

Report to Cabinet
8 July 2015
Report of Executive head of regeneration and development
Subject Community Infrastructure Levy- Norwich Business Plan
2016-17

Item

6

KEY DECISION

Purpose

To consider the Community Infrastructure Levy (CIL), draft annual business plan for Norwich for 2016-17.

Recommendations

To:

1. recommend to council to approve the draft Norwich annual business plan for 2016-17;
2. present the business plan for 2016-17 to the greater Norwich growth board (GNGB) to form the Norwich element of the greater Norwich annual growth programme; and,
3. agree the proposed changes to the process for engaging communities about the neighbourhood element of CIL.

Corporate and service priorities

The report helps to meet the corporate priority prosperous city.

Financial implications

The council agreed in March 2014 to pool CIL income (not including the neighbourhood funding and administrative funding elements (i.e. excluding 20% or 30% depending on whether there is a neighbourhood plan). £191,000 for 2014-15 and £841K for 2015-16 from the pooled fund was allocated for projects in Norwich.

The total pooled amount for Greater Norwich (amount pooled from Broadland, South Norfolk and the city councils) is currently projected to be as follows:

- Collected in 2013-4- £55,699
- Collected in 2014-15- £850,818
- Predicted in 2015-16- £1,962,367
- Predicted in 2016-17- £5,657,184

Taking account of existing commitments, £6,534,068 pooled CIL funding will be available in

2016-17 across greater Norwich.

The report seeks £1.490M for 2016-17 from the pooled funding for projects in Norwich.

Ward/s: All

Cabinet member: Councillor Alan Waters, leader of the council.

Contact officers

Gwyn Jones, city growth and development manager

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Background documents:

None

Background

1. In February 2014, council approved the Greater Norwich Growth Board (GNGB) agreement and constitution. Council also agreed to pool its CIL income (not including the neighbourhood element or the proportion retained to cover its administrative costs) across greater Norwich to pay for strategic infrastructure. Delivery of the strategic programme is vital to keep planned housing and jobs growth on track.
2. The Council has now approved annual business plans for 2014-15 and 2015-16 (setting out strategic infrastructure projects for Norwich to be funded from the pooled CIL pot) and these have been included in the greater Norwich growth programme.

Draft Norwich business plan for 2016-17

3. The draft Norwich business plan for 2016-17 is included in Appendix 1. This has been prepared to set out the infrastructure priorities for Norwich in 2016-17 and to recommend projects to be delivered from pooled CIL funding. The projects have been derived from the Greater Norwich Infrastructure Programme (GNIP) which is the strategic plan for all infrastructure needed to deliver growth in greater Norwich to 2025-6. This document can be viewed: http://www.greaternorwichgrowth.org.uk/document-search/SearchForm?Subject=&hidden-Subject=&action_doSubjectSearch=Search&Title=greater+norwich+infrastructure+plan
4. The GNGB will consider the business plans from the 3 districts at its meeting in September 2015. The GNGB will need to consider whether there is sufficient funding to allow all projects proposed by the 3 districts to be included in the greater Norwich growth programme for 2016-17. Other sources of funding may need to be considered and at this stage there may need to be some prioritisation of projects across greater Norwich. The greater Norwich growth programme will be reported to Cabinet and Council for approval in the Autumn and approved projects will subsequently be incorporated in the Council's capital programme for 2016-17.
5. The draft Norwich business plan promotes schemes to receive funding £1,490,000 from pooled CIL contributions for delivery in 2016-17. The projects identified for delivery are:
 - a) River Wensum Parkway- £100K (enhancement of the strategic green link along the wooded ridge between the river Wensum and Ber Street)
 - b) Carrow bridge to Deal Ground riverside path- £100K (short stretch which provides a "missing link", vital to the development of the Deal ground and utilities site. CIL funding to supplement £250K existing Sustrans funding).
 - c) Colney River crossing (providing a footpath link between Norwich Research park and Three Score- £150K)
 - d) Yare and Wensum Valleys link- £65K (specific enhancements to the green infrastructure corridor at Marlpit Wood and the linear green space between West Earlham and Bowthorpe to supplement £59K s.106 funding for Bunker's Hill Wood received from the Three Score development)

- e) Marriotts Way- phase - £275K (surfacing and lighting improvements to the route from Anderson's Meadow to Sloughbottom Park, to complete work carried out 2014-15 and committed for 2015-16).
 - f) Castle Gardens improvements- £150K (improving the important City centre open space as a complementary measure to improvements planned to the Castle)
 - g) Golden Ball St contingency - £500K (to complete the pedestrianisation of Westlegate to a high quality)
 - h) Heathgate- pink pedalway- £150K (to complete the footpath/ cycle link at Heathgate to connect to Gurney Road)
6. All of these projects are capable of being taken forward in 2016-17 and have no significant constraints. A description and the rationale for selecting these projects are included as Appendix 2.
7. In addition £150K funding for scheme development work is required in 2016-17 for Prince of Wales Road/ Rose Lane transportation project in the strategic programme to prepare for delivery in subsequent years.
8. The cost of this development work is recommended to be met by Norfolk county council.
9. The GNIP sets out the key infrastructure projects that are required to support growth. The programme includes green infrastructure, education, community facilities and Norwich Area Transportation Strategy (NATS) schemes. For NATS, the programme identifies the future investment in the six BRT corridors to link major growth locations, measures in the city centre and measures to aid public transport, walking and cycling, as well as the NDR.
10. At the 17 March 2011 Greater Norwich Development Partnership Policy Group Meeting it was agreed to use a significant proportion of future CIL revenues to establish a shared investment fund to support delivery of priority 1 key infrastructure projects and this includes up to £40m of local investment for the delivery of the NDR and related measures.
11. In March 2014, council approved the Greater Norwich Growth Board (GNGB) agreement and constitution. Council also agreed to pool its CIL income (not including the neighbourhood element or the proportion retained to cover its administrative costs) across greater Norwich to pay for strategic infrastructure.
12. The NDR has a significant funding contribution from Central Government and the Long Stratton bypass will have significant developer contributions but both schemes will need additional funding. It is likely that the other NATS projects will be primarily funded from other sources (for instance £11m LGF funding has already been secured for NATS through the Growth Deal and in excess of £12m secured for cycle improvements to 2020) although funding sources for longer term projects are yet to be secured.
13. Approval has now been granted by the Secretary of State and construction of the NDR is programmed to commence in 2015. As the planned scale and distribution of

growth is dependent on the NDR, it is important that this scheme is included in this Business Plan to minimise delay. The NDR will have no call on the pooled fund in 2016-17; however there will be a requirement for future years. Work will continue to determine the order, timing and detail of other NATS priorities and to secure funding from mainstream sources and through bidding opportunities that may arise.

14. Agreement in principle to use pooled CIL funding in future years to ensure the delivery of NATS measures, including particularly the NDR and Long Stratton bypass, is needed in the 16-17 Business Plan to provide certainty.

Other business of the greater Norwich growth board

15. In line with the GNGB constitution, it is the role of individual councils to scrutinise the work of the board. At its meetings on 8 October 2014 and 24 March 2015, the items discussed included:

- a) Updates on the Growth Deal
- b) City Deals
- c) Update on the Greater Norwich Growth Programme
- d) Greater Norwich Local Infrastructure Fund
- e) A communications protocol

16. A copy of the GNGB papers is available on the GNGB web site via this link: <http://www.greaternorwichgrowth.org.uk/growth-board/papers/>

CIL Neighbourhood funding

17. 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). This is to help communities to accommodate the impact of new development and encourage local people to support development by providing direct financial incentives to be spent on local priorities. In February 2015, Cabinet approved the following projects for delivery using CIL neighbourhood funding in 2015-16:

- 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 2015-16
- City trees £50K
- Netherwood Green £48K

Projects using CIL neighbourhood funding in 2016-17 will be considered later in the year.

18. 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. The regulations require charging authorities to clearly and transparently set out their approach to engaging with neighbourhoods and suggest that councils should use their regular communication tools e.g. website, newsletters, etc. The regulations do not therefore prescribe the process but they set out that charging authorities are expected to use existing community consultation and engagement processes in deciding how the neighbourhood funding element will be spent.
19. 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.
20. 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:
 - The provision, improvement, replacement, operation or maintenance of infrastructure; or
 - Anything else that is concerned with addressing the demands that development places on an area.
21. The regulations require that consultation should be at the neighbourhood level and be proportionate to the level of levy receipts and the scale of the proposed development to which the neighbourhood funding relates.
22. In February 2014, Cabinet approved a process for engaging with local communities about how the neighbourhood element of CIL is spent. This is attached as Appendix 3. Cabinet also agreed that the process would be subject to review in the light of experience in operating it.
23. The process has been followed for 1 year and a review has been carried out which recommends the following actions:
 - Ensure that best use of existing engagement methods is made based on the council's neighbourhood model including walkabouts and roadshows. In particular full use should be made of engagement with ward councillors as part of this process. These engagement methods will not need to explicitly refer to CIL funding

but will rather consider local priorities and the range of funding (including CIL) which might be available to address them;

- Maintain an evidence base of suggested priorities and link this to the scoring process for prioritisation of projects;
- As part of the prioritisation process and within the scope of the CIL regulations, priority should be given to projects which can contribute to increased community reliance or capacity.
- Ensure timing of delivery of projects is taken into consideration before the allocation of funds are endorsed by cabinet;
- Maintain a cautious approach to committing funds before they are received;
- Consider how CIL funds can be combined with other investment funds in localities to achieve a bigger impact.
- Report the proposed changes to sustainable development panel to promote a better understanding of the process;
- Following approval by Cabinet, include details of the amended process in e-councillor.

Integrated impact assessment



NORWICH
City Council

Report author to complete

Committee:	Cabinet
Committee date:	8 July 2015
Head of service:	Andy Watt
Report subject:	Norwich Annual Business Plan 2016-17
Date assessed:	11 June 2015
Description:	To approve the draft Norwich Annual business plan for 2016-17. .

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 income will allow delivery of projects in Norwich
Other departments and services e.g. office facilities, customer contact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
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 projects eg transportation and public realm make Norwich more attractive for investors

Financial inclusion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Proposes support for transportation projects which include priority for non- car modes
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"/>	
S17 crime and disorder act 1998	<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"/>	Projects promote active lifestyles
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Projects will improve transportation in Norwich
Natural and built environment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Projects provide for improvements to strategic open space
Waste minimisation & resource use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sustainable transport projects will provide potential to reduce pollution through reduced car use.
Sustainable procurement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Energy and climate change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Sustainable transport projects will provide potential to reduce energy consumption through reduced car use.
(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				
The projects proposed will improve the quality of the environment and provide benefits for local people.				
Negative				
Neutral				
Issues				