outer ring road (A140) roundabout and along the length of Earlham Road between the outer ring road and Heigham Road. The planning consultation period is complete, the design awaits approval from the Norwich highways agency committee before the final delivery programme can be confirmed.

## **GP47**

### **UEA to Eaton Boardwalk extension: £30,000**

The project aims extend the existing boardwalk which forms part of the Yare Valley Walk between UEA and Eaton/Cringleford. The boardwalk currently only extends half the length of the path from the UEA to Eaton/Cringleford. Planning permission would be required for the boardwalk. Awaiting Environmental Permit from Environment Agency. Contractor appointed, anticipated on site end of September 2018.

## **GP49**

### **Earlham Millennium Green Phase 3: £25,000**

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

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

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

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

### **GP50**

#### **Yare and Wensum Valleys Link: £170,000**

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

### **South Norfolk**

### **GP13b**

#### **Roundhouse Way: £50,000**

Development of a new bus interchange at Roundhouse Way, Cringleford. Land negotiations are still underway and at the time of writing the statutory consultation period is underway for a revised S73 Planning application.

### **GP27**

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

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

### **GP34**

#### **Cringleford N & N Strategic Connections: £58,000**

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

### **GP37**

#### **Long Stratton Sports Hub: £500,000**

The project aims to bring together South Norfolk Council, Long Stratton High School and Long Stratton Parish Council to improve the sport and leisure facilities in the village in anticipation of significant housing growth. There will be a new sport and leisure 'Hub' across three adjacent sites with new and enhanced facilities that are fit for purpose and better suited to the current and future needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery. Match funding was received from the community asset fund in April. Works at the leisure centre progressed well despite being delayed by the discovery of asbestos in some areas. The pool project at the high school is progressing to cost and planning has been submitted for the floodlighting for the tennis courts.

### **GP39**

#### **Hales cricket and bowls clubhouse improvements:£30,000**

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

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

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

### **GP40**

#### **Ketts Park Sports Hub, Wymondham: £500,000**

Ketts Park has been identified as being a location that would be suitable for a sports hub, the provision of which can ensure that there are economies of scale in outdoor sports delivery and that clubs can benefit from shared and jointly managed facilities. It is proposed to provide a new full-size, floodlit artificial grass pitch (AGP) on the site which would take advantage of existing infrastructure. With tennis also being available on the Ketts Park site the agreement for creating one of these hubs is strengthened, and significant gains in sporting participation could be achieved. Forthcoming housing is expected to increase demand for pitches in Wymondham, and the carrying capacity of a full-size AGP will help to ensure that the quality of existing natural turf pitches (whose drainage will be improved as part of this project) is not compromised in the future. This is a large strategic project supported by multiple funding bodies. Delivery of the works has begun and is expected to be complete by end 2018.

### **GP48**

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

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

## **Greater Norwich area-wide**

### **GP46**

#### **Marriotts Way Thorpe Marriott to Costessey**

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

### **GP51**

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

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

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

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

### **GP 41-43 & 56-60**

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

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

#### GP41 Wroxham Library

Installation of the Open Library system and the public toilet are complete. The system is due to go live when the installation of a DDA compliant access ramp is completed in autumn 2018

#### GP42 Plumstead Road Library

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

Preliminary site preparation works have begun which includes cell burial of the Japanese knot weed. It is expected that works will be complete by end November 2018.

#### GP43 Diss Library

All works have been completed, and Open Library will be introduced as soon as staff training is completed in Autumn 2018.

#### GP 56 Harleston Library

Surveys have been completed, and quotations for building adaptation works being sought. The programme has been agreed with completion of the Bibliotheca installation by the 1st week in November.

#### GP57 Cosstessey Library

Bibliotheca technical surveys have been completed, and quotations for building adaptation works being sought. The programme has been agreed with completion of the Bibliotheca installation planned by the 2nd week in November.

#### GP58 Loddon Library

Surveys have been completed, and quotations for building adaptation works being sought. The programme has been agreed with completion of the Bibliotheca installation planned by the 1st week in December.

#### GP59 Earlham Library

Surveys have been completed, and quotations for building adaptation works being sought. The programme has been agreed with completion of the Bibliotheca installation planned by the 3rd week in November.

#### GP 60 Mile Cross Library

Surveys have been completed, and quotations for building adaptation works being sought. The programme has been agreed with completion of the Bibliotheca installation planned by the 4th week in November.



## **New Infrastructure Investment Fund Processes**

*A report by Phil Courtier, Head of Planning, Broadland District Council*

### **Summary**

This report outlines the changes to the Infrastructure Investment Fund processes

### **Recommendations**

- (i) The GNGB to agree the process map attached as the new overall process for projects receiving funds from the IIF.
- (ii) The GNGB continue to give the IDB delegated authority to oversee the changes to forms and guidance of the IIF.

## **1. Introduction**

- 1.1 The Greater Norwich Projects Team (GNPT) have for the past 6 months been through a process of reviewing the Infrastructure Investment Fund (IIF, the Fund). This has included the rationalising and reprofiling of projects which have previously been agreed through Annual Growth Programmes, changing of the way in which CIL forecasts are calculated to ensure a more accurate forecast, reviewing all project owners and project updates to more accurately make decisions about the fund.
- 1.2 This work has been vital in understanding how the fund previously worked, so as to make the necessary changes required to bring the Fund back in to a place where it is able to allocate funding for projects.
- 1.3 Alongside this work, the GNPT have also undertaken a review of the processes which surround these projects including the application process, the appraisal of project applications process, the decision-making processes, the processes for agreeing project changes, project claims and also project close down.
- 1.4 This report outlines the changes to the processes and identifies how they all fit together in the new governance system.

## **2. Process Map**

- 2.1 The map attached spans from February of one year to May of the next, and beyond when project delivery is taken in to account.
- 2.2 The initial process starts with a review of the Greater Norwich Infrastructure Plan (GNIP) in February. This continues in to April, at which point the Delivery Officers Group, informed by the GI, Sports, Transport and other sub groups, will agree to the strategic priorities for each theme for the year ahead.

- 2.3 These priorities will form a part of the GNIP, but will also form the strategic criteria which project applications for the next year's Annual Growth Programme (AGP) will be assessed against.
- 2.4 The GNIP will be agreed at the GNGB Meeting in May of each year, at which point the document will be published.
- 2.5 Once the document has been published, the GNPT will receive project applications using the strategic criteria outlined in the GNIP above, until the end of June. Following this open call for projects, a 2-month appraisal period will start.
- 2.6 Following the appraisal process, a decision-making process must run to enable the GNPT to populate the 5YIP and the AGP with the projects which will be confirmed as being funded from the pooled CIL pot.
- 2.7 All appraisals undertaken by the GNPT will be taken to the September IDB meeting. This meeting will be used as the opportunity to discuss all projects which have been submitted during the call for projects and work up a definitive list of those which are worthy of support.
- 2.8 All other projects will be added to the list of supported projects within the 5YIP, and a final draft version of the 5YIP and AGP will be presented at the IDB meeting in November.
- 2.9 By the date of the IDB meeting in November, the GNPT should have received an indicative CIL forecast for the next year, which will be used as the budget against which the Annual Growth Programme will be agreed. Additional financial information such as commitments to education and previous projects, loan repayments and cash flow will be taken in to account at this stage to provide the IDB with a relevant and accurate budget.
- 2.10 IDB will confirm their decision to fund the projects on the list within this meeting, and this will finalise the 5YIP and AGP for circulation at the December GNGB meeting.
- 2.11 If agreed at the December GNGB meeting, the GNPT will facilitate the presentation of the 5YIP at each partner organisation's relevant cabinet or committee meeting for agreement.
- 2.12 Additionally, successful projects will be contacted and advised of the award of funding, however this will be caveated as at risk until the 5YIP has been agreed by all districts.
- 2.13 Following the confirmation that all partners have discussed and agreed the 5YIP at their respective cabinets and committees, the March GNGB meeting will formally agree the AGP for next financial year.
- 2.14 Once confirmed by the GNGB, the 5YIP and AGP can be published, and all projects within it will have their allocations confirmed.
- 2.15 Successful projects will be given a GP reference number and added to the Growth Programme for monitoring by the GNPT.
- 2.16 The map also indicates the dates at which the GNPT are expecting to receive 6 monthly CIL incomes from the districts, and also the point in the year at which the CIL forecasting for the next version of the 5 Year Investment Plan takes place.



### **3. Changes to Governance**

- 3.1 At present, the 5YIP and the AGP are produced in November and February respectively.
- 3.2 This new process map is proposing bringing together the creation of the two documents, so while they are not formally agreed at the same time, they are written alongside each other and can be used for reference at the December GNGB meeting.
- 3.3 Members are to note that this is a change to the current governance, however agreeing the recommendations below will be taken as confirmation that this is accepted.
- 3.4 If agreed, this change would come in to effect for the 2019/20 5 Year Investment Plan and Annual Growth Programme.

### **4. Recommendations**

- 4.1 The IDB have recommended at the meeting of the 9<sup>th</sup> of November that the GNGB accept the process map as the way in which projects access CIL funding.
- 4.2 This report also recommends that GNGB agree that the IDB continue to hold delegated authority to oversee and agree changes to the forms and guidance referenced in the process map.

### **5. Issues and Risks**

#### **5.1 Other resource implications (staff, property)**

The processes identified here are a major reworking of the current system. Therefore, it is possible that the GNPT may need to commit extra resource to carry out these proposals in the timescales scheduled. This will be discussed at the next IDB meeting in December.

#### **5.2 Legal implications**

There are no legal implications which arise from the instigation of the new process map.

#### **5.3 Risks**

There are no risks associated with the instigation of the new process map.

#### **5.4 Equality**

There are no equality issues which arise from the instigation of the new process map.

#### **5.5 Human rights implications**

There are no human rights implications which arise from the instigation of the new process map.

## 5.6 Environmental implications

Projects will be required to meet their own environmental obligations.

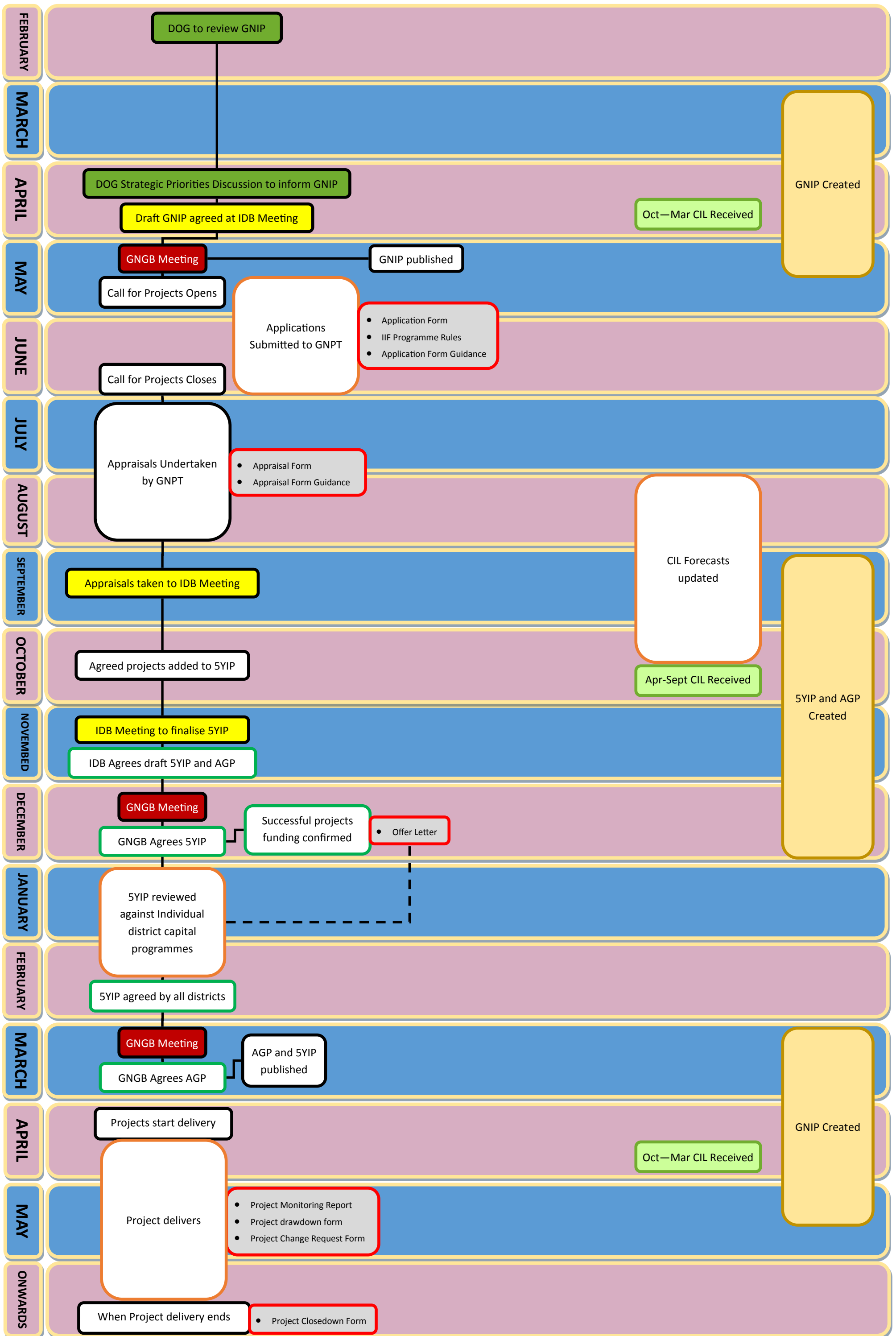
### Officer Contact

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

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### Attachments:

Appendix 1 – Process Map





## **Response to the Independent Review of Build Out Rates (Sir Oliver Letwin's final report)**

*Debbie Lorimer, Director of Growth and Business Development, South Norfolk District Council*

### **Summary**

This paper summarises the recommendations made within Sir Oliver Letwin's final report- Review on build out rates (The Report); and seeks instruction from the GNGB in relation to the next steps to be taken to explore the development of a Special Purpose Vehicle (SPV).

### **Recommendations**

The board are asked to

- (i) Comment on the recommendations made within The Report.
- (ii) Recommend the next steps to be taken in response to The Report.
- (iii) Commit resources to enable the delivery of recommendations agreed in (ii)

## **1. Background**

- 1.1 On 7th December 2017 the Greater Norwich Growth Board considered undertaking further work to examine the requirements for a Special Purpose Vehicle (SPV) to speed up the delivery of strategic sites for new housing and employment uses.
- 1.2 The aim of this work at this time was:
  - To speed up delivery rates on large sites.
  - To reduce the dominance of volume housebuilders active in the Greater Norwich area which is especially acute on strategic sites which have significant infrastructure costs and greater risk over the medium term.
  - To manage landowner aspirations.
- 1.3 The board were asked to comment on the potential for a SPV model that may be appropriate for further investigation.
- 1.4 Members confirmed that they would like to see a SPV developed, as it would be a means of delivering growth in an innovative and creative way, as well as a means of accessing additional funding through partnership working.
- 1.5 However, it was decided that no one model could be selected at that stage and development of the work was deemed premature while a number of other unrelated issues required resolution

## **2. Introduction**

- 2.1 The Chancellor of the Exchequer commissioned an independent review on build out rates at the time of the budget in Autumn 2017. Sir Oliver Lewtin MP agreed to undertake this review.

2.2 A draft analysis was published in June 2018 which outlined the process of the review and reported the initial assessment of build out rates of large sites. This was followed by a final report, published at the time of the Autumn statement in October 2018.

### 3 Independent Review of Build Out Rates- final report

3.1 Sir Oliver Letwin's final report concluded that:

*the homogeneity of the types and tenures of the homes on offer on large sites, and the limits on the rate at which the market will absorb such homogenous products, are the fundamental drivers of the slow rate of build out.*

3.2 The Report recommends that the Government should:

- Adopt a new set of planning rules specifically designed to apply to all future large sites (initially those over 1,500 units) in areas of high housing demand, requiring those developing such sites to provide a diversity of offer, in line with diversification principles in a new planning policy document.
- Establish a National Expert Committee to advise local authorities on the interpretation of diversity requirements for large sites and to arbitrate where the diversity requirements cause an appeal as a result of disagreement between the local authority and the developer.
- Provide incentives to diversify existing sites of over 1,500 units in areas of high housing demand, by making any future government funding for house builders or potential purchasers on such sites conditional upon the builder accepting a Section 106 agreement which conforms with the new planning policy for such sites.
- Consider allocating a small amount of funding to a large site,s viability fund to prevent any interruption of development on existing large sites that could otherwise become non-viable for the existing builder as a result of accepting the new diversity provisions.
- Introduce a power for local planning authorities in places with high housing demand to designate particular areas within their local plans as land which can be developed only as single large sites, and to create master plans and design codes for these sites which will ensure both a high degree of diversity and good design to promote rapid market absorption and rapid build out rates;
- Give local authorities clear statutory powers to purchase the land designated for such large sites compulsorily at prices which reflect the value of those sites once they have planning permission and a master plan that reflect the new diversity requirements (with guidance for local authorities to press the diversity requirements to the point where they generate a maximum residual development value for the land on these sites of around ten times existing use value rather than the huge multiples of existing use value which currently apply).

3.3 There is also the additional detail that these powers will be made available to 'areas of high housing demand'. At this point it is not clear if this recommendation will only apply to certain areas.

3.4 The Report also recommends that the government gives local authorities clear statutory powers to control the development of such designated large sites

through either of two structures:

### **LDC**

Use a Local Development Company (LDC) to carry out this development role by establishing a master plan and design code for the site, and then bringing in private capital through a non-recourse SPV to pay for the land and to invest in the infrastructure, before “parcelling up” the site and selling individual parcels to particular types of builders/providers offering housing of different types and different tenures;

### **LAMP**

The local authority could establish a Local Authority Master Planner (LAMP) to develop a master plan and full design code for the site, and then enable a privately financed Infrastructure Development Company (IDC) to purchase the land from the local authority, develop the infrastructure of the site, and promote the same variety of housing as in the LDC model.

- 3.5 Lord Lewtin also provides additional information in the annexes explaining how he envisages his recommendations could be put into practice including detail about how a local authority could set up the two proposed SPVs.

## **4. Supporting delivery within Greater Norwich**

- 4.1 The delivery issues identified within The Report such as infrastructure, availability of capital, supplies of building materials and skilled labour are all known and have long been a priority for the GNGB to overcome. However, The Report goes further than previous reviews by offering specific direction as to how a local authority could overcome these issues and bring forward the delivery of ‘large sites’ by forming a LDC or LAMP.
- 4.2 Progressing the ideas within The Report would support the development of the emerging local plan. It provides evidence that Greater Norwich is proactively forward planning and enabling the delivery of their large allocated sites.
- 4.3 Exploring the recommendations within The Report may lead to new funding opportunities whilst also supporting and strengthening current bids through demonstrating an ability to deliver sites e.g. NE Growth Triangle’s HIF bid and the Transforming Cities fund.
- 4.4 The Report encourages HMCLG to involve both levels of government in the development of LDCs and LAMPS, to ensure that critical public interest in relation to large sites (such as the provision of transport infrastructure, schools and health and social care) are built in to the master planning of such sites from the beginning. The GNGB partnership is already in a perfect position to support the model proposed within The Report.
- 4.5 But, the recommendations within The Report rely on a number of government policy changes (listed in 3.2) Without the additional powers a LDC or LAMP would not be able to realise its full potential. However, the GNGB does not have to wait for these changes to take place prior to establishing a special purpose vehicle to deliver the outcomes as outlines in 1.2 above. Additionally, with the imminent closing date for the next stage of the HIF bid in relation to the NE Growth Triangle, within an already oversubscribed fund, the ability to demonstrate a special purpose vehicle is being developed to deliver this level of growth would strongly enhance the bid.

4.6 In developing a SPV there are a number of requirements to be taken into account:

- Must be a Legal entity
- Tax efficient
- Have operational independence
- Able to have a state backed covenant
- Limited to greater Norwich (so not one for the whole of Norfolk)
- Can utilise the pooled CIL & City Deal funding
- Has the capability of accessing the municipal bonds agency if that is required in the future.

## **5. Next Steps**

5.1 Officers are seeking advice for the next steps to be taken in response to The Report.

5.2 If the board wishes to proceed with establishing a SPV this will require the procurement of specialist corporate finance, tax and legal advice. The board are asked to confirm whether they wish to instruct Nplaw for the legal advice or procure this externally alongside the corporate finance and tax advice. To progress this at pace and to provide clarity, Officers recommend that an informal workshop is held with the advisers and the Board to inform and agree the principles of the design of the SPV.

## **6. Recommendations**

The board are asked to:

- (i) Comment on the recommendations made within The Report.
- (ii) Agree the next steps to be taken in response to The Report, and if required, confirm where advice should be sought.
- (ii) Commit resources to the recommendations made in (ii)



