



CABINET

11 JUNE 2013

**DIRECTOR FOR ENVIRONMENT, DEVELOPMENT AND TRANSPORT:
TONY CIABURRO**

DIRECTOR OF FINANCE: MATT BOWMER

**CABINET MEMBER WITH RESPONSIBILITY FOR ECONOMIC GROWTH AND PUBLIC
PROTECTION: COUNCILLOR ANDRE GONZALEZ DE SAVAGE**

**CABINET MEMBER WITH RESPONSIBILITY FOR FINANCE, PERFORMANCE AND
LGSS: COUNCILLOR BILL PARKER**

Subject:	Northamptonshire Revolving Infrastructure Fund (NRIF) – Kick-starting Jobs and Growth
Recommendations:	<p>Cabinet are asked:</p> <ol style="list-style-type: none"> 1. To note the current challenges to delivering infrastructure and agree the need for a stimulus to kick-start jobs and growth; 2. To note that through the creation of a revolving infrastructure fund the County Council, working with its partners, will be able, in the first instance, to deliver three key infrastructure developments essential for growth in the county, namely: <ul style="list-style-type: none"> • A45 Northampton to Daventry Development Link (Flore-Weedon Bypass) • A43 Northampton to Kettering Improvements – Phase 1 Moulton Bypass and associated junction improvements • Stanton Cross, Wellingborough – Access Routes 4 and 9, including new railway bridge 3. To agree that the Northamptonshire Revolving Infrastructure Fund should form a key ingredient of a Growth Deal for the county and devolved Single Capital Pot funding from Government; 4. To consider the outcome of work on more detailed business cases which is outlined in Section 7 and summarised in Appendix A; 5. To note that the three schemes listed under recommendation 2 are promoted from the Council’s Capital Strategy 2013-14 to 2017-18 Pre Qualification Group of capital schemes to the Higher Development Pool based on the approach and costs outlined in Sections 7 and 11, Table A, and Appendix A with nil residual cost to the council; 6. To note that the Warkton-Weekly Bypass is currently undergoing evaluation for delivery as part of the innovative funding initiative; 7. To agree that further discussions take place on the Stanton Cross Access scheme with the Borough Council of Wellingborough, and other key parties, to identify and agree

	<p>assumptions on funding and development-related income to enable total costs and cashflow forecasts to be calculated;</p> <p>8. To agree that capital receipts from the future sale of County Council land can be considered in support of the Revolving Infrastructure Fund subject to formal review through the council's capital governance framework;</p> <p>9. To agree the activities and measures outlined in Section 7.5 for managing risk;</p> <p>10. To agree the next steps outlined in Section 9 to progress the Northamptonshire Revolving Infrastructure Fund, expedite the delivery of the three schemes, and develop a wider 'portfolio' of schemes;</p> <p>11. To delegate authority to the Director for Environment, Development and Transport and Director of Finance and in consultation with the relevant Cabinet members, to establish the necessary arrangements to manage the 'portfolio', and enter into the related delivery agreements on a scheme by scheme basis; and</p> <p>12. Agree that this report, with a brief commentary, is sent to the relevant ministers as part of the 'business case' for a Northamptonshire Growth Deal illustrating the benefits of a locally-led approach to infrastructure investment.</p>
--	--

1. Purpose of Report

- 1.1 This report highlights the role of the County Council as a "trusted advocate" for Northamptonshire, investing in and delivering measures which promote a more prosperous future for local people and businesses. It outlines recent progress with its innovative approach to delivering infrastructure to kick-start jobs, housing development and growth.
- 1.2 The principal purpose of the report is to consider the outcome of the more detailed business case work on the three initial priority schemes reported to Cabinet in September 2012, and more specifically to agree the promotion of the three schemes into the Council's Capital Development Pool of capital schemes to enable further progression of the detailed business cases. The ultimate goal is to enable the early release of these three areas of major growth, as well as other related developments, which are dependent on this infrastructure, and with this the delivery of jobs, new homes and a boost to the local economy. These three schemes are pilots and the County Council has a much wider and more ambitious, long-term infrastructure programme. The Warkton-Weekly Bypass is also undergoing evaluation for delivery as part of the innovative funding initiative. The cost of this programme, including investments in the strategic road network and the urban areas, is estimated at approaching £1bn. However, the economic returns created by this investment whilst not specifically quantified are likely to be significantly larger. What is needed is a stimulus to enable a longer term approach to be taken to infrastructure investment, which will give the private sector the confidence to develop and create growth.
- 1.3 NRIF provides this stimulus and forms a key strand of Northamptonshire's 10 Point Plan led by the County Council and Northamptonshire Enterprise Partnership. This

plan was submitted to Government in March 2013 and outlines an ambitious agenda to unleash local dynamism and economic potential. The 10 Point Plan provides details of Northamptonshire’s growth offer and asks Government for various freedoms and powers to help it stimulate and drive this growth agenda. The document will form the basis of a Growth Deal for the county and devolved Single Capital Pot funding from April 2015. Further details on the process and timescales for negotiating growth deals will be released by Government in the coming months.

2. Relevant Priority Outcomes

The content of this report supports the delivery of the following corporate outcomes:

Perspective	Outcome
Customers & Community - to achieve our vision, what will our customers see?	<ul style="list-style-type: none"> • A cleaner, greener and more prosperous county • Young people feel engaged
Process - to satisfy our customers, what processes must we excel at?	<ul style="list-style-type: none"> • Developing local markets • Commissioning outcomes • Shaping our county growth • Facilitating inward investment
Learning and Growth - to achieve our vision what must we learn, develop and improve?	<ul style="list-style-type: none"> • Effective Northamptonshire Enterprise Partnership
Finance - to finance our vision, what must we do efficiently, effectively and economically?	<ul style="list-style-type: none"> • Maximised income and funding • Targeted spend and investments

3. Background

- 3.1 Economic growth is essential for many reasons including: primarily the wellbeing of the people of Northamptonshire, providing jobs, skills and ambition; secondly, the ability for the County Council and local public bodies to fund services through business rate retention and other mechanisms now linked to growth and thirdly, as part of the long term demand management strategy for local public services, where there is a strong link between strong economic health and reduced demand for public services. Growth in Northamptonshire will also help the UK in its Global Race.
- 3.2 Northamptonshire faces a transport infrastructure deficit of almost £1bn which needs to be bridged. However, growth is still needed and planned. New infrastructure is crucial to releasing this development, generating value and stimulating economic growth. It increases public and market confidence and this in turn helps attract further investment through people moving to the area or through creating, or attracting, new business or development.

- 3.3 Growth is also, and is likely to remain for the foreseeable future, the key to accessing additional private sector and central Government funding, including through the negotiation of Growth Deals the proposal for a Single Capital Pot which will be available from 2015. This is important as it supports and justifies capital investment at a time when such spending is severely restricted causing many programmes to be reduced, scaled back, delayed, or cut altogether. It is also crucial to kick-start the economy.
- 3.4 However, the current approach to infrastructure funding and financing has number of problems, which makes it costly and time consuming to deliver infrastructure and release growth. One of these is that there are lots of bidding processes. These are often lengthy and very resource extensive. Because of this it can often take years to progress a scheme, even if successful, through the current approach. Another problem is that these processes and funding streams often appear to act in 'silos', with different approaches with each having different drivers, and managed separately. This means that 'joining-up' funding is difficult, especially in a two-tier system of local government, and this creates additional overheads and avoidable delays. Another challenge is the current client/contractor relationship between the public and private sector, and the approach to procurement, which also adds additional costs.
- 3.5 Instead, there needs to be a more innovative approach to stimulating investment with strong local leadership. The County Council has already acted to take the initiative and articulate its agenda for stimulating economic growth. In July 2011 it agreed the Northamptonshire Arc spatial concept. This was one of the first approaches of its type in the country which looks at future economic growth, the environment and connectivity through an integrated approach to infrastructure and wider activity. The Northamptonshire Arc provides the strategic context for future plans and infrastructure investment. It embraces innovation, Next Generation Access broadband networks, rail, highways and many other forms of infrastructure and connectivity. When Cabinet agreed the Northamptonshire Arc, it also authorised the Director for Environment, Development and Transport, in consultation with the Cabinet Member for Infrastructure and Public Protection, to explore innovative ways of funding infrastructure. The report referred to engagement with the private sector and other public sector partners in order to establish new funding packages to deliver the strategic infrastructure programme and develop a business case for the new infrastructure making best use of existing County Council property assets.
- 3.6 In September 2012 Cabinet agreed that detailed business cases be prepared for each of the following three pilot schemes identified in the report ahead of formal Cabinet and Council approval for inclusion in the Council's Medium Term Capital Programme (MTCP).
- A45 Northampton to Daventry Development Link (Flore-Weedon Bypass)
 - A43 Northampton to Kettering Improvements – Phase 1 Moulton Bypass
 - Stanton Cross, Wellingborough – Access Routes 4 and 9, including new railway bridge

A key task was to refine the assumptions on scheme costs, cash-flows, 'front funding'¹, and the 'funding bridge'² which is needed to make the innovative funding package work.

4. The Northamptonshire Local Transport Body

- 4.1 The Northamptonshire Local Transport Body (NLTB) has been established to manage devolved Local Major Transport Scheme Funding from 2015/6-2018/9. The NLTB has been formed as a voluntary partnership by Northamptonshire Enterprise Partnership (NEP) and the County Council in accordance with guidance issued by Government.
- 4.2 This is an important development as Government proposes to devolve the funding currently allocated for Local Major Transport Schemes (LMTS) to Local Transport Bodies from 2015. However, the sums of money involved are small so it is unlikely this will fund a significant major scheme in full. The indicative allocation for the NLTB is £17.4m for the four year period 2015/16-2018/19. LTBs have been instructed to prepare programmes on the basis of receiving both a third less (£11.6m) and a third more (£23.2m) than this amount. It is likely that the LMTS funding will form part of the Single Capital Pot being proposed by Government.
- 4.3 The NLTB has considered and agreed the process and evaluation methodology for major scheme prioritisation and the development of a short-listed programme of schemes for funding between 2015/16-2018/19. This identified various schemes currently under-development, seen as having the potential for LMTS funding through the NLTB. However, because of the limited funds available it would not be possible to fund any of these schemes in their entirety, but it would be possible to make contributions towards the cost. Moreover, because this funding is available up-front i.e. as 'front funding', it can significantly reduce financing costs and accelerate delivery. The potential for using LMTS funding has been factored into the business case work outlined in Section 7 below. A summary of the working assumptions regarding LMTS funds in the modelling is set out in Section 11. However, it is acknowledged that decisions on the allocation of this funding can only be taken by the NLTB and also that an allocation of funding will be 'in principle' until the precise allocations are confirmed. Further information may be available later this month when details of the Spending Round are announced (expected 26th June).

5. Northamptonshire Revolving Infrastructure Fund (NRIF) – The Key Principles

- 5.1 NRIF is based on the following general principles:
- That infrastructure investment is crucial to stimulate growth and needs to be provided ahead of development
 - That a joined-up approach is employed to existing and new funding sources (including Section 106 funding, Community Infrastructure Levy, New Homes

¹ 'Front funding' is the funding which is available at the time that the scheme is delivered. The more front-funding which is available at this time reduces financing costs and the funding bridge.

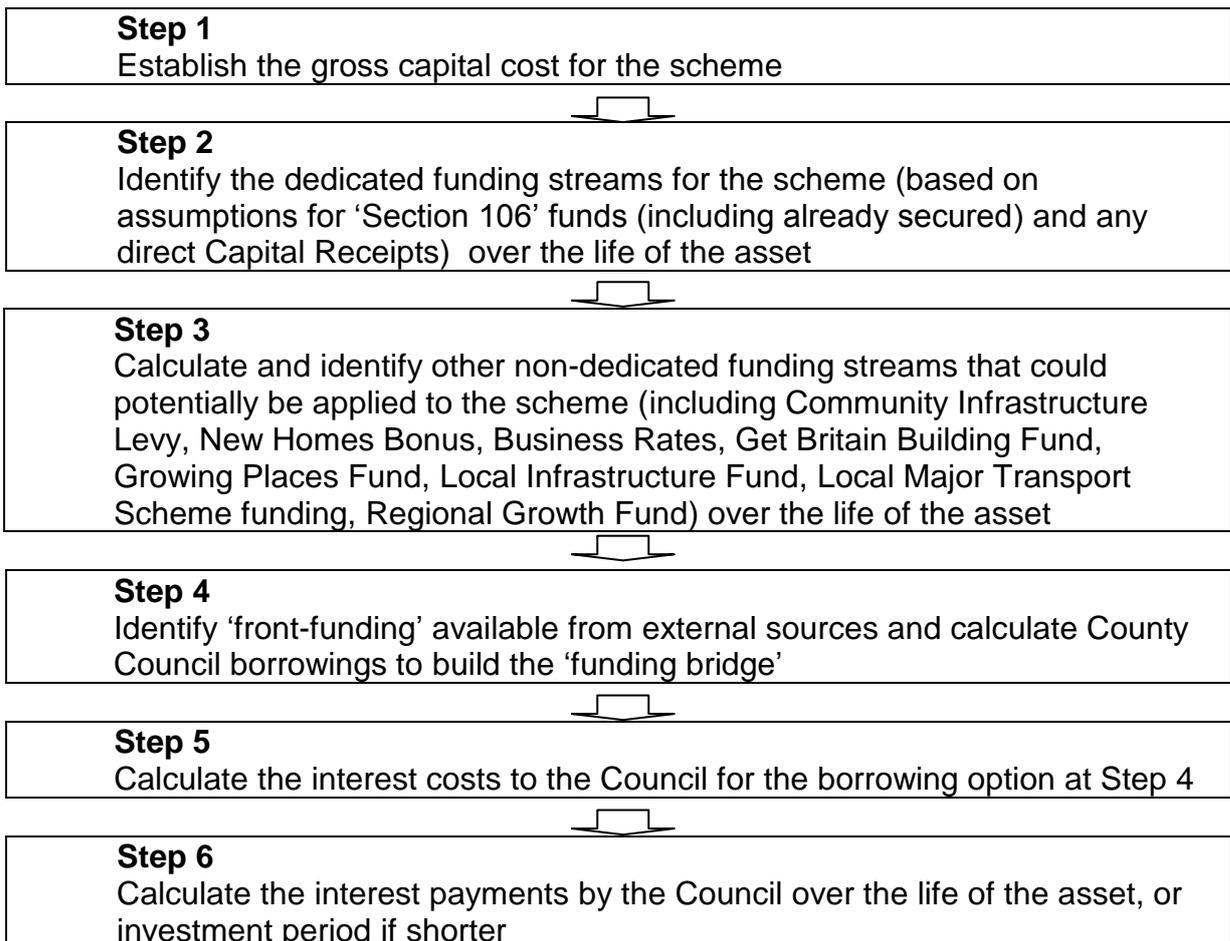
² The 'funding bridge' will be repaid through various funding streams over a specified time-span but is in the long term temporary in nature.

Bonus and Local Business Rate Retention) to build the funding bridge for infrastructure to an affordable level

- Front-funding from a developer, contractor or other external source is identified, where possible,
- That a balanced approach is taken to contributions between the key parties so that the risk/reward is acceptable to each party
- That any solution is to be affordable to the Council
- That any solution can be delivered taking account of any relevant state aid or procurement issues
- That there should be a new collaborative partnership between developer / contractor / highway authority (the County Council) and the local planning authority to reduce costs and to pool or combine funds and resources as necessary
- That the developer / contractor should share risk differently and lead on infrastructure promotion and delivery as part of the procurement process with the County Council intervening as necessary through measured and appropriate financial support to enable delivery.
- That a 'portfolio' is built through a combination of the above

6. The Methodology

- 6.1 The methodology for establishing and managing the 'funding bridge' is based on utilising the key development-related income sources and a joined-up approach. The following approach has been followed for each of the three schemes identified above.



- 6.2 The outcomes of the initial modelling work were reported to Cabinet in September. They suggested that the NRIF approach has considerable merit and could make it possible to 'bridge-fund' and deliver infrastructure to stimulate economic growth, but only if all the key parties work together. A vital ingredient is a shared approach between the County Council and the respective district councils. This is important as each body will be the recipient of New Homes Bonus funding and Business Rates uplift. Moreover, the district councils are the local planning authorities and, therefore, responsible for determining development proposals, including Section 106 agreements. They will also be the CIL Charging Authority and responsible for the setting, collection and distribution of CIL funds.
- 6.3 A further important part to this innovative approach is looking at ways to reduce costs and speed-up delivery. This involves a new collaboration involving developers and contractors, where in some circumstances the private sector takes responsibility for scheme promotion and delivery. Discussions suggest that this could reduce non-construction costs of schemes by up to 40%, with savings for all the parties involved. This would also avoid needing to spend public money on potentially abortive work.
- 6.4 A unique aspect of the Northamptonshire approach is the County Council 'front-funding' the design, planning and implementation costs. This involves supplementing external 'front-funding'. It is willing to do this, and take a long-term view of investment, where there is a sufficiently sound business case and the necessary commitment from other partners, including district and borough councils. Without the County Council, or another organisation, assuming this pivotal role it will be very difficult to progress significant infrastructure schemes, especially in the current economic climate.
- 6.5 The prize for success is significant for all parties and would enable infrastructure delivery to be accelerated through a locally-led approach. This would avoid having to rely on ad-hoc bidding for central Government funding and the uncertainties, additional costs (for all parties), and time delays this involves. It would also enable work to progress on a pipeline of schemes as part of a wider comprehensive programme or investment 'portfolio', meaning that more areas will be able to benefit by economic growth being stimulated.
- 6.6 Further advantages would accrue from this approach as local communities and businesses would be able to benefit from the infrastructure from an early stage and New Homes Bonus and Business Rate receipts would be released for investment. Landowners and developers would also benefit from uplifts in values therefore making investment and development far more attractive. This in turn would release funds for repaying 'front funding' investment and the 'funding bridge' needed to deliver infrastructure more rapidly.

7. Detailed Business Cases

- 7.1 Further work has been undertaken by the County Council to develop detailed business cases. This followed the same methodology outlined above, but involved revisiting assumptions on scheme costs and income streams. An important element was further work to refine the assumptions on non-dedicated funding streams such as the Community Infrastructure Levy (CIL), New Homes Bonus and

Business Rates. This was informed by the latest work on Charging Schedules being progressed by the Joint Planning Units on CIL and helpful discussions with the local planning authorities.

- 7.2 The County Council has also been investigating in more detail the scope for external 'front-funding', as the initial modelling illustrated that these significantly reduce the costs of financing the schemes i.e. by reducing borrowing ('funding bridge') and associated costs. This included looking at how LMTS funding, which will be available to local transport bodies from 2015, could help to reduce financing costs and risks and stimulate delivery.
- 7.3 Another potential source of 'front-funding' is the Government's Local Infrastructure Fund (LIF) initiative. The County Council has been working in partnership with the development industry to seek to secure front funding via LIF for the three pilot schemes. It also applied for £12m of grant funding via Round 4 of the Government's Regional Growth Fund. The outcome of these bids will be known later this year.
- 7.4 The outcome of the business case work is summarised in Appendix A (Boxes 1, 2 and 3). This incorporates 'working assumptions' on potential devolved LMTS funding from the Northamptonshire Local Transport Body for each of the three schemes. The assumptions underpinning the 'base-case' scenarios are founded on the best information currently available and a prudent approach, particularly on receipts from non-dedicated funding streams i.e. they do not assume the highest level of returns. Appendix B sets out the outstanding debt and cash-flow forecasts for base-case scenario for each scheme. The implications for the business cases and the MTCP of an alternative scenario with only half the front funding being received have also been modelled. Although not presented, various alternative scenarios have also been developed based on different assumptions. The purpose of these is to identify the sensitivities of the business case to changing factors. This is important because there are various factors impacting on the business case, such as government policy, future planning policy, build out rates and allocation of CIL receipts, which are out of the County Council's control and will change, and this needs to be acknowledged and the implications tested.
- 7.5 A number of measures will be employed to manage the risks associated with this approach. These are summarised briefly below:
- developing a 'portfolio' approach which spreads risks and returns across a number of schemes and developments
 - establishing the necessary governance, management capacity and reporting mechanisms
 - on-going work on a quarterly basis to refine the assumptions, including housing trajectories and related receipts, and update the business cases
 - agreeing a memorandum of understanding with the respective district councils to identify and agree the principles for repaying the costs of infrastructure underpinning the 'funding bridge' and appropriate joint working arrangements
 - securing legal agreements, wherever possible, to commit funding to repay the scheme costs

- aligning the Northamptonshire RIF with the concept of a Single Capital Pot to create additional scale and spread risk
- driving value for money for scheme delivery through commissioning and procurement
- independent 'health-checks' of the modelling work

7.6 The innovative nature of this approach has been recognised by Government through the Growth Demonstrators initiative which is being led by Local Partnerships³. Meetings have taken place with the Local Partnerships team to enable them to understand the approach and to identify what support Government may be able to provide. This initiative does not include direct financial grant, but could lead to expert advice on the most effective approach to procurement and commissioning and the offer of providing an independent 'health-check' of the modelling work. The prime aim of the initiative though is to identify best practice which can be shared more widely. This will help schemes in any bid for funding.

8. Consultation and Scrutiny

8.1 Numerous, and ongoing, discussions have taken place with the respective landowners, developers, infrastructure deliverers and contractors as well as importantly the local planning authorities. This has been essential to inform refinements to the business cases and agree bids to Government for front-funding through the Local Infrastructure Fund.

8.2 Consultations with local communities have already taken place, and will continue to take place, through the statutory planning processes on related planning applications. Moreover, all three schemes and related-developments are identified in the relevant Core Spatial Strategies which also have clearly prescribed processes for consultations. Discussions have also taken place with Government ministers and officials on the approach. Reactions have been very positive.

9. Next Steps

- 9.1 The next steps are identified to progress this work are summarised below:
- Promotion of the three schemes to enable further refinement of the business cases and the 'funding bridge', including design work to expedite delivery, finalising in recommendation by the Capital Investment Board and Cabinet approval to enable entry in the County Council's committed Capital Programme
 - Liaison with the Northamptonshire Local Transport Body to agree how LMTS can be used to expedite the delivery of three schemes
 - Establishment of a programme office and project board
 - Preparation of memorandums of understanding, and other agreements, with the local planning authorities and other key partners as necessary to enshrine key principles, establish working arrangements and manage risk on an on-going basis (including activities outlined in Section 7.5)
 - Discussions with developers, local planning authorities and others to identify the potential appetite, and commitment, for identifying further schemes to add to the 'portfolio'

³ Local Partnerships is a joint Local Government Association and Government sponsored body

- Progressing an in-depth dialogue with NEP, Government, and local partners, on a Growth Deal for Northamptonshire to identify how the proposal for a Single Capital Pot could support the RIF

10. Alternative Options Considered

- 10.1 Cabinet agreed to progress the innovative approach outlined in this report, as opposed to other options which were reported to the Cabinet meeting in September 2012, because it represents the best approach taking account of various factors.

11. Financial Implications

- 11.1 The financial analysis and modelling presented in Section 7 relate to a single and prudent set of financial assumptions. These represent the base-case scenarios. The assumptions are outlined in Appendix C. Also shown are the implications for each business case if only half the ‘front funding’ was received.
- 11.2 A number of other scenarios have been modelled. These looked at different assumptions on build-out rates, scheme start-dates, New Homes Bonus and CIL receipts, and timings and levels of ‘bridge and front funding’. This recognises that these impact on cash-flow and will change, but it is important to be able to understand and measure the tolerances in the business cases. By changing these factors, the total cost and annual cost forecasts outlined in Appendices A and B will change. It is also acknowledged that there will be ongoing maintenance costs associated with the schemes, but any additional costs should be minor especially balanced by the wider economic incomes generated from the developments which will be released.
- 11.3 A critical factor affecting the business cases, and the ‘funding bridge’ is the amount of ‘front-funding’ which is available. Because of this each of the base-case business cases includes an assumption on the amount of LMTS funding that could be available. This varies from scheme to scheme. Chief factors determining how much LMTS funding has been allocated for each scheme is the scale of the ‘funding bridges’, taking account of the potential availability of alternative funds, leverage and the overall impact on the business case to make it viable. This is illustrated in Table A below.

Table A: NRIF Financial Summary

	A45 NDDL (Flore-Weedon bypass)	A43 Northampton to Kettering phase 1 (Moulton bypass and associated junction improvements)	Stanton Cross, Wellingborough (Access routes including bridge)	TOTAL
	£m	£m	£m	£m
Scheme Cost	36.0	22.1	17.9	76.0

NLTB (assumption)	-12.0	-2.5	tbc	-14.5
S106	-1.5	-5.9	tbc	-7.4
Local Pinchpoint		-5.0		-5.0
Funding streams				
TBC			-17.9	-17.9
Net cost to be funded from Development Related Income (DRI) including Community Infrastructure Fund, New Homes Bonus and local Business Rate growth	22.5	8.7	0	31.2
Risk - Cost to the council over the asset life of funding the above balance	1.2	0.5	0	1.7

Note to table:

The 'Net cost to be covered by DRI' line above represents the currently considered financial risk to the council if the related developments or agreements with partners are not secured. These costs are based on the current business case models as shown in Appendix A. The annual revenue cost of this risk is shown in the bottom line of this table as an annual cost over the asset life.

Also note the final position in relation to Stanton Cross, Wellingborough is currently not finalised with partners.

- 11.4 The Innovative Funding approach naturally has greater risk attached to it for the County Council than previous ways of working because of various uncertainties and factors which are beyond its direct control. Continuous ongoing modelling of scheme scenarios and income streams will therefore be required. The outcome of this will be reported through to the County Council's Capital Investment Board. Progress will also be reported to Cabinet through the regular Monthly Capital Programme Report.

12. Risk and Business Continuity Management

- a) Risk(s) associated with the proposal

Risk	Mitigation	Residual Risk
Identified financial partners are not willing or able to contribute	Detailed discussions with financial partners Sharing of information Agreements with partners	Amber
Lack of interest in the approach	Feedback has been very positive from all parties	Green
Income streams are less than forecast including Less than forecast house builds	Monitoring of income streams Agreements with stakeholders on actual financial amounts to be	Amber

Changes to government financing arrangements resulting in reduced income	provided Sensitivity testing and production of detailed financial contingency plans	
Costs are higher than forecast including Construction costs Interest rates	Enter into each contract on a fixed price basis Production of detailed financial contingency plan	Amber

b) Risk(s) associated with not undertaking the proposal

Risk	Risk Rating
Roads are not constructed and therefore the economic development is not unlocked	Red
Jobs lost to other areas	Red
Opportunity to secure additional funding is missed	Red

13. List of Appendices

Appendix A: Outcome of Business Case Work (in Summary)

Appendix B: Capital Costs, Outstanding Debt Forecasts and Forecast Cash-flows for the Base-case Scenario

Appendix C: Global Financial Assumptions

Author:	Name: Ian Achurch Team: Development, Infrastructure and Funding Name: Andrea Devereaux Team: LGSS, Corporate Finance
Contact details:	iachurch@northamptonshire.gov.uk 01604 366057 adevereaux@northamptonshire.gov.uk 01604 367348
Background Papers:	Innovative Funding and Financing of Infrastructure in Northamptonshire, Cabinet Report 4 th September 2012 Northamptonshire's 10 Point Plan: March 2013
Does the report propose a key decision is taken?	YES
If yes, is the decision in the Forward Plan?	YES
Will further decisions be required? If so, please outline the timetable here	YES, subject to ongoing review by CIB, Cabinet approval following appropriate due diligence
Is this report proposing an amendment to the budget and/or policy framework?	YES
Have the financial implications been cleared by the Strategic Finance Manager (SFM)?	YES Name of SFM: Rosemary Pallot Under continuous review due to the

Have any capital spend implications been cleared by the Capital Investment Board (CIB)?	complexity of the individual schemes
Has the report been cleared by the relevant Corporate Director?	YES Name of Directors: Tony Ciaburro and Matt Bowmer
Has the relevant Cabinet Member been consulted?	YES Cabinet Members: Councillors Andre Gonzalez de Savage and Bill Parker
Has the relevant scrutiny committee been consulted?	NO
Has the report been cleared by Legal Services?	YES Name of solicitor: Julie Thomlinson
	Solicitor's comments: Projects to be monitored for relevant state aid and/or procurement and/or best value issues
Have any communications issues been cleared by Communications and Marketing?	YES Name of officer: Liam Beasley
Have any property issues been cleared by Property and Asset Management?	YES Name of officer: Susan Carmichael
Has an Equalities Impact Assessment been carried out in relation to this report?	YES
Are there any community safety implications?	NO
Are there any environmental implications:	Not directly resulting from this report. The environmental implications of these schemes will be considered through the relevant planning processes.
Are there any Health & Safety Implications:	NO
Are there any Human Resources Implications:	NO
Are there any human rights implications:	NO
Constituency Interest:	Countywide

