

Greater Norwich Infrastructure Plan

Published July 2014

Note – This version of the GNIP is based on an initial analysis of the New Anglia LEP Growth Deal. The GNIP will continue to be updated to reflect any re-profiling of capital programmes of the scheme promoters arising from the Growth Deal and other funding decisions

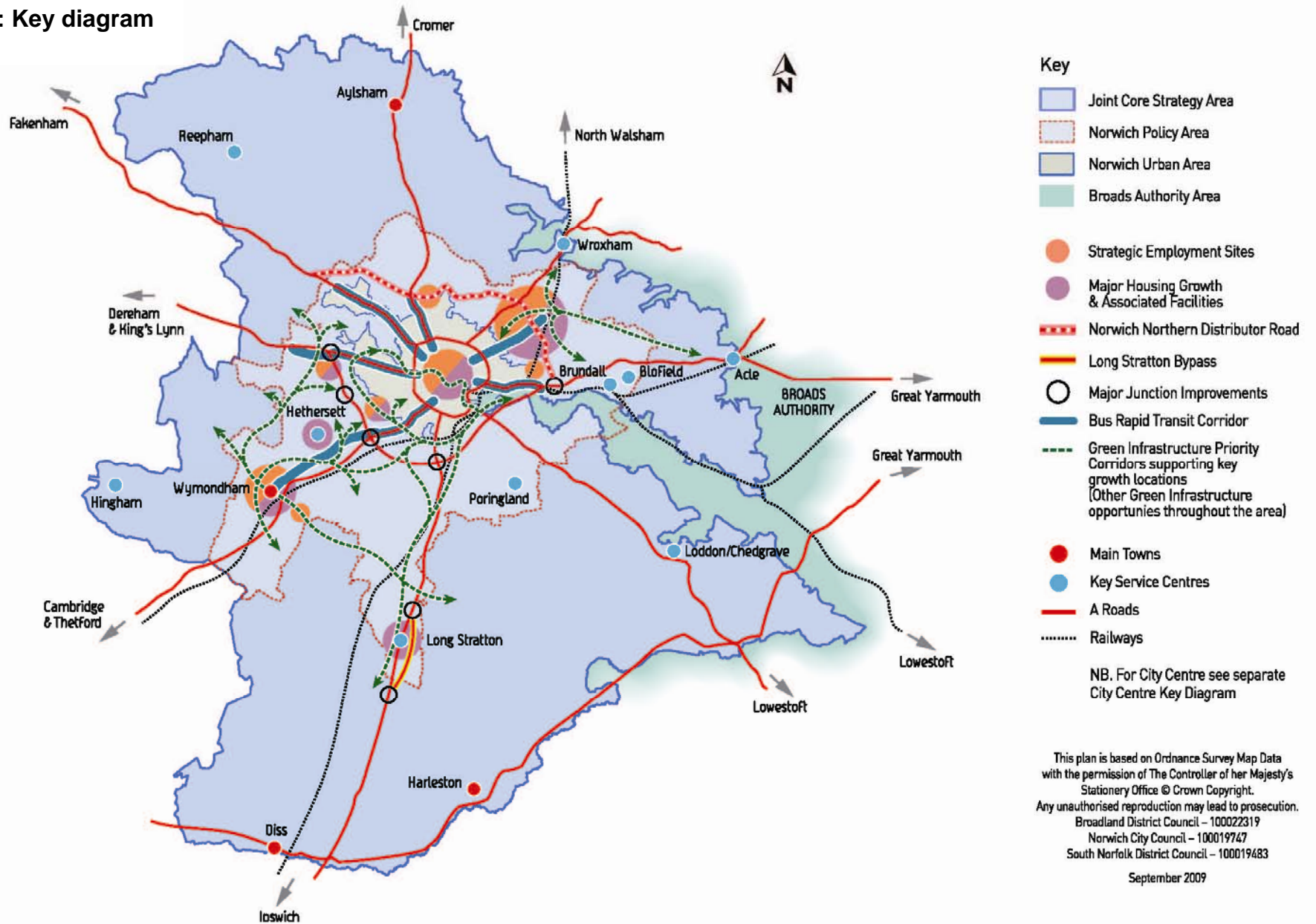
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1. Introduction

- 1.1 The Greater Norwich Infrastructure Plan helps co-ordinate and manage the delivery of strategic infrastructure to support growth, a high quality of life and enhanced natural environment. The plan has evolved from the previous Local Investment Plan and Programme for Broadland, Norwich and South Norfolk to provide a more focused delivery plan. It is not an exhaustive list. It is a living document, regularly updated to reflect the latest information.
- 1.2 The Greater Norwich Infrastructure Plan supports the delivery of the [Joint Core Strategy for Broadland, Norwich and South Norfolk](#), local economic strategies, the [Greater Norwich City Deal](#) and the emerging [Strategic Economic Plan](#) (produced by the New Anglia Local Economic Partnership). The Joint Core Strategy includes targets for homes and jobs. Work on infrastructure delivery has continued including bids for a successful City Deal and Local Growth Deal based on the New Anglia Strategic Economic Plan (March 2014).
- 1.3 The Greater Norwich Infrastructure Plan informs prioritisation of investment and delivery. While mainstream funding provides the primary support for new infrastructure, contributions from new development, such as Section 106 legal agreements and Community Infrastructure Levy are also important. For the earlier years, for which there is greater certainty, the plan includes a more detailed infrastructure delivery profile.
- 1.4 The Greater Norwich Infrastructure Plan concentrates on key infrastructure requirements to support the major growth locations (see figure one – Joint Core Strategy Key Diagram), or the overall scale of growth. Individual developments tend to require smaller scale infrastructure that is not detailed here. The plan gives an overview of progress on the individual sites. This is important as it shows where development is occurring and informs programming decisions.
- 1.5 Many elements of key infrastructure can be implemented incrementally to reflect emerging patterns of growth. This includes enhancements to public transport corridors to move them towards fully fledged bus rapid transit, elements of the green infrastructure network and extensions to cycle routes.

Figure one: Key diagram



2. Funding sources and delivery planning

2.1 The Greater Norwich Infrastructure Plan draws on work to identify and secure infrastructure to support planned growth. The basis is the Joint Core Strategy Implementation Framework (Appendix 7 of the strategy) that identifies the key infrastructure elements to support the overall scale of planned growth. The Implementation Framework identified a range of types, priorities and scales of infrastructure and indicative delivery periods.

2.2 The Greater Norwich Infrastructure Plan provides more detail on the schemes for delivery in the shorter term. It provides a refresh of the Implementation Framework including the delivery of infrastructure specifically linked to and funded directly by development. It does not seek to fundamentally review or re-prioritise agreed infrastructure, but is a means of managing the strategic programme, keeping it up to date and fit for purpose.

2.3 Section four of this document identifies the growth locations, an overview of progress on their delivery and the associated strategic infrastructure required that will need investment from the pooled Community Infrastructure Levy.

- Transport
- Green Infrastructure
- Education
- Libraries

Infrastructure already secured by planning obligations and conditions is also identified.

2.4 The current Greater Norwich Infrastructure Plan **Infrastructure Framework** sets out the current programme in three tables:

- Table 1 identifies the current **strategic infrastructure** programme.
- Table 2 **S106 and other funded** sets out a plan of infrastructure secured through development or infrastructure that is fully funded by other means. This provides a wider context for the schemes seeking pooled contributions.
- Table 3, **other schemes** shows additional schemes that have been identified through the Greater Norwich Infrastructure Plan process but which are not included within the existing programme. These schemes will be kept under review to consider how they could be funded and delivered.

2.5 The Infrastructure Framework is published on www.gndp.org.uk.

2.6 Section five of this document outlines other infrastructure required to support growth funded by other means – e.g. Asset Management Plans, directly delivered or funded as part of the development.

- Utilities
- Waste and recycling
- Police, ambulance and fire services

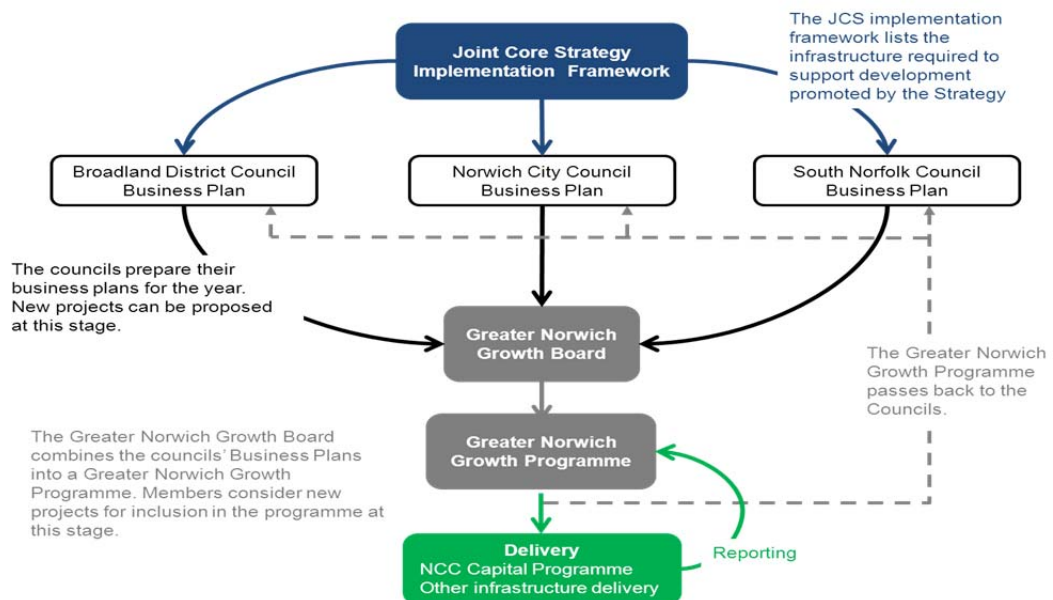
- Healthcare
- Community infrastructure
- Affordable Housing

2.7 In December 2013, Broadland, Norwich City, Norfolk County and South Norfolk councils signed a City Deal with central government. A core theme supports infrastructure delivery to promote accelerated delivery of planned growth.

2.8 The City Deal identifies a £440m infrastructure investment programme. It requires the councils to put in place governance arrangements to manage timely delivery of the programme. To fund the infrastructure programme about £120m of Community Infrastructure Levy funding is identified across the whole housing trajectory (excluding the proportion retained for local communities).

2.9 The individual Councils will prepare and approve their individual Annual Business Plans. The plans will be presented to the Greater Norwich Growth Board who will put together a Greater Norwich Growth Programme from the individual plans. Collectively, the councils will manage delivery of the Greater Norwich Growth Programme, identifying projects for delivery and packages of funding. There will be a collaborative approach to funding the programme through pooling of the Community Infrastructure Levy, use of mainstream funding, identification of other funding and, where required and agreed, the use of borrowing. The Greater Norwich Growth Board will manage the risks to delivery and provide a robust means of agreeing ongoing priorities.

Figure two: Greater Norwich Growth Programme process



2.10 Local communities will retain 15% of Community Infrastructure Levy contributions to deliver schemes within their area (25% where there is a Neighbourhood Plan in place).

- 2.11 The Greater Norwich Infrastructure Plan will continue to be updated in light of new evidence on infrastructure need, growth rates and funding. It will provide the longer term context to inform future business plans and funding decisions.

Delivery of Green Infrastructure and transportation

- 2.12 There are area wide mechanisms for the delivery of green Infrastructure and transportation. These strategies have their own objectives, priorities and implementation plans. The Greater Norwich Infrastructure Plan seeks to be guided by these plans and where required influence them to meet needs arising from emerging growth pressures.

Green Infrastructure

- 2.13 A [Green Infrastructure Delivery Plan](#) was produced in 2009 focusing on the two main geographical areas identified for significant development: South West and North East Norwich. It identifies a number of schemes or projects to contribute to the protection and enhancement of the strategic green infrastructure network and continues to inform delivery.
- 2.14 However the understanding of need and prioritisation is always under revision and as information becomes available, projects are refined and re-prioritised. The projects in the Greater Norwich Infrastructure Plan are based on the need to mitigate the potential impacts on European Sites under the Habitat Regulations and an understanding of the location and timeframe for development within the spatial framework of the identified green infrastructure corridors.
- 2.15 Green infrastructure is identified in the Strategic Infrastructure programme.

Transport

- 2.16 Provision is guided by the [Norwich Area Transportation Strategy](#) and its [implementation plan](#) developed alongside the Joint Core Strategy. The proposals in the Implementation Plan (updated in 2013) include:
- plans for improving transport and accessibility in the city centre
 - improving the cycling and walking network across Norwich
 - further improvements to rail and bus services building towards a Bus Rapid Transit system for the city.
 - capacity improvements to the A47 Postwick interchange (Postwick Hub)
 - delivering the Northern Distributor Road
 - taking additional steps to improve traffic flows in the area
- 2.17 A number of elements in the Implementation Plan are directly related to the delivery of growth, such as Bus Rapid Transit routes associated with major growth locations. The Implementation Plan will be constantly kept under review to reflect the housing and employment delivery trajectory and the availability of further funding.

- 2.18 The Postwick Hub is under construction with completion expected in spring 2015. The Northern Distributor Road has been accepted into the Nationally Strategic Infrastructure Projects process. The public examination process is underway with hearings in the summer and autumn of 2014. A decision is expected in spring 2015.
- 2.19 The Norwich Area Transportation Strategy is a [Norfolk and Suffolk Local Transport Body](#) (LTB) priority (the Local Transport Body is set up across Norfolk and Suffolk to distribute central government devolved funding for major transport schemes). The recently announced Local Growth Deal has confirmed the LTB funding of £7m for scheme delivery from 2015-2019.

3. Major Growth Locations

3.1 Reflecting the distribution of planned growth illustrated in figure one the Norwich Area Transportation Strategy is organised under five geographical headings.

North East Norwich - Old Catton, Sprowston, Rackheath Thorpe St Andrew Growth Triangle

3.2 The Growth Triangle is the largest single growth location in the Joint Core Strategy seeking to deliver 10,000 new homes, a 25 hectare expansion of Broadland Business Park and 25 hectares of new employment land at Rackheath.

3.3 Delivery is dependent on delivery of the Postwick Hub and the Norwich Northern Distributor Road. The Postwick Hub is under construction and the timetable for the Northern Distributor Road is not anticipated to delay housing delivery.

3.4 Broadland District Council is promoting an [Area Action Plan](#) to coordinate planning and delivery across the triangle. The Area Action Plan will be submitted for examination in late 2014.

3.5 Although the Area Action Plan has yet to be adopted there are significant planning consents in the Growth Triangle that total over 5,300 dwellings. Though delivery will span a number of years all these are planned to be on site within the next 3 years. These are summarised in table one below.

Table one: Planning consents Old Catton, Sprowston, Rackheath Thorpe St Andrew Growth Triangle

Site/ Location	Development	Status	Expected start
Sprowston, White House Farm	1233 dwellings, a link road, a primary school, and a large woodland park	Permitted	2014
Thorpe St Andrew, Brook & Laurel Farms	600 dwellings, a link road between Plumstead Rd and Broadland Business Park, 14.6ha of employment land, and local centre	Permitted	2016/17
North Sprowston and Old Catton	3,520 dwellings, employment, shops, services, cafes, restaurants and pubs, a hotel, two primary schools, community space	Resolution to permit	2015

3.6 The original delivery trajectory and infrastructure delivery profile was developed to support a strong start within the Triangle. This remains the case as evidenced by take up of planning consents.

Norwich City

- 3.7 The city is unique as a growth location as 3000 dwellings will be delivered as many smaller sites within the existing urban area. Some of the significant sites with early delivery are identified in table two below.

Table two: Norwich City significant sites with early delivery

Site/ Location	Development	Status	Expected start
St Ann's Wharf, King Street	Mixed use development of 437 dwellings and retail and leisure uses	Permitted	In the next 3 years
Mountergate West	180 dwellings on former car park	Allocation	2016/17
Aviva Car Park, Brazengate	86 dwellings	Permitted	Underway
Barrack Street	Mixed use office (20,500sqm), shop units hotel and 200 dwellings	Permitted	Part implemented
Kerrison Rd / Carrow Road	953 dwellings on 4 sites 400 dwellings.	495 permitted 458 allocated	Underway
Bowthorpe Threescore-	1000 dwellings, plus housing with care- permitted- housing with care and site infrastructure	Permitted	2014
Goldsmith street	100 dwellings- allocated	Allocated	2015/16

- 3.8 These sites generally only require improvements to provide open space requirements and access but do pressure the city wide transportation networks and education provision. Education, transport and green infrastructure projects are required across the city to meet current development rates, although because of the area wide nature of many of these improvements development is not directly dependent on infrastructure delivery.

South West

- 3.9 The South West includes four major growth locations, Wymondham, Hethersett, Cringleford and Easton. It also includes the strategic employment locations at Longwater and Norwich Research Park.
- 3.10 Collectively the growth at Wymondham, Hethersett, Cringleford and the NRP is dependent on an improvement at the A11/A47 Thickthorn junction and

public transport corridor enhancements. Some scheme development work at Thickthorn has been carried out, and LGF has been earmarked in 15/16 to carry out the next stages of scheme development work.

- **Hethersett** has outline planning permission with planning obligations secured under S106. These infrastructure requirements appear in the list of secured infrastructure and the trigger points were agreed as part of the planning consent.
- **Wymondham** is identified for 2200 dwellings and South Norfolk Council is preparing an [Area Action Plan](#). Although the Area Action Plan has yet to be adopted there has been strong interest in bringing forward growth in Wymondham. Planning permissions have been granted for the planned scale of growth. The majority of the sites have their obligations.
- **Cringleford** Currently there are two applications in the process of determination. Collectively they could deliver up to 1400 houses which is more than the planned 1200. These applications may impact on the ability of Thickthorn to cater for planned growth and this is being resolved in conjunction with the consideration of the planning applications.
- **Norwich Research Park** All allocated land at Norwich Research Park has outline consent with infrastructure obligations and phasing secured by S106 Agreements and planning conditions. The Centrum Building is nearing completion on the site ([Project 26](#)). Development ancillary to the Norfolk and Norwich University Hospital is underway on Norwich Research Park South.
- **Easton/ Costessey** There is active development at Costessey. Housing is progressing at Lodge Farm and Queens Hills and there is commercial and retail development at Longwater. This strong growth adds to the existing need to improve the A1074/A47 junction at Longwater. These developments have their infrastructure requirements secured through Section 106 legal agreements. Easton is likely to be the main focus for the 1000 houses identified in the Joint Core Strategy. The site promoter has undertaken consultation on proposals and an application is likely within the next year. South Norfolk in conjunction with Broadland are in the final stages of adopting supplementary guidance on a food hub and strong interest from a landowner has been shown for locating this at Easton with an indication that an application could be submitted soon.
- **Long Stratton** South Norfolk Council is preparing an [Area Action Plan for Long Stratton](#). The Area Action Plan has reached the preferred options stage, with the pre-submission due soon. In addition there has been some activity to promote land for housing. The delivery of the bypass is a prerequisite of growth. Phasing linked to development rates is being explored through the Area Action Plan. Currently there is no immediate pressure for delivery of the bypass or other Long Stratton Growth related infrastructure.

Elsewhere in the Norwich Policy Area

- 3.11 The planned growth allows for development of about 3800 homes in the Norwich Policy Area in addition to the major growth locations. These sites are being identified through the sites policies document. Current take up is through speculative applications taking advantage of the lack of five year housing supply. Local infrastructure enhancements may be required by these sites and secured through Section 106 legal agreements. Cumulative impacts are hard to predict and it is likely that improvements will be driven by the pressure on services and facilities. These do not appear in the short term but will be kept under review

Outside the Norwich Policy Area

- 3.12 Outside the Norwich Policy Area the scale of planned growth is modest and currently is not identified to require anything other than development specific improvements likely to be secured through the planning process. Infrastructure requirements will be kept under review

4. Key Infrastructure challenges and dependencies

- 4.1 This section outlines the infrastructure investment required to support growth and the critical and essential that is funded by other means. These do not feature in the detailed Greater Norwich Infrastructure Plan: Infrastructure Framework.

Utilities

- 4.2 Work on utilities infrastructure and capacity constraints is ongoing.

Electricity

- 4.3 The partners continue to work with UK Power Networks to explore mechanisms to ensure the cost of electricity infrastructure is shared proportionately between planned developments. No significant barriers to the delivery of require infrastructure have been identified.

Gas

- 4.4 Limited improvements to gas infrastructure are required across the area and do not provide a constraint.

Water

- 4.5 Significant investment is required in infrastructure to support growth and meet the requirements of the Habitat Regulations. Water quality is crucial, due to the number of protected sites relying on high water quality, including the Broads.
- 4.6 Anglian Water published their Draft Water Resource Management Plan in 2014 looking from 2015 to 2040. Some £25.6M of investment is proposed in the Norwich and the Broads water resource management zone during the period 2015 – 20 to deliver a relocation of the direct intake, improve water efficiency and enhanced metering. Further investment is proposed during post-2030 to resolve longer term issues. The plan also identifies additional options for maintaining the supply-demand balance should the future deficit significantly exceed current expectations.

Waste Water

- 4.7 Growth in several parts of the area is dependent on investment at sewage treatment works. Investment in sewerage capacity is required to the north and the south of Norwich and to serve the city centre. The timing of these investments will have an important effect on the phasing of development. The partners are working closely with Anglian Water to identify the best means of ensuring infrastructure is provided in a timely manner to serve development. Anglian Water works in five-year Asset Management Programmes with the forthcoming period for 2015-2020.

Table three: Significant water infrastructure investment required to support the major growth

Broadland		
North East Growth Triangle	Anglian Water indicates that a new strategic sewer to Whitlingham would use existing way leaves on the route of the existing sewer and can be upgraded in sections. Delivered by developers and Anglian Water through requisition order process.	SP1
Norwich		
Three Score, Bowthorpe, Norwich	Yare Valley sewer upgrade	
South Norfolk		
North Hethersett	Yare Valley sewer upgrade	
Costessey, Lodge Farm	Yare Valley sewer upgrade	
Easton	Yare Valley sewer upgrade	
Long Stratton	Strategic sewer	

Flooding

- 4.8 The great majority of development proposed in the JCS is located in areas with no fluvial/tidal flood risk. Any development proposed in areas of some flood risk (zone 2), will have to provide a flood risk assessment to show how flood risk can be mitigated. This will apply mainly to limited areas of the city centre. In South Norfolk, the [Site Specific Allocations Document](#) has actively avoided sites with any zone two or three flood risk and used development boundaries to eliminate the potential for infill in zones two and three.
- 4.9 Developers will work with the relevant public authorities in minimising flood risk through a combination of high quality urban design and green infrastructure, as well as use of Sustainable Drainage Systems.

Telecoms

- 4.10 A high speed and reliable broadband infrastructure is critical to economic development. It is also a key component in tackling deprivation and improving access to services amongst disadvantaged communities.
- 4.11 The [‘Broadband Strategy for Norfolk’](#) highlights the importance of broadband and is being used to identify priorities and investment opportunities in the area.
- To enable businesses to grow, encourage investment and reduce the digital divide, investment in broadband infrastructure is required.
- 4.12 Norfolk has been selected as one of the first three locations to progress its broadband plan. The aim of the project will be to supply the majority of

Norfolk with superfast broadband and everyone with at least 2mb/s. The project is expected to be complete by 2015.

Waste and recycling

- 4.13 Responsibility for waste disposal and planning, including Household Waste Recycling Centres, lies with Norfolk County Council. The County Council has to ensure that waste facilities coming forward provide adequate capacity to dispose of and/or treat all other kinds of waste, including commercial and industrial, construction and demolition, and hazardous waste.
- 4.14 There are currently seven Household Waste Recycling Centres in the area. One additional centre will be required by 2026, with the preferred location being the Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle.

Police, Ambulance and Fire services

- 4.15 Development will be well designed, to include safe and accessible space where crime and fear of crime are minimised. Access to police services through Safer Neighbourhood Teams will require new local facilities in major growth locations, though there may be scope to co-locate these with other community facilities.
- 4.16 Additional ambulance service capacity is expected to be met through a reorganisation of existing provision and the use of strategically located stand-points or facilities at hospitals, with limited impact on capital expenditure.
- 4.17 Fire appliances must be based at stations for most of the time. The existing fire stations across the area are well positioned in relation to the strategic growth locations and are expected to provide the necessary levels of service.

Healthcare

- 4.18 Health care facilities and the infrastructure needed to promote healthy lifestyles are required. The precise scale and nature of the facilities required will be dependent on the evolving nature of healthcare provision and will be kept under review.

Community infrastructure

Parishes will receive 15% of the CIL to deliver community infrastructure projects that they deem as necessary to support growth in their area. This rises to 25% where there is a Neighbourhood Plan. To find out where there is a Neighbourhood Plan, contact your local district council. Broadland District Council and South Norfolk Council have written to parishes to agree how infrastructure will be implemented. In the Norwich City Council area there are no parishes and the council will be consulting directly with communities.

Libraries

- 4.19 The County Council has a statutory responsibility to provide a comprehensive and efficient library service. New housing development may be served by a new library building, fixtures and stock, upgrading or

providing extra capacity at an existing library or providing a mobile service. Funding requirements may be phased throughout the Plan period dependent on the trajectory of development at any particular location.

Housing

- 4.20 The Joint Core Strategy policy target for delivery of affordable housing is 33% of total housing delivery. Affordable housing will continue to be negotiated on a site by site basis alongside other direct development requirements. As strategic infrastructure is funded from pooled sources, negotiations on Affordable Housing provision do not directly impact on delivery of the Strategic Infrastructure programme.

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