

Report to Cabinet
4 February 2015
Report of Executive Head of Regeneration and Development
Subject Community Infrastructure Levy (CIL) –Community element
of CIL 2015-6.

Item

12

Purpose

To consider the projects to be funded from the neighbourhood element of CIL in 2015-6.

Recommendation:

To agree the projects to be funded from the neighbourhood element of CIL in 2015-2016

Corporate and service priorities:

The report helps to meet the corporate priority “A prosperous city”

Financial Implications:

To date £23K CIL community element funding has been collected and a further of £24K is forecast to be received in the remaining part of 2014-5. In 2015-6, a further £191K community CIL is forecast. This gives a total of £238K which could be available in 2015-6 to spend. It is not possible to predict with any certainty precisely when funds will be received as it is paid when development starts. A cautious approach is recommended and the report proposes allocating initially £50K for projects and then up to £148K in total for projects in 2015-6. Projects will only commence when sufficient funding has been received.

Ward/s: All

Cabinet member: Councillor Arthur- Leader.

Contact officers

Gwyn Jones	01603 212364
Bob Cronk	01603 212373
Paul Smithson	01603 212603

Background documents

None

Report

Background

1. The council agreed in July 2013 to adopt the Community Infrastructure Levy (CIL) for the city. CIL is a means of securing developer contributions to fund essential infrastructure to serve new development and replaces the majority of s.106 contributions.
2. The CIL 2013 amendment regulations require that 15% of CIL revenue received by the charging authority (or 25% where there is a neighbourhood plan) be passed to parish and town councils where development has taken place (up to a limit of £100 per council tax dwelling in any year).
3. In areas without parish councils, communities will still benefit from this incentive. In these cases the charging authority will retain the CIL receipts but should engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding.
4. In February 2014, Cabinet agreed a process for engaging with communities before determining how this funding should be used.
5. The regulations require that CIL income is spent on infrastructure as defined by the Town and Country Planning act 2008 (as amended). 'Infrastructure' includes:
 - a) Roads and other transport facilities,
 - b) Flood defences,
 - c) Schools and other educational facilities,
 - d) Medical facilities,
 - e) Sporting and recreational facilities,
 - f) Open spaces.
6. The neighbourhood funding element however can be spent on wider range of things. It can be spent on supporting the development of the area by funding:
 - a) The provision, improvement, replacement, operation or maintenance of infrastructure; or
 - b) Anything else that is concerned with addressing the demands that development places on an area. (This does not have to relate to any specific development).

CIL business planning

7. The council has already agreed to pool CIL contributions (excluding the community and administrative elements) across greater Norwich to pay for strategic infrastructure and has agreed the greater Norwich growth programme for 2014-5 and is shortly to consider the 2015-6 programme. These set out the

items of strategic infrastructure to be funded through CIL. The use of any of the community element of CIL in 2015-6 now needs to be considered.

8. A fundamental principle of CIL spending should be to link and coordinate spending decisions so best use is made of all available resources. CIL should not be used where other sources of funding are available and maximum impact will be achieved if CIL income is linked with other funds e.g. the council's capital programme (housing and non housing) residual s.106 funds, external funding. CIL may also be used as match funding for other bids.

Funding available for the community element of CIL in 2015/-6.

9. Table 1 shows the amount of funding received to date and forecast to be received over the next 10 years:

Table 1: Forecast CIL neighbourhood funding for Norwich

Financial Period	Total £'000's
2013/2014 received.	2
2014/2015 received to date.	21
2014/2015 forecast for remainder of year.	24
2015/2016 forecast.	191
2016/2017 forecast.	302
Estimated Community CIL Revenues 2014-2017.	540
Sensitised Community CIL Revenues 2014-2017 (25%)	405
2017/2026.	3157
Estimated Community CIL Revenues 2014-2026.	3696
Sensitised Community CIL Revenues 2014-2026 (25%)	2772

10. It is not possible to predict with any certainty precisely when CIL income will be received as it is paid as development commences. On the basis of the level of CIL income forecast to be available before the start of 2015-6 (£47K), it is recommended that a maximum of £50K is initially allocated for expenditure for 2015-6. However recognising that CIL income will increase in 2015-6 and beyond it is suggested other projects could be identified to be delivered subject to the availability of funding during the course of the year.

Projects proposed for use of community element of CIL in 2015-6

11. The process agreed by Cabinet (in February 2014) for determining the priorities for the use of the community element of CIL funding has been followed based on existing mechanisms for community engagement.
12. A long list of projects was originally produced. Several were discounted as they did not comply with the definition in the regulations Some of these were small projects on housing land that relate to existing council housing which could be funded through the Council's housing revenue account. Some projects, whilst eligible were too large for the community funding available in 2015-6 and not ready for implementation within the necessary timescales. These projects will

be considered as priorities for future years either from Strategic or Neighbourhood funding (see appendix 1).

13. Following this initial sifting exercise, a short list of projects was produced and assessed against the prioritisation criteria previously agreed by Cabinet (in February 2014) :

- Impact (the outcomes that will be achieved from the proposed project);
- Deliverability (are there any constraints to implementing the project in the proposed timescale); and
- Funding (availability of other funds, appropriateness of use of CIL).

14. Following this, a shortlist was drawn up (Appendix 2), based on the top priorities and taking account of the scale of funding likely to be available and the need to retain funding for larger projects from the long list in future years. Some specific community engagement was carried out around the shortlisted projects and a further prioritisation exercise was undertaken. The scoring for some projects changed during this second exercise as further project information was available.

15. The following projects are therefore recommended to be funded from the community element of CIL in 2015-6 :

Community Noticeboards £10K

Britannia Road traffic issues £20K

Bignold Road/ Drayton Road junction £3K

Natural area/ boundaries improvements George Fox Way and Augustus Hare Drive £10K

Lakenham Way stage 1 £7K

SUB TOTAL- £50K

Subject to further funding being received during the course of the year, the following projects are also recommended to be taken forward in 2015-6

City trees £50K

Netherwood Green £48K

TOTAL- £148K

It is recommended that further work is carried out on the Electric Gym project with a view to funding this project to be delivered in 2016-7. A further £1-4K should also be allocated to complete work on the Lakenham Way project in 2016-7

Next steps

16. The projects proposed to be delivered during 2015-6 need to be included in the Council's Capital programme. This will be included as part of the budget report.
17. Feedback will be provided to communities and ward members involved with the engagement process following the Cabinet decision.
18. As projects are developed in more detail, any future maintenance costs can be identified in detail so that provision can be made for CIL funding in future years to maintain projects.
19. As this is the first time this process has been followed it will be evaluated and refined before any engagement or prioritisation commences for projects to be funded from the community element of CIL for 2016-7.

Appendix 1.

Brief description of all eligible CIL community projects considered

a) Projects recommended for funding in 2015-6

Bignold Rd / Drayton Rd junction safety

Car sales on roadside verges are an issue across the city, creating a negative impact on the safety of pedestrians and road users and restricting council services from carrying out their schedule of works to cut grass areas.

In some areas safety of road users and pedestrians have a higher risk factor, where vision is impaired. This junction is one of those where there is a high risk due to the difficulty to egress from Bignold Road on to a busy Drayton Road whether left or right turning.

Erecting hard wood posts similar to those already in place along Drayton Road around the grass verge facing Bignold Road and Drayton Road would:

- completely restrict sales at this site
- restore a safer junction
- allow access to neighbouring houses by emergency services
- reduce the risk of accidents and enable contractors to cut grass.

Britannia Rd traffic issues

The scheme aims to respond to issues raised by residents, councillors and police: i.e.

- 1) Ensure traffic speeds comply with 20mph
- 2) Disrupt boy racing and circuit driving on the car park and adjacent roads
- 3) Provide a pedestrian crossing point to the Heath from the end of the pavement on Britannia Road and the gate to the prison café
- 4) Enable the tourist bus to stop and turn around
- 5) Help make Britannia Road feel safer for cyclists and pedestrians

There are two options; both of which have the same traffic calming effect: point closure or pinch point.

City trees (citywide)

There is strong support for providing replacement trees in streets and other areas where these have been lost. There are also requests from residents for new trees. This project would provide a budget (which could be scaled up or down depending on the availability of funding to provide new and replacement street trees in a variety of locations around the city. A highway tree costs approx. £350 to purchase, plant and protect. A non- highway tree £100.

Lakenham Way 1 (nature trail)

There is increasing interest from local residents/groups as well as the newly reformed Lakenham & Town Close Open Spaces group to act as an umbrella organisation to provide support and develop a broader base of volunteers to promote cleaner/greener areas used by residents.

Lakenham Way forms part of the yellow pedalway and is a green corridor through the Lakenham ward which is used by many commuters in to the city as well as local residents. This use is likely to increase given the anticipated development along Hall road. This proposal will aim to reduce fear of crime as well as reduce anti-social behaviour by making Lakenham Way a well-used, safer and attractive route for pedestrians and cyclists. The focus of the project will be to increase bio diversity, volunteer involvement and provide a location for schools/community groups to use. Interest from local businesses to enhance this area to improve residents' health and well-being (walking, interest in gardening, community pride) will also be embedded in future developments.

The proposal will fund engagement with schools, local users and residents to design and make wildlife habitats as well as design and provide wildlife information boards.

Lakenham Way Phase 2 and 3 (access points, yellow pedalway). Following the announcement of further funding, it is suggested that Phase 2 and 3 could be included within the proposals for next round of the Cycle Ambition Funding. The engagement through Phase 1 will help provide a better understanding of the needs of local residents, in their use and value for this community asset, and how these can be realised through Phase 2 and 3.

Natural area/ boundaries improvements George Fox Way and Augustus Hare Drive

This area is blighted by litter and fly tipping. The problems are exacerbated by unkempt shrubs, poor informal oversight, low usage and poor condition of pathways.. The improvements that are proposed are mainly to improve soft landscaping and pathway installation. A detailed final plan will be developed in conjunction with local residents, Friends of West Earlham Woods, the police and Broadland Housing Association. Any work undertaken will be overseen by the natural areas officer and Norwich Fringe Project in order to minimise ecological impact and to improve indigenous biodiversity. This work will compliment further work that will target those responsible for fly tipping in the neighbourhood.

Netherwood Green & wooded ridge

This area is a valued community resource which includes a tract of land that runs down Netherwood Green and county hall. The land forms part of the purple pedalway – providing an attractive travel to work route both into the city and out towards county hall, Trowse and other employment areas. It also includes part of a wildlife area jointly managed by city and county councils. Both the footpath and the wooded ridge area attract fly tipping, are overgrown and affect access by local residents to the area for natural play, enjoyment of wildlife. The proposal would be to improve access for all users including people with mobility difficulties as well as sensory impairments. It would aim to encourage greater use for well-being/leisure purposes. This would be through the provision/improvements of trail routes, waymarks, clearing some areas, new planting, natural seating. Areas identified for improvement fall on city owned land but longer term aspiration is to build on this project to test out interest from local residents to develop a “Friends of group” working with both councils in the management of the site.

Noticeboards (citywide)

Community Notice Board renovation/upgrade. There are approximately 50 notice boards being actively used to promote activities, important information and useful service providers. Many of these boards are within areas of deprivation and play a vital role in updating the communities, especially since frontline offices have been closed to the public.

b) Projects not recommended for funding in 2015-6 but which could be considered for future years

Birkbeck Close: potential to develop an ‘island’ in the Close to provide an attractive community feature with outcome of increasing community pride. This project was not progressed to next stage as there was no evidence of how the project would mitigate the impact of development. Further work is needed to ensure deliverability within defined timeframes. Potential to be funded from other sources).

Britannia Road car park

Upgrade car park to encourage additional visitors to access this conservation and wildlife area on the city’s doorstep. Replace current hoggin type surface with a captured shingle to ensure there is a natural visual look to the car park to enhance the area.

The Mousehold Conservators working sub-group discussed this project with an outcome that:

- The current surface fitted the purpose

- A new surface would detract from focussing to keep the car park as natural as possible
- The upgrade could lead to additional disruption to local residents, the undulating surface reduced inappropriate use by young motorists and
- The members felt that the cost of £130,000 to carrying out the work was not reasonable

Therefore the project was withdrawn

Heartsease electric gym

This proposal is to install a state of the art teen recreation area that would promote physical activity. It is called the 'electric gym' as there would be teen centred attractions such as mobile phone chargers, discreet lighting and wi fi connectivity. This would be combined with various pieces of activity equipment. The cost of the project is currently outside the scope of the funding available and therefore this proposed for further development and consideration in future years. Maintenance issues also need to be resolved.

Natural Areas projects, inc Bowthorpe and link from Earlham Millennium Green to Earlham Park

Some of these projects are already included in the Bowthorpe open space strategy. These need to be prioritised. Some funding will become available in future years through the Threescore s.106. Strategic CIL funding is also available. Earlham Millennium Green has already been included in the greater Norwich growth programme for 2014-5 (£15K) and is recommended for further funding (£66K) in 2015-6.

Netherwood Green Parking:

This project aimed to deal with long standing complaints from residents regarding parking on Netherwood Green by staff at county hall as well as footballers parking on match days. This was not progressed to the next stage as did not meet deliverability criteria plus indications suggesting an alternative solution was being considered.

North Earlham street furniture

There are a variety of examples of dilapidated street furniture. However proposals have been put on hold for several reasons. There has not been a consensus of opinion from local consultations to provide an agreed solution to improve some areas of street furniture such as the renewal of key clamp rails. Other areas are privately owned and some private improvement work has been undertaken to improve dilapidated street scene. There is also insufficient funding in 2015-6 for the scale of the work required. The issue of missing trees has been merged with the city wide tree proposal.

Riverside Walk

There is considerable local support for projects to make the riverside walk more continuous. £21K strategic CIL funding has already been approved for 2014-5 and £30K for 2015-6 as part of the 2014-5 greater Norwich growth programme.. Further projects may emerge from the Council's Wensum Strategy which is being undertaken in partnership with Broads Authority, County Council, Greater

Norwich Growth Board, and the River Wensum Parkway Partnership. Work has recently commenced and it is hoped to have a strategy in place late 2015 or early 2016. Projects could be considered in future years.

Suckling Avenue Restoration

To re-model the verges along each side of the road to restore the character of the area. Vehicles using verges to park on have deteriorated the verges leaving large areas of troughs and bare earth, with brick rubble used in some areas by residents to alleviate the lack of parking areas for residents. This project was too large for consideration for funding in 2015-6. A Heritage Lottery Fund bid may be a possibility for which CIL funds could be used as match. This could be considered further funding in future years.

Traffic issues at Waterworks and Hellesdon Roads, Larkman Lane junction with Dereham Road and elsewhere

Some of these are likely to be dealt with through Dereham Rd Bus Rapid Transit project. This is a very large project more suitable for funding from the CIL strategic pot. Need to ensure it is included on future priority lists.

Appendix 2.

a) Initial prioritisation- Projects considered for funding from community element of CIL funding 2015-6 (October 2014)

Project	Est. cost £000s	Scoring				Comments
		Impact (max 3)	Deliver- Ability (max 3)	Financial (max 3)	Total (max 9)	
Citywide						
City trees (citywide)	50	3	3	1	7	Need to check maintenance implications
Noticeboards (citywide)	10	2	3	2	7	Funding could be available from other sources. Impact to be tested through consultation
North						
Britannia Road car park	30	3	1	1	5	Other funding needed. Not immediately deliverable
Britannia Rd traffic issues	10	3	3	3	9	No other funding likely, already strong support locally; deliverable in 15-6.

						More accurate costings following initial design work
Bignold Rd / Drayton Rd junction safety	3	3	3	3	9	Ditto
West						
N Earlham street furniture	?	1	1	1	3	Project potentially extensive but insufficiently worked up at this stage and has a like cost higher than available funds
Natural area/ boundaries improvements George Fox Way and Augustus Hare Drive	7	3	3	3	9	No other funding likely, already strong support locally; deliverable in 15-6
South						
Netherwood Green & wooded ridge	48	3	2	2	7	Issues of ownership; funding could be provided by other landowner
Lakenham Way 1 (nature trail)	8-11	3	3	3	9	No other funding likely, already strong support locally; deliverable in 15-6
Lakenham Way 2 (access)			2			insufficiently worked up at this stage
Lakenham Way 3			2			insufficiently worked up at this stage
East						
Heartsease electric gym	65	3	1	2	6	May require other funding; maintenance issues

b) Second prioritisation- Projects considered for funding from community element of CIL funding 2015-6 (January 2015)

Project	Est. cost £000s	Scoring				Comments
		Impact (max 3)	Deliver-Ability (max 3)	Financial (max 3)	Total (max 9)	
Citywide						
City trees (citywide)	50	3	3	3	9	No revenue implications. Planting will take place Autumn 2015
Noticeboards (citywide)	10	3	3	2	8	Strong community support.
North						
Britannia Rd traffic issues	20	3	3	3	9	Draft scheme options worked up
Bignold Rd / Drayton	3	3	3	3	9	Scheme capable of

Rd junction safety						delivery
West						
Natural area/ boundaries improvements George Fox Way and Augustus Hare Drive	10	3	3	3	9	Detailed planning needed if funding agreed.
South						
Netherwood Green & wooded ridge	47,650	3	3	2	7	Could seek funding from other sources. Needs further design/ feasibility work and consideration of maintenance issues. Deliverable and community support
Lakenham Way 1 (nature trail)	8-11	3	3	3	9	Deliverable and community support
Lakenham Way 2 (access)			2			Could be picked up as part of cycle ambition grant
Lakenham Way 3			2			As above
East						
Heartsease electric gym	65	3	1	2	6	Further work needed - consider for future years

Integrated impact assessment



NORWICH
City Council

The IIA should assess **the impact of the recommendation** being made by the report

Detailed guidance to help with completing the assessment can be found [here](#). Delete this row after completion

Report author to complete

Committee:	Cabinet
Committee date:	4 February 2015
Head of service:	Andy Watt
Report subject:	Community Infrastructure Levy (CIL) –Community element of CIL 2015-6
Date assessed:	9 January 2015
Description:	

	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL will provide income for new infrastructure projects
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Admin fee can be covered by CIL income
ICT services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL will provide income for new infrastructure projects
Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL will provide income for new infrastructure projects
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	.
<u>S17 crime and disorder act 1998</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL will provide income for new infrastructure projects

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL will provide income for new infrastructure projects
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL will provide income for new infrastructure projects
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL income may benefit transportation provision
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CIL income may provide improvements to the natural and built environment
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Impact			
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Risk management	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Recommendations from impact assessment

Positive

CIL income will provide benefits to local communities and help to mitigate the impact of development.

Negative

There is no negative impact

Neutral

Issues