Greater Norwich Development Partnership

Local Investment Plan and Programme

THIS IS A WORKING DOCUMENT THAT CONTINUES TO BE DEVELOPED.

Version v.4.1

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Local Investment Plan and Programme for Broadland, Norwich and South Norfolk

a) This Plan is not legally binding upon the parties.

b) Nothing contained in or carried out pursuant to this Plan and no consents given by the Agency or the Council will prejudice the Agency's or the Councils (as appropriate) rights, powers or duties and/or obligations in the exercise of its functions or under any statutes, byelaws, instruments, orders or regulations.

c) This Plan is without prejudice to the Councils and/or the Agency's functions as a local planning authority and both parties may continue to exercise such functions as if they were not a party to this Plan.

d) This Plan is subject to the constitutional right of any future Parliament and/or the Agency's Sponsor Department to determine the amount of money to be made available to the Agency in any year and the purpose for which such money can be used.

e) This Plan is also subject to the terms of the Framework Document between the Agency and its sponsor department, as the same may be amended or replaced from time to time.

For and on behalf of **the Homes and Communities Agency**

Date: 16 March 2011
Signed:

Name: Terry Fuller
Position: Executive Director

For and on behalf of **Broadland District Council**

Date: 7 February 2011
Signed:

Name: Colin Bland
Position: Chief Executive

For and on behalf of **Norwich City Council**

Date: 10 February 2011
Signed:

Name: Laura McGillivray
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For and on behalf of **South Norfolk Council**

Date: 10 February 2011
Signed:

Name: Sandra Dinneen
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For and on behalf of **Norfolk County Council**

Date: 10 February 2011
Signed:

Name: David White
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For and on behalf of the **Broads Authority**

Date: 14 February 2011
Signed:

Name: John Packman
Position: Chief Executive

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1 Executive summary

1.1 This Local Investment Plan and Programme (LIPP) sets out the key packages and projects identified as necessary for the sustainable delivery of high levels of housing and job growth in Broadland, Norwich and South Norfolk. The LIPP focuses on delivery of the major housing locations and the strategic employment sites in the Norwich Policy Area, but also identifies strategic infrastructure need elsewhere.

1.2 The Joint Core Strategy (JCS) for Broadland, Norwich and South Norfolk was adopted on 24 March 2011. The JCS states that the Greater Norwich Development Partnership (GNDP) will develop and manage a delivery programme supporting the implementation of the strategy. This programme will be developed through the LIPP.

1.3 The LIPP includes a strong evidence base for the proposed investments, an explanation of the process of developing the LIPP, and a description of the main packages and projects and how they link back to the evidence base.

Evidence base

1.4 Between 2008 and 2026 the JCS provides the foundation for identifying land to meet the requirements of providing 37,000 additional homes in the area and securing another 27,000 new jobs.

1.5 The evidence base (Appendix 3) demonstrates that the area has the capacity to support this scale of growth, subject to the provision of supporting infrastructure, and to contribute greatly to the achievement of broader objectives for the region.

Process

1.6 The LIPP has been produced by officers of the GNDP and its constituent local authorities. Regular meetings of a working group have steered development of the LIPP.

1.7 **Packages, projects and priorities**

This LIPP has four themes and five spatial packages.

Themes:

1.8 The themes cover the specific types of investment and interventions required to deliver high-quality growth in the sub-region. The themes included in the LIPP are:

- Environment
- Housing, including Affordable Housing, housing for older and more vulnerable households and homelessness
- Jobs and the economy
- Essential infrastructure, services and community facilities

1.9 **Spatial Packages:**

- North East
- City
- South West
- Long Stratton
- Broadland and South Norfolk elsewhere

1.10 These themes include existing assets around which substantial and sustainable growth can be achieved, and also reflect the location of the main physical constraints on development.

1.11 Each theme draws upon the relevant local strategy, and links the key outputs from these to the spatial areas.

Timescales for Delivery

1.12 Projects within this document are referred to as being short, medium, or long term. These headings relate to when the projects are being delivered, or projected for delivery within the following timescales:

- Short-Term Projects 2008 - 2016
- Medium Term Projects 2016-2021
- Long Term Projects 2021-2026

1.13 The programme includes projects that are planned to commence after 2016, or are still being developed, and have strategic significance to the delivery of growth in the area. Figure 1, below, illustrates the relationship between the LIPP, strategies and the evidence base.

Figure 1

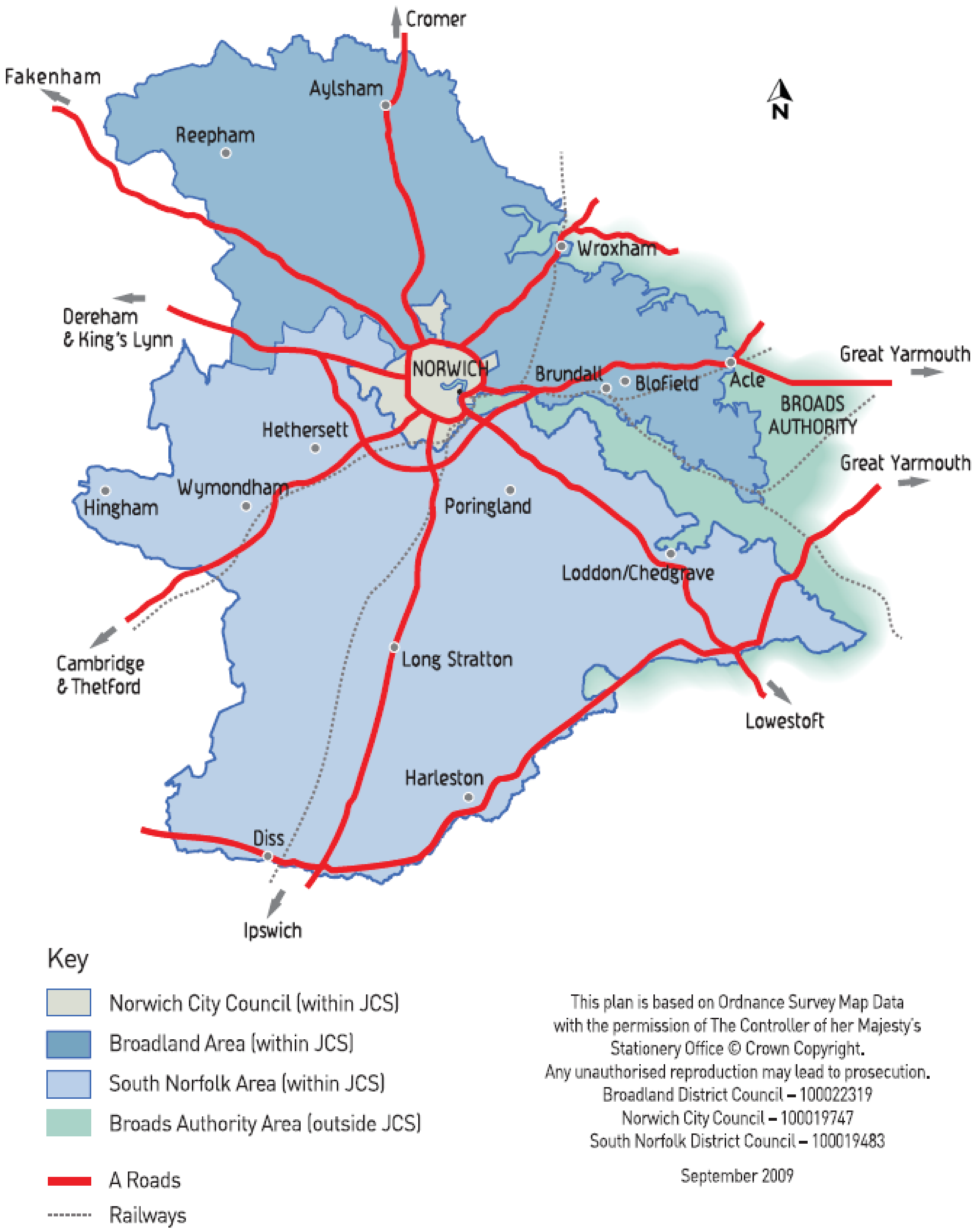
1.14 The LIPP and subsequent Local Investment Agreement (LIA) will provide an agreement between the Homes and Communities Agency (HCA) and the Greater Norwich Development Partnership. It shows priorities and direction of investment, with no commitment of funding. It has been recognised that the LIPP is an evolving document that will be utilised to attract public and private sector investment to the Greater Norwich area. It will be subject to regular review to account for any policy and economic change.

1.15 Version 4.1 updates the LIPP to take into account of the Community Infrastructure Levy and minor updates to data.

2 Introduction

2.1 Norwich is one of the main locations for growth in the east of England, for new homes and jobs, leisure, cultural and educational development. The economic, social and cultural influence of the city extends well beyond its administrative boundaries into the neighbouring districts of Broadland and South Norfolk as well as beyond. In the rural area, market towns continue to provide the most sustainable focus for development.

Figure 2: Local Planning Authority boundaries



2.2 The councils of Broadland, Norwich and South Norfolk, supported by Norfolk County Council have prepared a Joint Core Strategy (JCS) to guide, manage and deliver growth to 2026.

2.3 The Greater Norwich Development Partnership (GNDP) is the body through which Broadland District Council, Norwich City Council, South Norfolk Council, Norfolk County Council and the Broads Authority are working together to manage the delivery of growth to meet the area's needs.

2.4 The growth strategy for the area equates to at least 37,000 new homes and 27,000 new jobs by 2026 and makes provision for ensuring the services and facilities needed for communities are made available in the right place at the right time.

2.5 This Local Investment Plan and Programme (LIPP) sets out the GNDP's investment plan identifying the key investment priorities to deliver sustainable growth. It forms the Implementation Plan for the delivery of the Joint Core Strategy for Broadland, Norwich and South Norfolk 2008 – 2026, the Greater Norwich Housing Strategy and the Greater Norwich Economic Strategy 2009 – 2014. It draws together the strategic Infrastructure, identified in Appendix 7 of the JCS, housing projects including affordable housing, housing for older and more vulnerable households and homelessness and regeneration and growth projects.

2.6 The LIPP provides an agreement between the Homes and Communities Agency (HCA) and the Greater Norwich Development Partnership, and its constituent authorities, for priorities and direction of investment, with no commitment of funding. The LIPP is an evolving document that will be utilised to attract public and private sector investment to the area. The LIPP will be subject to regular review to account for any policy and economic change.

2.7 This document serves a number of purposes:

- A clear document identifying what new infrastructure is needed, why, where, and when; how much it will cost, and who is likely to fund it – including investment from utilities companies, NHS Norfolk and central government
- A tool to manage, prioritise and co-ordinate the delivery of infrastructure to facilitate growth
- A 'bidding' document to a variety of public agencies and Government, seeking their commitment to contribute to funding for example, the Homes and Communities Agency and the Department for Transport.
- A document that can be used to evidence the Community Infrastructure Levy, support negotiations with private sector developers where they are expected to contribute to projects; and
- A key piece of 'evidence' to demonstrate that, with the right investment, the sustainable growth of the area, as set out in the Joint Core Strategy, can be achieved.

Summary of delivery / governance arrangements that have been used to develop the LIPP

2.8 The LIPP has been produced by officers of GNDP and its constituent local authorities. The terms of reference of the GNDP can be found in Appendix 1.

2.9 Regular meetings of a working group have steered development of the LIPP.

LIPP Structure

Themes:

- Environment
- Housing including Affordable Housing, housing for older and more vulnerable households and homelessness
- Jobs and the Economy
- Essential infrastructure, services and community facilities

Spatial packages:

- North East
- City
- South West
- Long Stratton
- Broadland and South Norfolk elsewhere

Description of the process through which the LIPP was put together

2.10 To enable the Partnership to fully understand the investment required to deliver growth, an Infrastructure Need and Funding Study (EDAW/ AECOM 2009) was commissioned. The results of this study inform this LIPP. The LIPP is also informed by the Greater Norwich Housing Strategy and the Greater Norwich Economic Strategy Action Plan 2009 – 2014.

2.11 The Partnership has met with, and will continue to meet, a range of service providers to secure investment in the infrastructure priorities in the area, ensuring the growth agenda is incorporated in forward planning and investment plans.

2.12 The LIPP includes capital investment and associated revenue funding required to support growth, where details are available. Further information on funding requirements will be added over time as it becomes clearer.

Community Engagement

2.13 The Partnership recognises that it needs to work closely with a wide range of stakeholders, and has created appropriate structures and relationships to engage with and promote the growth agenda across key partner organisations. These have included Local Strategic Partnerships (LSPs), developers, agents, land owners, businesses and government agencies as well as consulting with local communities. The Partnership has held a number of joint meetings with the LSPs throughout the Joint Core Strategy process to engage service providers to ensure sustainable delivery of the strategy. The Partnership has also actively engaged with local people to consult, communicate and develop the Joint Core Strategy, including consultation with young people and hard to reach groups with help from the Norfolk Museum Service.

2.14 The GNDP authorities have consulted Town and Parish Councils and community groups around the 'meaningful proportion' of a Community Infrastructure Levy (CIL) that will be passed to them for local infrastructure projects to support growth and on governance issues in the City, which is not parished. The 'meaningful proportion' is being considered as part of a national, Government consultation, amendments to the Community Infrastructure Levy Regulations are expected to be published in April.

2.15 Green infrastructure and recreational open space will be an important component of future development. Therefore the Partnership is working with a number of local interest and environmental organisations to develop a future programme of projects for Green Infrastructure which will be delivered alongside new residential and commercial development as demand for these facilities increases.

2.16 The GNDP has also produced a Greater Norwich Economic Strategy (GNES) for the three districts. The strategy was prepared with the benefit of consultation with the business community, other public sector bodies, further and higher education institutions and stakeholders with a particular concern for sustainable development.

2.17 A number of the objectives in the JCS and GNES are specifically aimed at addressing the needs of disadvantaged and minority groups.

2.18 The Greater Norwich Housing Strategy 2008-11 underwent extensive consultation including a sub-regional conference about issues and a 12 week consultation on the draft Strategy.

Evidence

2.19 The evidence base for the LIPP is available on the GNDP website, www.gndp.org.uk (a complete list of evidence is in Appendix 3)

2.20 The evidence makes it clear that there are major challenges to address in order to deliver the wide range of infrastructure, services and facilities required to support the planned growth. Significant investment will be required in affordable housing, transport, water, education and green infrastructure, but the LIPP process will seek to ensure that equally significant, if less costly infrastructure, is also provided for health, culture, community, leisure and other needs. Investment will also be channelled into schemes that directly support the growth of a modern economy.

Delivering Growth in Challenging Economic Climates:

2.21 The recession and its aftermath are dominant influences on the early years of the LIPP. House building rates have decreased, businesses are facing tight credit markets alongside falling demand in some sectors, while unemployment continues to rise. The availability of public funding will decline significantly over the next few years, at a time when investment is most urgently needed to underpin growth. The LIPP will provide a framework for action that will help:

- stimulate early implementation of the spatial and economic strategies

- minimise the effects of the recession on the area
- secure funding from a variety of sources for an agreed set of investment priorities
- minimise the after effects of the recession for the area and ensure that the area is able to take advantage of the economic recovery
- deliver sustainable job growth that will benefit local residents particularly those that live in deprived communities
- improve the capacity of the local HE/FE sector to help ensure that the skills of the local population are those that will be needed to support sustainable economic growth
- assist the recovery in house-building including the delivery of much needed affordable housing, housing for older and more vulnerable households and homelessness
- delivery of green infrastructure projects to improve quality of life and reduce pressure on sensitive habitats

3 Vision, challenges and context

Vision

3.1 This LIPP spans a large area incorporating three districts. Visions for the area are contained within the countywide sustainable community strategy, Norfolk Ambition and the three district sustainable community strategies:

- A Vision for Norwich
- Broadland Community Strategy
- South Norfolk Alliance: Your Sustainable Community Strategy.

3.2 The common themes have been drawn into specific GNDP wide visions in the Joint Core Strategy and Greater Norwich Economic Strategy.

3.3 The spatial vision for the Joint Core Strategy is:

"By 2026 the extended communities of Broadland, Norwich and South Norfolk will be strong, cohesive, creative and forward looking.

Between 2008 and 2026, at least 36,740 new homes will be built (of which over 33,000 will be in the Norwich Policy Area) and about 27,000 new jobs will be created. All communities will be safer, healthier, more prosperous, sustainable and inclusive. High quality homes will meet people's needs and aspirations in attractive and sustainable places. People will have access to good quality jobs and essential services and community facilities, with less need to use the car"

The full vision and objectives are found in the Joint Core Strategy for Broadland, Norwich and South Norfolk Submission.

3.4 The Greater Norwich Economic Strategy vision is drawn from the spatial vision, but focuses on key priorities to 2014. The vision is:

"Greater Norwich will be recognised as one of England's major city regions with a rapidly growing diverse and sustainable economy providing all its residents with opportunities and a great quality of life".

3.5 The 'vision' for the LIPP is to take the existing strategies, identify what is required to realise the existing visions and strategies and set out a strong and clear argument for what should be done and when.

Challenges

3.6 At the heart of this LIPP is an understanding of the challenges and what will need to be done to meet them. The role of the LIPP is to take the work carried out to date and move it forward to develop projects that unlock the growth opportunities.

3.7 The Joint Core Strategy sets out the five grand challenges for the area.

Environment	Enhancing our special environment and mitigating against any adverse impacts of growth
Houses	Identifying land to meet the requirements of providing around 37000 homes
Jobs	Securing 27,000 new jobs of all types and levels in all sectors of the economy and for all the workforce
Placemaking	Maximising the high quality of life we enjoy and respecting the patterns of living which characterise the area
Infrastructure	Ensuring that essential infrastructure, services and community facilities are provided

Context

3.8 The area already possesses well-developed essential economic, environmental and social infrastructure and has a history of delivering significant growth. Support is now required to meet the challenges, to deliver the planned step change in the scale and rate of growth in the area. In 2006, in recognition of the scale of growth, the area was given growth point status.

Population

3.9 In 2008 the area's population was just over 374,000, and had grown by around 6% (22,000 people) since 2001. This growth was largely generated by in-migration although natural growth has been stronger in Norwich which has a relatively high proportion of younger people. The districts of Broadland and South Norfolk have relatively high proportions of older people.

3.10 Table 3.1 indicates that:

- In the period 2001-2008 average percentage growth rates for the GNDP area were similar to the region and slightly higher than for the county as a whole. Growth was highest in Norwich and significantly lower in Broadland.
- Over the period 2008-26 the annual growth rate in Norfolk as a whole is expected to decline whereas annual growth in the area is projected to increase – illustrating the increased role the area will play in accommodating the county's growth.
- After 2008 growth in Broadland is projected to strengthen and be broadly similar to that in Norwich, but the highest rate of population growth is expected in South Norfolk. However, by 2026, Norwich is still expected to have the largest population of the three districts.

Table 3.1 Population changes 2001 – 2008 - 2026

AREA	YEAR			Average growth p.a 01-08		Average growth p.a. 08-26	
	2001	**2008**	**2026**		**%**		**%**
Broadland	118,814	122,666	140,326	550	0.46	981	0.80
Norwich	122,366	132,871	151,803	1,501	1.23	1,052	0.79
South Norfolk	110,848	118,808	144,475	1,137	1.03	1,426	1.20
GNDP total	**352,028**	**374,345**	**436,604**	**3,188**	**0.91**	**3,459**	**0.92**
Norfolk	798,618	844,955	950,863	6,620	0.83	5,884	0.70
East Region	5,400,500	5,728,700			0.87		

Source: Norfolk County Council dwelling-led 2006-based projections (April 2009).
Eastern Region data: ONS Mid-years estimates.

(NB revised 2008-based mid year estimates suggest that the population in 2008 was higher at over 378,000 people, an increase of 26,000 or 7.4% since 2001. This suggests an annual average growth rate of 3,700 people. see http://www.norfolkinsight.org.uk/Custom/Resources/Din111.pdf The higher growth estimate results from an upward revision for Norwich and a small downward revision in South Norfolk. These revised estimates have yet to be incorporated into the above projections).

Age, Race and Gender

3.11 Table 3.2 compares the age structure of the population of the area to that of the region and to England as a whole. The area has a lower than average percentage of the population in the 0-15 years age group alongside a higher percentage of the 60 years and above age group. The other age groups are roughly in line with the regional and national averages.

Table 3.2 Population Age Structure

	0-15 yrs	16-29 yrs	30-44 yrs	45-64* yrs	60+ yrs **
GNDP total	**16.8%**	**18.8%**	**20.2%**	**22.4%**	**21.7%**
Broadland	17.3%	13.5%	20.4%	24.6%	24.2%
Norwich	15.2%	28.8%	20.9%	17.9%	17.2%
South Norfolk	18.1%	13.2%	19.4%	25.1%	24.2%
Eastern Region	**19.1%**	**17.1%**	**21.5%**	**22.4%**	**19.9%**
England	**18.9%**	**18.6%**	**21.7%**	**21.9%**	**18.9%**

* female 45-59, male 45-64 ** female 60 plus, male 65+
Source: Norfolk Data Observatory

3.12 Projections are policy based and include the housing provisions of the Joint Core Strategy plus an additional allowance for "windfall" development. In taking account of this additional provision they probably represent the maximum level of dwelling growth that could be provided. Even so it should be noted that the projected total population in 2026 is about 4.5% lower than the 457,500 people suggested by the latest 2008-based ONS trend based projections.

3.13 The household structure of the area generally follows from its slightly older population; there are more pensioner households and also adult couple households without children compared with England as a whole, according to the 2001 Census. The census also shows the age structure of the population of Greater Norwich to include far fewer young families in the area than in England as a whole.

3.14 The population is predominantly White British. The White Other group is noticeably larger in Norwich than other districts and is in line with regional and national averages.

3.15 In the 2001 Census, black and minority ethnic population comprised just 4% of the total population (compared with 8.6% for the Eastern region and 12.5% for England and Wales) but there has been a general increase in multi-ethnicity as more people move to the area. The largest ethnic minority groups in 2001 were recorded as White other (1.7%), White Irish (0.5%), Indian (0.25%), Chinese (0.25%) and Other Ethnic Group (0.25%). Although migrants from other European Union states have increased rapidly in some other local authorities in Norfolk, where traditional labour markets of agriculture and food production are major employment sectors, eastern European populations amount to less than 1% of the total population. Generally there is more diversity found in Norwich, where roughly 7% of the population were not classed as ‘White British’ in 2001, although this was thought to have risen to 7.9% in the ONS mid-2003 population estimates.

3.16 Traditionally, Gypsy and Traveller communities have always been drawn to the agriculture and rural parts of the area. Across the county of Norfolk Gypsies and Travellers form the second largest minority ethnic population after the Portuguese.

3.17 The population of the Norwich local authority area is characterised by a significantly higher percentage of 16-29 age group (mainly due to the high student population) and correspondingly lower levels of the older age groups.

Households

3.18 Table 3.3 shows that over the period 2001 to 2008, the total number of households grew by some 16,000 or just over 10%. While the area’s average annual growth rate has been broadly the same as for Norfolk as a whole, it has been higher than that regionally. Average annual growth in Broadland district has been below the area average; however, in Norwich it has been significantly higher.

Table 3.3 Total households 2001 and 2008

Area	Year		Average % growth p.a. 01-08
	2001 (i)	**2008 (ii)**	
Broadland	50,009	54,378	1.15
Norwich	54,584	61,414	1.59
South Norfolk	46,607	51,446	1.34
Greater Norwich	**151,200**	**167,238**	**1.37**
Norfolk	343,135	378,735	1.34
East of England	2,231,974	2,447,400	1.26

Notes: (i) 2001 Census occupied household space (ii) CACI household estimates

3.19 The rate of household growth significantly exceeds the rate of population growth as a result of the area's continual decline in average household size. This trend has increased the demand for housing and will continue to do so. In 2001 68% of all households in the area comprised just one or two people. The highest proportion of single person households was in Norwich, while Broadland and South Norfolk had the highest proportion of 2 person households. The downward trend in predicted household size is predicted to continue.

Table 3.4 Household size 2001

	Broadland	**Norwich**	**South Norfolk**	**TOTAL GNDP**
Households	% of all households	% of all households	% of all households	% of all households
1 person	25.4	37.1	25.9	29.8
2 people	40.8	33.9	40.5	38.2
3 people	14.9	13.5	14.6	14.3
4 people	14.0	10.4	13.8	12.6
5 people	4.0	3.6	4.0	3.9
6 people	0.7	1.0	0.9	0.9
7 people	0.1	0.3	0.2	0.2
8 or more	0.1	0.1	0.1	0.1

Source 2001 Census

Moving Towards a Balanced Housing Market

3.20 The term 'housing market' is not restricted to the private sector. The term refers to all tenures:

- the owner occupied sector,
- the private rented sector,
- affordable housing (sourse: Annex B of PPS3) :
  - o social rented accommodation, or affordable rented housing owned by a council or a housing association,
  - o intermediate tenure (purchase or rent at less than market value, but more than social rent.

3.21 Ideally the supply of housing in each tenure should match requirements. The 2007 Housing Market Assessment, updated in 2009 and 2011, looked at how the sub-regional housing market operates. The research identified a substantial imbalance across the area. Problems arise from:

- high house prices and the practices of mortgage lenders making it difficult for potential purchasers to enter the owner-occupied sector;
- an inability by developers to build in the current market;
- although the right types of properties might be present in the right numbers at the sub-regional level, they might not be in the right places within the Sub-region (e.g. a shortage of smaller properties in the more rural areas);
- a shortage of affordable housing throughout the area.

Housing requirement

Table 3.5 Summary of 5-year Housing Requirements by Housing Type and Local Authority when considering Lower Intermediate and Social together (2006, 2009 & 2011)

Housing Type	Local Authority									Greater Norwich		
	Broadland			Norwich			South Norfolk					
	2006	2009	2011	2006	2009	2011	2006	2009	2011	2006	2009	2011
5-Year Net Requirement												
Market	1166	1284	1250	2495	2799	2712	1824	1952	1611	5,485	6,034	5,573
Upper & Middle Intermediate Bands	183	361	81	120	132	129	225	232	229	527	725	438
Lower Intermediate Band & Social	303	196	456	2997	3254	3180	379	449	735	3679	3900	4371
TOTAL	**1652**	**1840**	**1787**	**5,612**	**6,185**	**6,021**	**2427**	**2633**	**2574**	**9,691**	**10,659**	**10,382**
Net Requirement (Annualised)												
Market	233	257	250	499	560	542	365	390	322	1,097	1,207	1,115
Upper & Middle Intermediate Bands	37	72	16	24	26	26	45	46	46	105	145	88
Lower Intermediate Band & Social	61	39	91	599	651	636	76	90	147	736	780	874
TOTAL	**330**	**368**	**357**	**1,122**	**1,237**	**1,204**	**485**	**527**	**515**	**1,938**	**2,132**	**2,076**
% of Net Requirement												
Market	70.60%	69.70%	70%	44.50%	45.30%	45%	75.10%	74.10%	62.60%	56.60%	56.60%	53.70%
Upper & Middle Intermediate Bands	11.10%	19.60%	4.50%	2.10%	2.10%	2.10%	9.30%	8.80%	8.90%	5.40%	6.80%	4.20%
Lower Intermediate Band & Social	18.30%	10.70%	25.50%	53.40%	52.60%	52.80%	15.60%	17.10%	28.50%	38%	36.60%	42.10%
TOTAL	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Source: Refresh of the Greater Norwich Housing Market Assessment update (April 2011)

Results from the Refresh of the Greater Norwich Housing Market Assessment update (November 2010)

3.22 Table 3.5 shows that the overall housing requirement across the sub-region has increased by 6.66% from 9,691 to 10,382.

3.23 Housing need, defined as social rent and intermediate tenures, has increased in absolute terms from 841 dwellings to 962 dwellings per year.

3.24 Housing need is split down as 10% upper intermediate tenure and 90% social rent & lower intermediate tenure across the sub-region. In order to create balanced sustainable communities it is recommended to keep an 80:20 split in favour of social rented dwellings for affordable housing development.

3.25 All three district councils have seen an increase in housing requirement and housing need in absolute terms. Only once in the last 5 years has the number of dwellings completed exceeded the requirement target within the housing market assessment and this is leading to an increased pressure on housing waiting lists across the sub-region.

3.26 Broadland District Council has seen a move from a need for social rented and lower intermediate dwellings to more upper intermediate tenure dwellings. This is explained by ORS as due to the original research they carried out where more households interviewed in Broadland were initially assigned to requiring lower intermediate dwellings but were close to being able to afford upper intermediate and the changes in the market have made them now able to afford this tenure.

3.27 The overall housing need as a percentage of housing requirement remains at 46.3% across the sub-region.

Table 3.6: Housing Completions – All Tenures

	Broadland	Norwich	South Norfolk	Greater Norwich
2005/06	136	879	340	1,355
2006/07	307	954	604	1,865
2007/08	263	1,040	1,223	2,526
2008/09	294	527	907	1,728
2009/10	198	399	645	1,239

Table 3.7: Supply of New Affordable Housing

	Broadland	Norwich	South Norfolk	Greater Norwich
2005/06	27	244	71	342
2006/07	107	293	108	508
2007/08	89	283	245	617
2008/09	83	229	403	715
2009/10	61	120	211	392
2010/11	31	112	110	253

Table 3.8: Annual Housing Requirement for Greater Norwich

	2006	2009	2011
Open market	1,097	1,207	1,115
Intermediate tenure	105	145	88
Social rent	736	780	874
(Affordable housing need)	(841)	(925)	(962)
Total	**1,938**	**2,132**	**2,076**

Table 3.9: The Number of Households on Housing Registers

	Broadland	Norwich	South Norfolk	Greater Norwich
2006	3,185	5,601	2,967	11,753
2007	3,833	5,255	3,117	12,256
2008	2,801	6,999	2,945	12,745
2009	3,278	9,425	4,003	16,706
2010	3,560	9,169	4,832	17,561
% increase	11.8%	63.7%	62.6%	49.4%
2011	3450	6,761	5,024	15,235

Maximising Opportunities to Build More Affordable Housing

3.28 The 2009 update of the Greater Norwich Housing Market Assessment showed that each year 925 additional affordable homes are required. The current funding uncertainties make essential effective co-operation between all parties involved in delivering affordable housing:

- housing and planning services within each local authority,
- partnership working between agencies and housing associations in the sub-region, and
- funding agencies, especially the Homes and Communities Agency through the Single Conversation.

3.29 Increasing the supply of affordable housing will provide more suitable accommodation, improve choice and reduce homelessness. Although 11% of need can be met through low cost ownership (shared ownership and discounted sale price), the majority of need is for the social rented sector.

Ensuring Homes are Decent, Healthy and Environmentally Sustainable

3.30 It is essential that the existing housing stock is in good condition and meets the requirements of residents. Over 95% of the social housing stock in the area meets the government's Decent Homes standard, continued work is needed to ensure that these homes retain this standard.

3.31 The private sector requires substantial investment to prevent it from deteriorating, providing assistance for owner occupiers and landlords where appropriate. Investment is needed to improve the condition of the existing stock, especially for the large number of households which suffer from excessive cold and other hazards that can have a serious effect on the health and well-being of occupants. The private sector Decent Homes standard is based on the suitability of the property for the occupier. Action is required to address this issue, and to help people to adapt their home to meet their medical requirements.

Table 3.10: Private sector housing condition

	Broadland District Council	Norwich City Council **	South Norfolk Council
Estimated cost of removing Cat 1 hazards from private sector (non-RSL stock)	£7,700,000	£9,000,000	£8,500,000
Average SAP rating of private sector (non-RSL stock)	54	47	55
Percentage of non RSL dwellings with a SAP rating of below 35	-	7%	11%
Estimated total of Houses in Multiple Occupation (including verifiable HMO's)	50	1900	589

Source: HSSA, 2009-2010

** Norwich City Council information taken from last stock condition survey carried out in 2006

Provide a wide range of sustainable housing solutions to people at risk of being homeless.

3.32 The demand for affordable housing continues to increase at a faster rate than supply and that this trend is likely to continue. Given this, it is crucial that all steps possible are taken to make the best use of existing stock and to maintain tenants in their properties wherever possible. This may call for innovative approaches to issues such as under-occupation and tenant mobility.

3.33 Previous successes in engaging with the private rented sector have already shown the potential for this sector to address housing need in the area and steps need to be taken to ensure that this momentum is not lost. This will be particularly difficult given proposed changes to local housing allowance and a degree of thought will need to be given over to ensuring that private renting remains a viable option.

Earnings

3.34 As shown in the Table below, median earnings are significantly below the regional and national levels across the three districts. Whilst this may be viewed as a strength in terms of the competitive position of businesses, it is also a weakness in terms of the prosperity of the area and the level of disposable income within the local economy.

Table 3.11 Annual median earnings 2010

	Residence-based	**Workplace-based**
Broadland	£24,748	£22,610
Norwich	£23,748	£23,942
South Norfolk	£26,470	£24,025
East of England	£27,216	£25,369
Great Britain	£26,000	£25,993

Source: Annual Survey of Household Earnings (ASHE) 2010

3.35 Over 2009/10, residence-based earnings have risen faster in Broadland (+2.6%) and South Norfolk (+5%) than in Norwich (+0.5%) and at the regional (+1.3%) and national (+0.3%) levels.

3.36 Workplace-based earnings grew, albeit marginally in Broadland (+1%) and Norwich (0.5%) over the year. Workplace-based earnings fell in South Norfolk (-5.3%), as they did at the regional level (-0.5%).

3.37 Relatively low earnings mean that housing affordability is becoming a key issue in Greater Norwich as new developments are built to cater for an increasing population and to meet the area's requirements for 37,500 new homes by 2026. The Housing Affordability Ratio is based on average house price and median annual salary - the higher the ratio, the less affordable houses are; in Greater Norwich it stands at around 6:1. Therefore, the average home in Greater Norwich costs 6 times the median salary of people living in the area.

3.38 The proportion of residents earning less than £7 per hour stands at 21.4% in Broadland district, 25.1% in the Norwich local authority area and 18% in South Norfolk district. The Norwich local authority area ranks as the 43rd worst district in England on this measure (Broadland 140th, South Norfolk 229th).

Skills and Qualifications

3.39 Table 3.12 shows that across the Greater Norwich area as a whole, the percentage of the working age population qualified to Level 4 and above (degree level) is just below the national average and slightly higher than the regional average. The Norwich local authority area has an above average level of residents with higher level qualifications; South Norfolk is in line with the national average. Broadland has a lower than average proportion of residents qualified to degree level and above.

3.40 Greater Norwich also has higher than average levels of working age residents who are qualified to Level 3, with Broadland having the lowest percentage of the three districts and in line with the regional and national average.

Table 3.12 Qualifications of Working Age Population

	Greater Norwich	Broadland	Norwich	South Norfolk	East of England	UK
% with NVQ4+ - working age	28.4	24.8	30.4	29.4	27.3	29.9
% with NVQ3 only - working age	17.2	14.8	18.3	18.2	15.4	15.5
% with NVQ2 only - working age	19.2	24.5	12.5	22.4	17.3	16.1
% with NVQ1 only - working age	14.5	16.1	17.2	9.3	15.7	13.5
% with no qualifications - working age	9.4	10.0	8.5	9.9	11.3	12.3

Source: National Statistics (Nomis: www.nomisweb.co.uk) Annual Population Survey 2010

3.41 The percentage of Greater Norwich's working age population whose highest qualification is at Level 2 is also above the regional and national averages and is highest in Broadland and South Norfolk. Norwich and Broadland have a higher than average proportion of residents with a Level 1 qualification as their highest qualification. The three districts and Greater Norwich as a whole have a lower than average percentage of the working age population with no qualifications.

Employment

3.42 Greater Norwich supports around 168,104 employee jobs. Around one-half of these jobs are based in the Norwich local authority area; the remainder is split almost equally between Broadland and South Norfolk. Table 3.13 shows, that from 1995 to 2010, employment in Greater Norwich increased by 16% which reflects the rate of employment growth achieved regionally and is slightly higher than that seen across the LEP area and nationally.

3.43 Both South Norfolk and Broadland have seen strong growth in employment since 1995; employment levels more than doubled in Broadland over the period and increased by almost two-thirds in South Norfolk. Conversely, Norwich has experienced a reduction in employment since 1995. The development of Broadland Business Park in the late 1990s and the Norfolk and Norwich University Hospital in 2005 involved a substantial relocation of employee jobs from the centre of Norwich to the urban fringe. Around 73% of employment in Greater Norwich is based in the built-up urban area.

Table 3.13
Employment 1995 - 2010 (excluding self-employed)

	1995	2001	2010	% Change 1995-2010	% Change 2001-2010
Greater Norwich	145,049	158,300	168,104	16.0	6.2
Broadland	28,277	36,400	44,112	56.0	21.2
Norwich	90,876	91,900	80,353	- 11.6	- 12.6
South Norfolk	25,896	30,000	43,640	68.5	45.5
New Anglia LEP	523,731	602,311	602,295	15.0	- 0.002
East of England	2,012,300	2,266,100	2,345,515	16.5	3.5
Gt. Britain	22,728,869	25,490,300	26,082,126	14.8	2.3

Source: National Statistics (NOMIS: www.nomisweb.co.uk) Annual Business Inquiry[1] 1995/2001 and Business Register of Employment Survey 2010 Crown copyright material is reproduced with the permission of the Controller of HMSO

3.44 The proportion of the Greater Norwich working age population that is economically active[2] is comparable to that seen across the LEP area and regionally; it is higher than the national figure.

3.45 The rate of employment is higher than the national average and approximates to the LEP area and regional average. The rate of self employment across each of the Greater Norwich districts is lower across the LEP area, regionally and nationally.

3.46 Broadland and South Norfolk's economic activity rates are higher than those seen across the LEP area, regionally and nationally. Norwich's lower rate is

[1] Annual Population Survey data with margin of error for districts in the range of +/-5.9%
[2] Economically active: People who are either in employment or unemployed

probably caused by the high student population in the city and is on par with the national rate.

Table 3.14
Economic activity as a proportion of the working age population

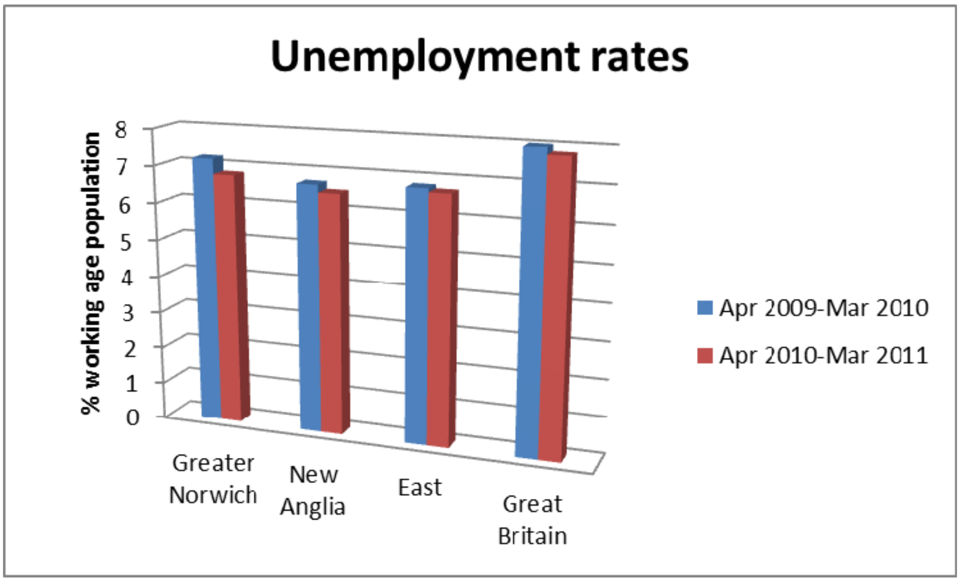
	Economically Active	Employment Rate (includes self-employment)	Self-employment
Greater Norwich	**78.9%**	**73.5%**	**7.5%**
Broadland	79.0%	76.6%	5.2%
Norwich	76.4%	70.4%	7.2%
South Norfolk	82.1%	74.6%	10.5%
New Anglia LEP	78.4%	73.3%	10.1%
East of England	78.7%	73.4%	10.0%
Gt. Britain	76.2%	70.3%	9.0%

Source: National Statistics (Nomis: www.nomisweb.co.uk) Annual Population Survey April 2010 to March 2011 Crown copyright material is reproduced with the permission of the Controller of HMSO

3.47 The employment rate in Broadland and South Norfolk is higher than the rate across the LEP area, regionally and nationally. As before, Norwich's lower rate is no doubt caused by the high student population in the city but approximates to the national rate. Self-employment is relatively low across Broadland and Norwich. South Norfolk's level of self-employment is above the regional and national averages, which pushes up the rate for Greater Norwich as a whole.

Unemployment

3.48 Greater Norwich's unemployment rate (survey based) for the period 2009 to 2010 stood at 6.8% of the working age population, marginally above rates in the LEP area (6.5%) and the region (6.7%) but below the national rate (7.8%). Unemployment rates across each of these areas had fallen slightly compared to the previous year. Robust data is not available at a district level.



Source: National Statistics (Nomis: www.nomisweb.co.uk) Annual Population Survey April 2010 to March 2011 Crown copyright material is reproduced with the permission of the Controller of HMSO

3.49 As shown in Table 3.15, Greater Norwich's JSA claimant count unemployment rate remains below the LEP area, regional and national rates However, within Greater Norwich there is a wide variance in JSA rates.

3.50 The rate in Norwich is much higher than that seen in Broadland and South Norfolk; the Norwich rate is also above that in the LEP area, regionally and nationally. Norwich's JSA rate has risen slightly over the year. Although JSA rates have shown a marginal increase over the year in Broadland and South Norfolk they remain relatively low compared to rates across the LEP area, regionally and nationally.

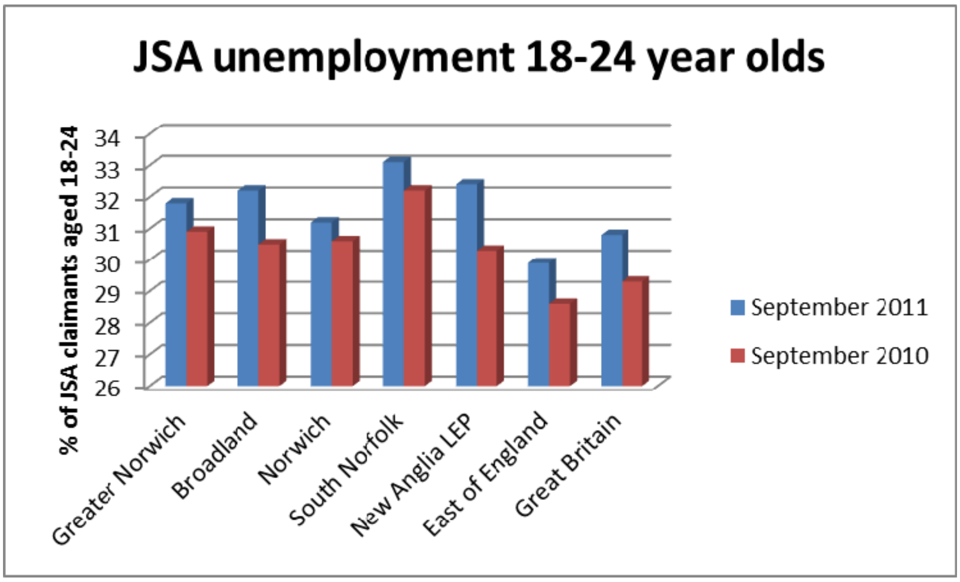
Table 3.15
JSA claimant count unemployment rate as percentage of working age population

	September 2010	September 2011
Greater Norwich	**2.6%**	**3.0%**
Broadland	1.7%	1.9%
Norwich	3.9%	4.3%
South Norfolk	1.9%	2.1%
New Anglia LEP	2.9%	3.1%
East of England	2.8%	3.1%
Great Britain	3.5%	3.9%

Source: National Statistics (Nomis: www.nomisweb.co.uk) JSA Claimant count. Crown copyright material is reproduced with the permission of the Controller of HMSO

3.51 The proportion of JSA claimants who have been unemployed for more than 12 months) is higher in Greater Norwich (17%) than the LEP area (15.8%), regionally (15.8%) and nationally (15.5%). The Greater Norwich figure is inflated by the high level of long term JSA unemployment in the Norwich local authority area (19%). Broadland and South Norfolk have lower than average levels of long term unemployment (14.4% and 13.8% respectively).

3.52 Greater Norwich has a higher proportion (31.8%) of 18-24 year olds classed as JSA unemployed (as a percentage of all JSA claimants) than the LEP area, regionally and nationally. Of the three districts, South Norfolk has the highest proportion (33.1%), followed by Broadland (32.2%) and Norwich (31.2%). The percentage of 18-24 year olds reported as JSA unemployed has increased across each area over the year; the increase is most marked in Broadland.



Source: National Statistics (Nomis: www.nomisweb.co.uk) JSA Claimant count. Crown copyright material is reproduced with the permission of the Controller of HMSO

4 Our strategy for growth

4.1 The Joint Core Strategy sets out how the Partnership expects to meet the challenges for finding space for 37,000 homes (with 33,000 in the Norwich policy Area) and 27,000 jobs between 2008 and 2026 in a way that minimises the impact on the environment and maximises the quality of life, whilst making sure we have the right supporting infrastructure in the right places at the right time. Some of this growth is already allocated or permitted. The main areas for new allocations are set out in Table 4.1.

Table 4.1: Main housing allocations in the Norwich Policy Area (NPA)

Norwich City Council	3000 dwellings
Broadland smaller sites in the NPA	2000 dwellings
South Norfolk smaller sites in the NPA	1800 dwellings
Old Catton, Sprowston, Rackheath and Thorpe St. Andrew Growth Triangle	7000 dwellings by 2026, continuing to grow to 10,000 dwellings
Easton/ Costessey	1,000 dwellings
Cringleford	1,200 dwellings
Hethersett	1,000 dwellings
Long Stratton	1,800 dwellings
Wymondham	2,200 dwellings
Total	**21,000**

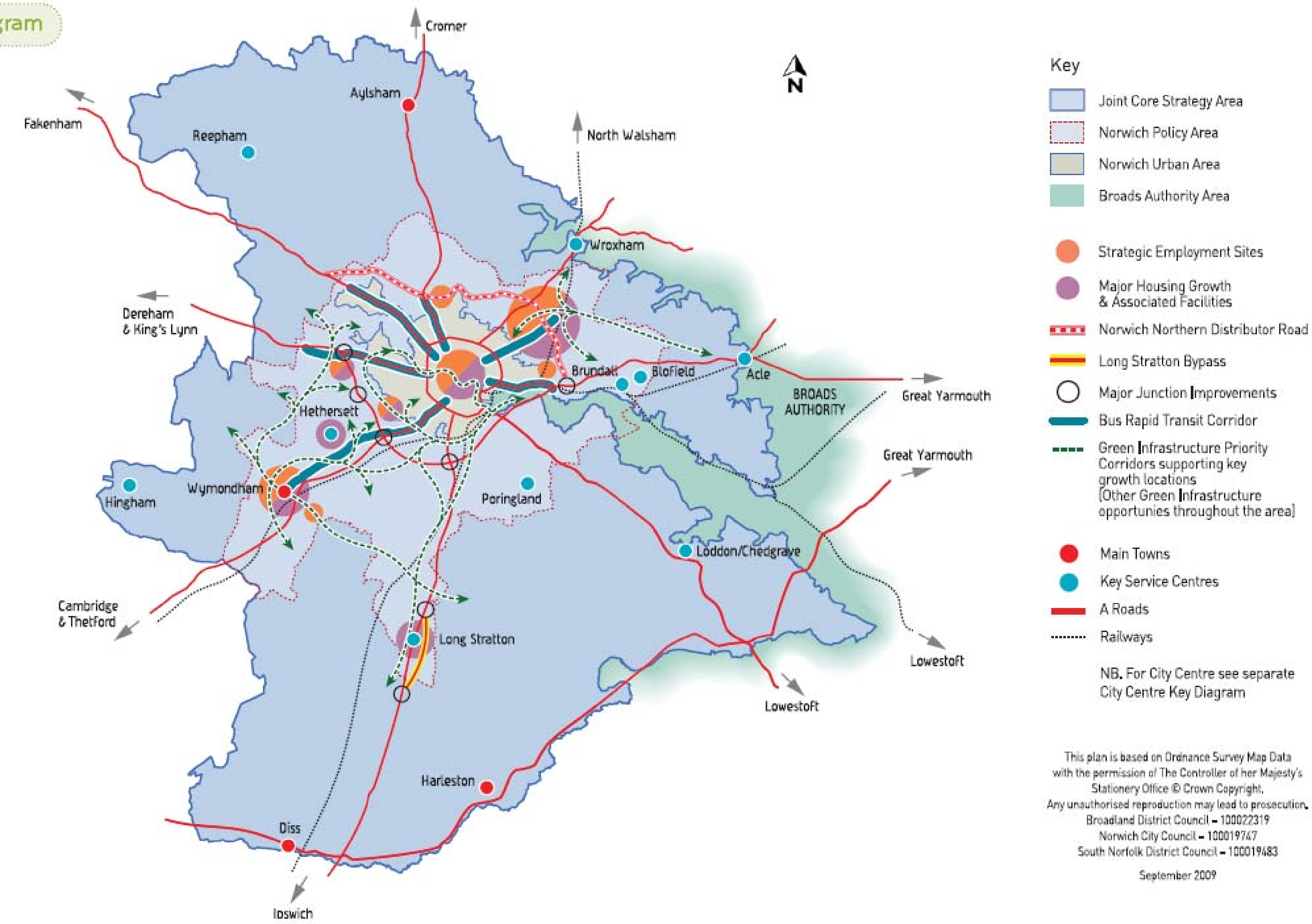
4.2 Smaller scale growth also needs to be delivered outside these major concentrations in Broadland and South Norfolk in a range of urban and rural locations.

4.3 Housing growth will be supported by the delivery of employment opportunities, services and infrastructure. The area will deliver green infrastructure, including that contributing to strategic priorities.

4.4 Figure 3 below is the Key Diagram, showing the distribution of housing and employment growth in the area.

4.5 Table 4.2 shows the housing trajectory for the new allocations in the area to 2026 as included in the JCS.

Key Diagram



September 2009

Table 4.2: Growth locations 2001 – 2026

District	Total Number of Units per Year																				Total Units	Average annual build rate
	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/0	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26		
Broadland	**0**	**0**	**0**	**0**	**0**	**180**	**230**	**230**	**580**	**680**	**804**	**804**	**804**	**804**	**804**	**804**	**804**	**804**	**804**	**764**	**9,900**	**582**
Rackheath						180	230	230	230	230	230	230	230	230	230	230	230	230	230	230	3,400	227
Remainder of Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle (inside NDR)									125	225	350	350	350	350	350	350	350	350	350	350	3,850	321
Additional smaller sites around Broadland NPA (2,000)									170	170	170	170	170	170	170	170	170	170	170	130	2,000	167
Additional sites around rural Broadland									55	55	54	54	54	54	54	54	54	54	54	54	650	54
Norwich	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**250**	**250**	**250**	**250**	**250**	**250**	**250**	**250**	**250**	**250**	**250**	**250**	**3,000**	**167**
Norwich (3,000)									250	250	250	250	250	250	250	250	250	250	250	250	3,000	250
South Norfolk	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**525**	**655**	**875**	**950**	**1,039**	**1,128**	**978**	**898**	**778**	**778**	**778**	**683**	**10,065**	**592**
Wymondham (2,200)									185	185	185	185	185	185	185	185	185	185	185	165	2,200	183
Long Stratton (1,800)												50	140	230	230	230	230	230	230	230	1,800	200
Hethersett (1,000)									50	90	175	175	175	175	100	60					1,000	125
Cringleford (1,200)										50	100	125	125	125	125	125	125	125	125	50	1,200	109
Easton/Costessey (1,000)									50	90	175	175	175	175	100	60					1,000	125
Additional smaller sites around South Norfolk NPA (1,800)									150	150	150	150	150	150	150	150	150	150	150	150	1,800	150
Additional sites around rural South Norfolk									84	84	84	84	83	83	83	83	83	83	83	83	1,000	83
Additional urban capacity in rural South Norfolk									6	6	6	6	6	5	5	5	5	5	5	5	65	5
TOTAL	**0**	**0**	**0**	**0**	**0**	**180**	**230**	**230**	**1,355**	**1,585**	**1,929**	**2,004**	**2,093**	**2,182**	**2,032**	**1,952**	**1,832**	**1,832**	**1,832**	**1,697**	**22,965**	**2,871**

Table updated from the growth locations table p111, Joint Core Strategy Proposed Submission Document

5 Drivers and priorities

5.1 This section outlines the drivers and priorities behind the five grand challenge of the Joint Core Strategy.

Environment

Linked to - Objectives from Sustainable Community Strategies: Objective1, 8(part), 9

Drivers	Priorities	Links to themes and packages in the LIPP
Local development in places that will minimise adverse impact on the environment, and ensure it is designed to be energy efficient and capable of being adapted as circumstances change To look after and improve the natural qualities of the area and take the opportunities which development brings to expand and create even more. We live in an area shaped by the past which we will take account of in growing the area. Use energy and water wisely and secure more energy from renewable sources	High standards of design and sustainable access Zero and low carbon developments Build a low carbon business economy Water efficiency is a priority in both new and existing development To positively protect and enhance the individual character and culture of the area in order to develop the economy, stimulate further regeneration, increase sustainable tourism and promote community involvement	North east – spatial package (Projects: B3, B4, B5, B6, B7, CF1, GI1-14, GI16, GI17, T10, T11, T12) Norwich City – spatial package (Projects: T7, T9, CF1, C6a C10, GI1-14, GI15, GI16) South west – spatial package (Project: T9, T18, GI1-14, GI15, CF3-5) Broadland and South Norfolk elsewhere – spatial package (Projects: SN&B 1, SN&B 2, T8) Long Stratton – spatial package (Projects: LS1)

Homes

Linked to - Objectives from Sustainable Community Strategies: Objective 1(part), 2, 4 6 (part)

Drivers	Priorities	Links to themes and packages in the LIPP
To provide a range of accommodation to house the growing population available to buy, rent, and be supported in, recognising the requirements of different groups in society. To provide homes in sustainable locations by grouping housing, employment and services together wherever possible. To promote regeneration and reduce deprivation in Norwich and pockets of surrounding towns, villages and rural areas.	To meet the local affordable housing need as identified by the Greater Norwich Sub Regional Housing Assessments. To allocate enough land for housing, including affordable housing, in the most sustainable locations. To ensure smaller sustainable settlements to accommodate smaller scale growth in line with the settlement hierarchy in the Joint Core Strategy that defines the local towns and villages and their requirements for a good range of jobs, services and facilities. Growth will be used to bring benefits to local people, especially those in deprived communities, to regenerate communities, local economies, underused Brownfield land and neighbourhoods.	North east – spatial package (Projects: CF1, B1, B2, B5, B6, B7, B8) Norwich City – spatial package (C6, C6b, C7, C8a, C8b, C8c, C9, C12, C13, C14, C15) South west – spatial package (Project: SW13) Long Stratton – spatial package (Project: LS2) Broadland and South Norfolk elsewhere – spatial package (Projects: SN&B 1, SN&B 2, SN&B3)

Jobs

Linked to - Objectives from Sustainable Community Strategies:
Objective 6(part), 7, 8(part), 10 (part), 11

Drivers	Priorities	Links to themes and packages in the LIPP
To support a vibrant local economy by building on existing economic strengths with more local job opportunities across all sectors of the economy and workforce. To improve the skills of the labour force to ensure it matches the needs of existing and potential employers and local people benefit from job growth To provide mixed use development, live\work units and diversification schemes will be encouraged to reduce the need for local people to commute long distances to work. To maximise diverse employment opportunities and ensure that businesses can flourish. To address low levels of educational attainment and disengagement from the labour market.	Existing employment sites will be safeguarded and enough land for employment development will be allocated to meet the needs of inward investment, new businesses wishing to expand or relocate. Support economic growth in the market towns and revitalising the rural communities Develop Norwich Research Park Support Enterprise Hubs Improve Broadband capacity across the area Tackle unemployment and raise skill levels Create jobs and training in construction Boost retail and tourism Create premises for new and expanding businesses Raise aspirations and develop skills among all sectors of the community.	North east – spatial package (Projects: B3, B5) Norwich City – spatial package (Projects: C1, C2a, C2b, C2d, C3, C4, C6, C19) South west – spatial package (Projects: SW1, SW2, SW3, SW4, SW5, SW6, SW7, SW8, SW9, SW10, SW11, SW12)

Placemaking

Linked to - Objectives from Sustainable Community Strategies: Objective 3, 5, 6 (part)

Drivers	Priorities	Links to themes and packages in the LIPP
Look for the highest possible standards in design in creating a strong sense of place in our communities enabling residents to take pride in where they live, the way places and buildings are planned, designed and built. To encourage the development of healthy and active lifestyles To create safe, healthy, prosperous, sustainable and inclusive communities where people feel safe.	Maximising the high quality of life we currently enjoy and respecting the patterns of living which characterise the area To bring benefits to local people and existing residents, especially those in deprived communities. To provide better community facilities, better road safety and design of new developments to help to reduce crime. Provide adequate public open space, sport and recreational facilities, as well as access to the countryside Recognise the role of Norwich as the cultural capital of East Anglia ensuring local people and visitors have access to a variety of facilities such as theatres, art galleries, museums and buildings of architectural and historic interest.	North east – spatial package (Projects: T10, T11, T12, CF1, B1, B3, B4, B5, B6, B7, GI1-14, GI16, GI17) Norwich City – spatial package (Projects: T7, T9, CF1, C2a, C2b, C2c, C5, C6a, C7, C8a, C8b, C8c, C9, C10, C12, C13, C14, C15, C16, GI1-16) South west – spatial package (Project: SW6, SW10, SW12, T9, T18, GI1-15, CF3-5) Long Stratton – spatial package (Projects: LS1) Broadland and South Norfolk elsewhere – spatial package (SN&B 1, SN&B 2)

Infrastructure

Linked to - Objectives from Sustainable Community Strategies: Objective 4, 8(part), 10, 11

Drivers	Priorities	Links to projects in the LIPP
Ensure that the services and facilities needed for communities are made available in the right place and at the right time Deliver the Norwich Area Transport Strategy (NATS) Implementation Plan, which includes the Northern Norwich Distributor Road (NDR), which is fundamental to the delivery of significant improvements to the bus, cycling, walking networks in Norwich and provides access to key strategic employment and growth locations.	Norwich city centre will continue to provide a wide range of services accessible to a wide area. The diversity, vitality and accessibility of Norwich as the city centre will be maintained and enhanced. The surrounding market towns and service centres will continue to play a key service role. Innovative approaches will be taken to support rural service provision. Greater use of sustainable modes of transport will be encouraged by better public transport, footways and cycle networks, and by co-location of housing with services, jobs, shops, schools and recreational facilities. The strategic road network is essential, especially for the health of the economy. The road network will provide improved access within Broadland, Norwich and South Norfolk in particular through the construction of the Northern Distributor Road. A Bus Rapid Transit system and general enhancement to bus infrastructure will be introduced on key routes in the Norwich area.	North east – spatial package (Projects: SP1, SP3, SP6, U1, T1, T2a, T2b, T10, T11, T12, T15, CF1, GI1-4, GI16-17, U3, U4, HC4, HC5, HC13, ED1, ED2, ED9, CI1-13) Norwich City – spatial package (Projects: SP3, SP4, SP10, SP11, U1, U2, T7, T9, C6a, C10, ED3, ED4, ED5, ED6, HC1, HC2, HC3, HC11, HC13, GI1-16, CF2, CI11-13) South west – spatial package (Projects: SP2, SP3, SP5, T4, T5, T6, T9, T13, T14, T17, T18, HC9, HC10, HC11, HC13, GI1-15, CF3-5, CI1-13, ED7, ED8, ED10, U6) Broadland and South Norfolk elsewhere – spatial package (Projects: T8, HC6, HC12, SN&B 1, SN&B2) Long Stratton – spatial package (Projects: LS3, T3, T16, U5, ED8, HC8)

6 Delivery

6.1 Funding sources

Developer funding

6.1.1 Mainstream funding, from a variety of sources, will continue to be the bedrock of funding for new infrastructure. It is reasonable, however, for an appropriate contribution to be made towards physical, social and green infrastructure by new development it is intended to serve, and at the same time improve conditions for existing residents.

6.1.2 The GNDP is progressing the development of a Community Infrastructure Levy (CIL)*)*. Although each district has its own charging schedule, the schedules will be based on an assessment of infrastructure needs across the area and there will be collaboration between the authorities over decisions on spending on infrastructure in the period to 2026. Spending will be prioritised through the LIPP, recognising the growth programme requires significant investment in major infrastructure. The introduction of a CIL will allow investment in strategic projects (the A47 southern bypass junctions for example) across the area, thereby reducing the impact on individual sites.

6.1.3 The Greater Norwich Development Partnership has published Draft Charging Schedules for Broadland, Norwich and South Norfolk which detail the areas of charge and charges for residential and commercial development.

6.1.4 The anticipated CIL income from residential development is about £221 million (based on the housing trajectory to 2026 in appendix 6 of the JCS and assuming a delayed start to delivery of 2013) and will provide by far the largest overall contribution. Non-residential development will contribute only small amounts for investment through CIL

- Based on evidence supporting the JCS it is possible that around 300,000 m2 of B class floorspace could be developed, although this figure could vary significantly. At £5 per m2 this would provide CIL investment of £1.5million
- For general retail a reasonable assumption might be 23,000m2 of retail at £25m2 giving £0.6milion. Although there is no identified need for large scale supermarkets it is possible that some development of this type will come forward in the plan period. An assumption of 10,000 m2 at £135 per m2 would contribute £1.35million
- Even taking account of contributions from other types of commercial development it is unlikely that investment from non-residential CIL will be much over £5 million

6.1.5 It is anticipated that the CIL Draft Charging Schedules will be submitted in March 2012 and undergo public examination in May 2012. Subject to consideration by the constituent authorities of the Partnership, it is anticipated the CIL will be adopted in September.

Mainstream funding sources

6.1.6 Mainstream funding is likely to continue to be the foundation for providing new infrastructure. In many cases, this is only set for a short period compared with the horizon of this programme, and so assumptions about future resources are speculative. However, subject to this caveat, the LIPP takes account of current mainstream funding including

- Mainstream local authority funding, principally through Government Supported Capital expenditure, some of which is ring-fenced
- Growth Point Funds - A largely capital grant from the Department of Communities and Local Government (CLG), and subsequently from the Homes and Communities Agency (HCA), to growth points to assist in the delivery of additional homes. Only £3.5M of the fund remains and is allocated to support the Postwick Hub/ Northern Distributor Road.
- Eco-community Programme of Development
- Use of existing property assets in the form of Local Asset Backed Vehicles where the authority has appropriate assets to contribute. The value of these land assets can then be leveraged to enable local authorities to finance infrastructure needed to support growth
- Revenue derived from current income streams e.g. ring fencing revenue from parking charges
- Prudential borrowing. The Local Government Act 2003 allows an individual authority to borrow money to fund capital spending subject to plans being prudent, affordable and sustainable in line with the Chartered Institute of Public Finance and Accountancy (CIPFA) prudential code for capital finance, introduced from 1 April 2004.
- Mainstream funding of partner organizations through coordination with the investment programmes of other public bodies e.g. NHS Norfolk, Police.
- Capital investment by utility companies through their Asset Management Plans to their regulator which identify the capital investment required - Generally set for a 5 year period according to a fixed timetable.
- Public Private Partnerships/Private Finance Initiative, normally used for provision of new buildings – most commonly schools and hospitals/health facilities. Also used to provide capital upgrades to housing and transport infrastructure

Mainstream funding which is dependent on successful competitive bidding (these may or may not continue under the Coalition Government)

- Funding from the Homes and Communities Agency (HCA). The funding priorities for 2011 – 2014 are:
    - to increase overall housing growth in terms of total new supply
    - to support LPAs in delivering Affordable Housing
    - existing stock and empty homes

    - regeneration and renewal of places and markets not thriving (including quality of design)
- Regional Funding Allocations, where local authorities can bid for support for schemes according to regionally established priorities for transport, economic development and housing.

Other potential funding sources

6.1.7 The government's proposal for a New Homes Bonus provides match funding via Council tax receipts from new development for up to six years. Full details of this proposal should emerge in the proposed Localism Bill, due to be enacted in Summer 2012.

6.1.8 During the course of the LIPP, other sources of funding may become available, some of which may require changes to the current law. Where new opportunities of this sort become available, the potential will be investigated and used where appropriate. This might include, for example

- Growing Places Fund - The Growing Places Fund will provide £500m across the UK to enable the development of local funds to address infrastructure constraints, promoting economic growth and the delivery of jobs and houses. Norfolk and Suffolk have been allocated £12m which will be administered by the New Anglia Local Enterprise Partnership.
- Business Rate Supplements - As proposed in early 2010, these would allow upper tier authorities to levy and keep a supplement of up to 2 pence per pound
- Tax Increment Financing (TiF) - A means to use anticipated future increases in tax revenue to finance current improvements and infrastructure designed to enable the development which will produce those revenues. The principle is that without the advanced funding the development would not happen.

Prioritisation

6.2 The LIPP sets out the key projects that the Greater Norwich Development Partnership has identified as critical to delivering the housing and job growth targets for Broadland, Norwich and South Norfolk.

Prioritisation Methodology

6.3 The prioritisation methodology below was agreed by the GNDP Directors for the 2009-11 key projects to receive funding from Growth Point money. The growth points funding, received from 2007 to 2011, has concentrated on delivering projects that are critical to delivering housing and job growth.

6.4 There are a number of major infrastructure requirements directly related to unlocking the growth, these major projects have a strategic benefit to the whole growth programme and investment concentrated on supporting these as they have the most impact on the long-term programme. These are the Partnership's top priorities.

6.5 The criteria used to come up with a list of key strategic areas for funding has been limited to some key elements and is relatively straightforward

1. Potential impact	Potential to deliver the targets of the growth programme
	Benefits of the project i.e. level of strategic impact or number of houses and jobs created
	Potential to deliver regeneration targets
2. Deliverability	Capacity to deliver in short-term
	Nature and scale of risk
3. Funding	Value for money
	Funding sources from other sources e.g. Central Government, partner organisations, Agencies, others
	Are funding streams in place
	Capacity for inclusion in a rolling programme

6.6 The ranking of Priority 1, 2, 3 can be linked with the phasing criteria i.e. when is it required and is it ready to go. These will be rated red, amber or green.

6.7 This means a project can be rated as Priority 1 but may be shown as red, amber or green depending on its ability to start and availability of funding

6.8 The Greater Norwich Housing Schemes have been identified and prioritised by the GNHP in consultation with Supporting People, local Housing Associations and some support providers.

JCS Infrastructure

6.9 Schemes and projects identified in Appendix 7 of the Joint Core Strategy are categorised as:

- Priority 1: Strategic Infrastructure, fundamental to the strategy or must happen to enable physical growth. It includes key elements of transport, water and electricity infrastructure. Failure to deliver infrastructure that is fundamental to the strategy would have such an impact that it would require the strategy to be reviewed. This particularly applies to the NDR and associated public transport enhancement. The sustainable transport requirements of the strategy and much of the development to the north of the built up area is dependent on these key elements of NATS.
- Priority 2: Local Infrastructure, essential to significant elements of the strategy and required if growth is to be achieved in a timely and sustainable manner. Failure to address these infrastructure requirements is likely to result in the refusal of planning permission for individual growth proposals, particularly in the medium term as pressures build and any existing capacity is used up.
- Priority 3: Community Infrastructure, required to deliver the overall vision for sustainable growth but is unlikely to prevent development in

the short to medium term. The overall quality of life in the area is likely to be poorer without this infrastructure. Failure to address these infrastructure requirements is likely to result in the refusal of planning permission for individual growth proposals

6.10 Although the projects have been grouped in three levels of priority, all this investment, and more, is required if the Partnership is to be able to deliver the growth identified in the Joint Core Strategy. Together these projects unlock opportunities to directly affect the timing and volume of housing and jobs that can be delivered.

Major risks and uncertainties

6.9 The major risks and uncertainties are outlined below:

6.10 **Funding**

- Cuts in government funding next year and beyond
- Critical funding to address the funding gap between infrastructure requirements to meet the standards for sustainable development and anticipated contributions from developers, utilities and service providers unclear

6.11 **Governance**

- Relationship with the Private Sector
- Relationship between agencies

7 Theme 1 Environment

7.1 Green infrastructure

7.1.1 Green infrastructure can provide multiple benefits to create attractive places to live in, work in and visit; it can help spark regeneration schemes and environmental projects to support inward investment and tourism.

7.1.2 Growth and regeneration will require considerable investment in strategic green infrastructure to promote a high quality, attractive environment which will protect and enhance biodiversity, and support healthy lifestyles. Implementation will be guided by PPG 17 and by the Green Infrastructure Delivery Plan as well as more local initiatives, such as parish and neighbourhood plans. Final decisions on open space provision will be confirmed through future planning documents and, consequently, the nature and cost of green infrastructure will evolve in future iterations of this LIPP. Provision will include a full range of different types of open spaces including formal recreational space for adults and children, as well as parks and gardens and natural/semi-natural green space.

7.1.3 The Greater Norwich Green Infrastructure Strategy explored opportunities to enhance green infrastructure to meet the needs of people while maximise biodiversity, and reduce pressures on important natural and historical aspects of green infrastructure. A Green Infrastructure Network has been developed for the area using ecological and sustainable movement networks this connects community and wildlife at the sub regional and local scales. This network is intended to focus attention on land that needs to be enhanced or secured to create the network delivering the greatest range of social, economic and environmental benefits.

7.1.4 Strategic green infrastructure should be regarded as a long-term framework for sustainable development enhancing the distinctive qualities that give the area its special character. It should be delivered, protected and managed through the commitment and involvement of the public, private and voluntary sectors across the area working in partnership.There is already extensive experience of such partnership working in the area, for example through the delivery and management of Whitlingham Country Park.

7.1.5 New development will play a key role in delivery. This will be required and coordinated by the planning process through Local Development Frameworks. The Joint Core Strategy sets out the strategic requirement for green infrastructure to support development. Implementation will be co-ordinated by more detailed planning policies in each district in Development Management and Site Allocation Plans. Policies in these plans will promote the development of the green infrastructure network corridors.

Identifying and prioritising GI projects

7.1.6 The Green Infrastructure Delivery Plan focuses on two key geographical areas, South West and North East Norwich, and how they connect with the city of Norwich. These areas reflect the main areas of growth in the Joint Core Strategy (JCS).

7.1.7 Analysis has enabled a number of priority areas to be identified through a combination of the following factors:

- Habitat mapping
- Strategy locations and corridors identified in the Green Infrastructure Strategy
- Selecting areas where the proposed growth is to be located or would provide linkages between areas of growth and existing urban areas and settlements
- Providing connectivity with areas of existing accessible green infrastructure and areas of cultural / landscape importance or potential, including those in urban areas.

7.1.8 The list of projects in the table below sets out the typical short and long term projects that would be considered as part of a green infrastructure programme to support and link to new development. These projects have been suggested by a number of local environmental organisations. As other projects are suggested they will be evaluated by officers from the Green Infrastructure Steering Group using the scoring methodology set out in the Green infrastructure Delivery Plan.

7.1.9 Green Infrastructure projects will be incorporated with a programme of improving and creating new cycle and walking routes and visitor pressure mitigation measures on existing European and Ramsar sites.

7.1.10 More detail on the funding if Green Infrastructure projects can be found in the Topic Paper: Green Infrastructure and Recreational Open Space.

Table 7.1: Green Infrastructure projects

Ref	District	Project Name
GI-1	South Norfolk District Council	South West Ecological Networks
GI-2	South Norfolk District Council	Norfolk and Norwich Hospital Health Woods
GI-3	Norwich City Council	Regeneration of the Wooded Ridge – Norwich
GI-4	Norwich City Council /South Norfolk Council	Yare Valley Walk / Parkway
GI-5	Norwich City Council	Churchyards Health and Heritage Walks
GI-6	Norwich City Council	Wensum Park to Andersons Meadow – missing link
GI-7	Broadland District Council	North West Norwich Forest
GI-8	Norwich City Council /South Norfolk Council	Yare Valley Walk improvements – UEA to Eaton
GI-9	South Norfolk Council	Mulbarton – Swardeston Green Way
GI-10	South Norfolk Council and Broadland District Council	Yare and Wensum Valley Link

Ref	District	Project Name
GI-11	Norwich City Council / Broadland District Council	Marriott's Way Route Enhancements
GI-12	South Norfolk Council	Tas Valley Blue Way
GI-13	Norwich City Council	Wensum River Parkway – missing link
GI-14	City/ Norfolk Council	South Norfolk Claylands
GI-15	City / Norfolk Council	Enhance public access to Yare Valley and Bawburgh Lakes
GI-16	City / Broadland District Council	Retention and re-creation of Mousehold Heath and links to the surrounding countryside
GI-17	Broadland District Council	Broads Buffer Zone

Source: Green Infrastructure Delivery Group 27 July 2010

7.2 Addressing Climate Change

7.2.1 The environment is a key priority within the LIPP. There is a need to improve the environmental performance of new and existing infrastructure and development. This includes environmentally innovative low carbon or carbon neutral development, as well as investment in sub-regional and local green infrastructure

7.2.2 The joint core strategy policy requires developers to maximise sustainable energy use. It commits the GNDP to provide local leadership to co-ordinate sustainable energy statements from developers to maximise the use of sustainable energy sources, with the shared generation particularly promoted on large scale developments.

7.2.3 In one of the driest parts of the country, classified as suffering from significant water stress, the strategy also sets demanding water efficiency standards.

7.2.4 Environmental factors, including climate change and mitigating against any adverse impacts on growth should be considered in all packages throughout the LIPP.

7.2.5 Development will also be required to:

- maximise the use of sustainable construction technologies and use locally sourced and recycled materials wherever possible
- maximise opportunities for the use of renewable energy supply to support development
- be consistent with Norfolk's Local Flood Risk Management Strategy that will cover local sources of flood risk (defined as flooding from ordinary watercourses, groundwater and surface runoff) once approved and adopted.
- be consistent with local and national Sustainable Drainage Systems (SuDS) guidance.
- consider the integration of Sustainable Drainage Systems (SuDS) at the design and master planning stages to ensure strategic and local flood risk is minimised and mitigated through their implementation.

- consider the siting of development to take into account existing areas of local and strategic flood risk.
- support the Anglian Region River Basin Management Plan actions to protect and improve water quality.
- protect groundwater sources
- make the most efficient appropriate use of land
- minimise the need to travel and give priority to low impact modes of travel
- be designed to mitigate and be adapted to changing weather patterns
- improve the resilience of ecosystems to environmental change and protect environmental assets

7.3 Local distinctiveness

7.3.1 Good design can make the difference between a high quality and successful development and an unsuccessful one. Development at any scale and location should make a positive contribution to providing better places for people.

7.3.2 Therefore, at the core of the LIPP is a need for all development to be well designed so that, as well as being environmentally sustainable, it is a good place to live. This needs to be an integral consideration throughout all stages of development and will be addressed in each spatial package

Priorities

7.3.3 All new development proposals will need to respect local distinctiveness and create liveable communities including:

- the landscape setting of settlements including maintaining strategic gaps between settlements and ensuring 'gateways' are well designed
- the character of local landscapes and townscapes
- provision of landscaping and public art
- ensuring the design of development promotes walking, cycling and public transport links
- designing out crime

The JCS requirement

7.3.4 To ensure residential development is well designed, the joint core strategy sets a requirement that demanding national standards must be met. In addition, masterplanning for large-scale development is required. Together, these requirements will ensure that developments embrace the principles of good urban design and that infrastructure will be logically planned and implemented on time.

8 Theme 2

Housing including Affordable Housing, housing for older and more vulnerable households and homelessness

Priorities

8.1 The most significant priorities over the short term from 2011-2014 are:

- to promote the maximum provision of affordable housing
- to ensure existing stock is in a good condition, and continues to provide suitable homes for residents
- to ensure the earliest possible provision of the essential services and infrastructure required to deliver the JCS housing provisions
- to support preparation of masterplans for the proposed six large scale new communities in order to encourage their earliest possible delivery from 2011 following the adoption of the JCS
- to seek to ensure that permitted housing developments not on existing land allocations are compatible with the JCS for proposed growth and make the appropriate funding and other contributions to the provision of affordable housing, services and infrastructure necessary to support the growth provisions of the JCS

The JCS Housing Requirement

8.2 The JCS sets challenging housing targets which were derived from the requirements of the East of England Plan. The JCS has to comply with national planning policies and demonstrate how required growth can be delivered. At the time of submission the JCS was required to be in conformity with the East of England Plan (EEP). Under proposed legislation the EEP would be revoked. However, the JCS is supported by a significant evidence base that demonstrates that it remains valid and its policies do not rely on the East of England Plan. Housing provision is expressed in the JCS as ranges to provide a degree of flexibility. The detailed housing requirement is shown in table 8.1 below:

Table 8.1: JCS Housing requirement (extract from page 43 of the Joint Core Strategy

Housing allocations				
District components	**Current Commitment 2008**		**New Allocations to 2026**	**New Commitment to 2026**
Broadland (NPA)	2,099		9,000	11,099
Broadland (outside NPA)	915		690-1,080	1,605-1,995
Norwich	5,592		3,000	8,592
SN (NPA)	4,156		9,000	13,156
SN (outside NPA)	1,328		1,040-1,580	2,368-2,908
Total	14,090		22,730 – 23,660	36,820 – 37,750
		Total NPA	21,000	32,847
		Total outside NPA	1,730-2,660	3,973 – 4,903

8.3 The Norwich Policy Area (as defined in Appendix 2) is the focus for major growth and development. Housing need will be addressed by the identification of new allocations to deliver a minimum of 21,000 dwellings by 2026 as shown in the table below:

Table 8.2 Growth in the Norwich Policy Area

Norwich City Council	3000 dwellings
Broadland smaller sites in the NPA	2000 dwellings
South Norfolk smaller sites in the NPA	1800 dwellings
Old Catton, Sprowston, Rackheath and Thorpe St. Andrew Growth Triangle	7000 dwellings by 2026, continuing to grow to 10,000 dwellings
Easton/ Costessey	1,000 dwellings
Cringleford	1,200 dwellings
Hethersett	1,000 dwellings
Long Stratton	1,800 dwellings
Wymondham	2,200 dwellings

Table as shown in paragraph 4.1

Allocations to deliver the smaller sites in Broadland and South Norfolk will be made in accordance with the settlement hierarchy and local environmental and servicing considerations. This will be challenging because the building rates required for 2008-2026 are over 2,050 homes per annum. Throughout the area, including some 1,830 per annum in the NPA, when those achieved for 2001-2008 were 1,691 homes per annum

8.4 Outside the Norwich Policy Area 4,500 new dwellings are to be provided at around 250 homes per year. This compares to recent construction rates between 2001-2008 averaging 308 new homes per year (details of the strategy for growth in the Joint Core Strategy in outside the NPA can be found in the Joint Core Strategy Submission Document 2009, policies13 – 17). Ensuring growth is sustainable and supported by appropriate services will be a challenge. However, experience suggests that the development industry is capable of delivering the rates required by the JCS.

8.5 Past performance and potential delivery rates are illustrated in the housing trajectory on page 27. The relatively high number of completions during 2007/08 reflected market conditions and the development of large land allocations in existing local plans. However this followed a period of house building at rates below that required from 2001. The trajectory shows that the rate of planned completions has fallen again since 2008 due to the impact of the recession slowing development of existing local plan allocations and reducing the emphasis on the construction of flats in Norwich.

8.6 The trajectory assumes higher rates from 2011/12 resulting from the delayed development of existing allocations and the commencement of new JCS-based allocations, starting with low-carbon development at Rackheath. Returning to high rates of development at this time will be a major challenge.

8.7 The contribution to be made by the development of the existing committed sites totals some 14,100 dwellings. The development of these sites is expected to peak by 2012/13 and is assumed by the Housing Trajectory to be completed by 2019/20.

8.8 The trajectory also suggests that the shortfall in meeting the average required house building rate to 2026 will not be met until around 2017/18. This illustrates the need to be prepared for the development of the proposed growth areas as soon as possible.

8.9 It is essential therefore to ensure the speediest provision of the essential services and infrastructure to enable the delivery of the required growth in association with the earliest possible adoption of the JCS.

Affordable housing and housing for older and more vulnerable households

8.10 The findings of the most recent Housing Market Assessment for the three districts indicates that 46.3% of overall housing need can only be met by affordable housing.

8.11 A proportion of affordable housing, including an appropriate tenure mix, will be sought on all sites for 5 or more dwellings (or 0.2 hectares or more). At the adoption of this strategy the target proportion to meet the demonstrated housing need is:

- On sites for 5-9 dwellings (or 0.2 – 0.4 ha), 20% with tenure to be agreed on a site by site basis (numbers rounded, upwards from 0.5)
- On sites for 10-15 dwellings (or 0.4 – 0.6 ha), 30% with tenure to be agreed on a site by site basis (numbers rounded, upwards from 0.5)
- On sites for 16 dwellings or more (or over 0.6 ha) 33%, of which approximately 85% social rented and 15% intermediate tenures (numbers rounded, upwards from 0.5).

8.12 As will be evident from the above, these percentages for different site sizes will not in combination deliver the policy target of 33% affordable housing, let alone the estimated need of 46.3%. However, we do not consider it feasible, based on realistic assumptions about the size of developer contributions, to achieve the target without HCA investment.

Housing for older and more vulnerable households

Other vulnerable groups that require investment include vulnerable young people, people with learning disabilities, people with mental health problems, people with drug or alcohol misuse problems, ex-offenders, single homeless people and Gypsy and Travellers. There is likely to be limited revenue funding available through Joint Commissioning to fund new supported housing provision. Where possible the sub-region needs to seek opportunities to work in partnership with community services and Supporting People to maximise capital and revenue funding availability for new supported housing provision particularly in the growth areas.

8.13 **Mixed tenure housing with care** will be required as part of overall provision in highly accessible locations. In particular provision will be required in Norwich, and the major growth locations of Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle, Cringleford, Hethersett, Wymondham and Long Stratton, and at Aylsham, Acle and Wroxham.

8.14 A need was identified for 58 permanent residential pitches to meet the needs arising between 2006 and 2011. These will be provided on the following basis: Broadland 15, Norwich 15, and South Norfolk 28. A further GTAA is being undertaken for the next five-year period.

8.15 Residential pitches will be provided on a number of sites. Generally sites will not have more than 10 to 12 pitches, but may be varied to suit the circumstances of the particular site. The sites will be provided in locations which have good access to services and in locations where local research demonstrates they would meet the needs of the Gypsy and Traveller communities. Some of the pitches provided after 2011 are expected to be provided in association with large scale strategic housing growth.

8.16 In addition, transit pitches will be provided based on local evidence of need. These will generally be in locations providing good access to the main routes used by Gypsies and Travellers such as the A11, A47, A140 and A143/A1066. Again sites would not normally be expected to accommodate more than 10 to 12 pitches.

8.17 Research also shows the need for additional plots for Travelling Show People. The expectation is that approximately a further 27 plots will be provided by 2026, on sites within the Norwich urban area, or if sites within the urban area cannot be identified, with easy access to it."

Homelessness

8.18 The GNHP vision to address homelessness in the area is "to ensure that services are in place to prevent and respond appropriately to Homelessness, providing a range of suitable and targeted options that place the customer at the centre".

Identifying and prioritising Affordable Housing projects

8.19 The package contains a mix of affordable housing tenures including social rent, intermediate rent, shared ownership and discounted market housing in perpetuity to meet the different housing needs and aspirations of households in the sub-region.

Table 8.3: Packages for delivery of affordable housing in the sub-region between 2011-2014

Affordable housing type	Number of properties	Total grant funding required
Norwich City sites	743	£34,675,000
S106 and windfall	666	£13,480,000
Rural exception sites	192	£7,655,000
Supported housing	189	£7,836,207
Wheelchair housing	10	£900,000
Exemplar eco-schemes	10	£500,000
Bringing empty homes back into use	150	£750,000
Totals	**1,960**	**£65,806,207**

9 Theme 3
Jobs and the Economy

Priorities

9.1 The key priorities for Jobs and the Economy derive from the four objectives of the Greater Norwich Economic Strategy.

- Objective 1: Enterprise - To strengthen the area's economy, maximise diverse employment opportunities and ensure that businesses can flourish.
- Objective 2: People and Skills - To improve the skills of the labour force to ensure that it matches the needs of existing and potential employers and local people benefit from job growth
- Objective 3: Infrastructure for Business - Ensure that the area has the necessary infrastructure and quality of environment to attract and retain investment and support business growth.
- Objective 4: Profile and Investment - To raise the profile of Greater Norwich as a high quality place to live work and visit.

The JCS jobs target

9.2 The JCS sets a target of 27,000 new jobs between 2008 and 2026. The key diagram shows strategic employment sites and major housing growth and associated facilities.

9.3 Greater Norwich is the engine of the Norfolk economy, with around one-half of the county's population and more than one-half of Norfolk's jobs. Beyond the urban area, Broadland and South Norfolk are largely rural in character but many residents commute into Norwich for work. The area provides over 183,000 jobs. An economic assessment has been prepared for Broadland, Norwich and South Norfolk. This assessment provides the evidence base for the Economic Strategy, it supports the Joint Core Strategy and feeds into the Norfolk-wide Local Economic Assessment.

9.4 Greater Norwich has key strengths in several of the knowledge intensive sectors which, in national terms, have generated the strongest growth in recent years; financial services, business services, creative industries, health and life sciences, and engineering. It has strong economic inter-relationships with the surrounding area (for example in tourism, motorsport, high-tech engineering, food processing, business services) and has connectivity with other areas of employment such as Great Yarmouth, Thetford and Kings Lynn and the market towns.

9.5 Greater Norwich is home to the regional or national headquarters of over 50 major companies.

9.6 Norwich is a major media and cultural centre, home to BBC East and Anglia TV, six theatres and 1,500 historic buildings. The city centre is also ranked as a top 10 UK retail centre.

9.7 Norwich Research Park (NRP) undertakes world class research in Food, Health and Environmental Sciences, underpinned by globally renowned expertise in plant and microbial sciences, diet and nutrition, biomedicine and pharmacy, chemistry and social and computing sciences

9.8 Norwich International Airport connecting to Schipol, with onward connections to worldwide destinations as well as domestic flights, is a major asset for business and tourism. Greater Norwich has a strong and varied tourism offer, with the heritage and culture of the city balanced by the attractions of the market towns, the Broads and the countryside.

9.9 Outside Norwich the most significant centres are Wymondham, Aylsham, Diss and Harleston. Wymondham's proximity and transport links with Norwich have made it a focus for population and employment growth. Diss in particular is a focal point for employment and services for a large area of South Norfolk and North Suffolk. Aylsham and Harleston are attractive and vibrant market towns. Acle, Reepham, Long Stratton and Loddon are smaller but significant local centres.

9.10 Investment in strategic employment sites (such as Norwich Research Park and Hethel Engineering Centre/Technology Park) will directly deliver jobs in existing and emerging knowledge intensive sectors. This will lead to further private sector investment, as a critical mass is reached at each of these sites drawing new firms to the area, attracted by the pool of skilled labour and specialised knowledge. Further employment will be created by organic growth through spin out firms, supported by an Enterprise Centre at the UEA.

9.11 Additional employment of all types, including jobs in knowledge intensive sectors will be created by investing in sustainable employment locations that are accessible by public transport including high quality refurbishment of outdated office buildings in and around the city centre to attract and retain employment in sectors such as financial services, business and professional services and the creative industries. This is particularly important to avoid a "hollowing out" of the city which has already lost thousands of jobs to urban fringe locations.

9.12 Many sites, such as the Deal Ground and Utilities site in east Norwich, are constrained and require infrastructure investment to bring them forward for development to support the need to retain different types of employment in and around the city centre as part of the overall attraction of the city. The phased expansion of Broadland Business Park will provide additional employment land for business activities that cannot be accommodated at existing employment sites in the urban area.

9.13 Investment in workspace for new and small firms in their early stages of operation through the provision of suitable premises. Thereby creating more jobs and providing opportunities for the growing population.

9.14 Investment in existing Higher Education /Further Education infrastructure will support future sustainable jobs growth by expanding capacity and enabling more local people to take advantage of the opportunities that jobs growth provides. This will take place through equipping the local population with the skills that the economy needs to prosper and grow.

9.15 Norwich International Airport already provides a highly significant asset with the potential to stimulate further economic and employment development in both the urban and surrounding rural areas. Investment to develop a new business park at Norwich International Airport will support the growth of aviation-related business and of businesses that would benefit from being located next to the airport.

9.16 Growth in employment outside the Norwich urban area provides the potential to compensate for the decline in employment in sectors such as agriculture and to create better paid jobs. Job creation opportunities in the rural areas also have the potential to maintain thriving market towns and rural communities. For example, Policy 5 of the JCS identifies a Food and Farming Hub that will support local agriculture by providing opportunities for local producers to co-ordinate activity and access larger markets and provide a focus for ancillary supporting businesses and suppliers.

Arts and Culture

9.17 Provision for leisure, the arts and culture will be improved to meet the expectations of the existing and new residents of the Greater Norwich area and to enhance the quality of life and attractions of the area.

9.18 A significant need for additional performance space has been identified in the Greater Norwich area. These improvements are essential to attract the private investment required to deliver the scale and quality of growth envisaged in the JCS and LIPP.

9.19 There is an aspiration to renovate, improve and regenerate the Norwich Halls to provide a significant cultural, tourism and leisure asset for the city centre. Outcomes include detailed master planning of the site, acoustic and architectural design supporting the Halls as a concert / conference venue.

The most important investments proposed

- Significant expansion of office, retail and leisure provision in the city centre. Land will be identified to deliver a net increase of at least 100,000m^2 of new office floorspace
- Significant expansion of health, higher education and, in particular, science park activity at the University of East Anglia/Norwich Research Park. A first phase will provide for uses limited to those appropriate for a science park, principally Use Class B1 (b), with further phases increasing the NRP by a total of 55ha.
- A new business park of around 30ha associated with the Airport and focussed on uses benefiting from an airport location
- An extension to Broadland Business Park of around 25ha for general employment uses
- Consolidation of activity at Longwater through intensification and completion of the existing allocation
- New general employment opportunities at Wymondham including a new allocation of around 15ha

- Expansion of activity at Hethel including a technology park of around 20ha managed to focus on advanced engineering and the growth of technology capabilities
- New employment development to serve local needs of major growth locations including around 25ha of new employment land at Rackheath

10 Theme 4
Essential infrastructure, services and community facilities

10.1 Transport

10.1.1 The scale of growth proposed in and around Norwich requires a coordinated and joined up approach to make most effective use of and enhance, the transportation networks. Norfolk County Council already has in place the Norwich Area Transportation Strategy (NATS). The Strategy was adopted in 2004 and was post dated by the Norfolk's Second Local Transport Plan (2006) and the East of England Plan (2008). Norfolk's third transport plan was adopted in 2011.

10.1.2 The transport theme has strong links to the economy and environment themes and aims to address social exclusion, deprivation and isolation by ensuring accessibility for all to jobs, services and facilities.

10.1.3 The spatial distribution of the large scale growth in the Norwich Policy Area (NPA) has been informed by;

- Proximity to strategic employment sites
- Accessibility to local services.
- Availability of, or opportunity to deliver, high quality public transport access to the centre of Norwich
- Implementation through NATS

Priorities

10.1.4 The key transport priorities are:

- The delivery of Postwick Hub and the expanded park and ride site
- The delivery of the Norwich Northern Distributor Road
- To make significant improvements to public transport, walking and cycling, including Bus Rapid Transit on key routes in the Norwich area
- Enhancements to the Norwich Park and Ride system
- To promote enhancement of rail services, including improved journey time and reliability to London and Cambridge, and innovative used of the local rail network
- To provide the A140 Long Stratton Bypass
- To promote improvements to the A11 and A47
- To support the growth and regional significance of Norwich International Airport
- To concentrate on development close to essential services and facilities to encourage walking and cycling as the primary means of travel with public transport for wider access
- To protect of the function of strategic transport routes

- To continue to investigate and support for rail freight opportunities
- To continue to improve public transport accessibility to and between main towns and key service centres
- To promote local service delivery

10.1.5 The Norwich Area Transportation Strategy recognises that transport networks in the area are currently under strain and future development will add to this pressure. The Norwich Area Transport Strategy Implementation Plan (NATS IP) sets out proposals for making transport more reliable, practical, sustainable and accessible. Figure 5 shows the proposed implementation plan.

10.1.6 These transport plans for the future set out to cater for all of the transport needs of a vibrant and growing regional centre such as Norwich. They include all modes of transport, and aim to tackle existing problems, prevent new ones from occurring and meet the pressures of planned growth.

10.1.7 The scale of planned growth and the delivery of non car based travel choices still require significant investment and enhancement of the existing infrastructure.

10.1.8 The proposals in the NATS implementation plan include:

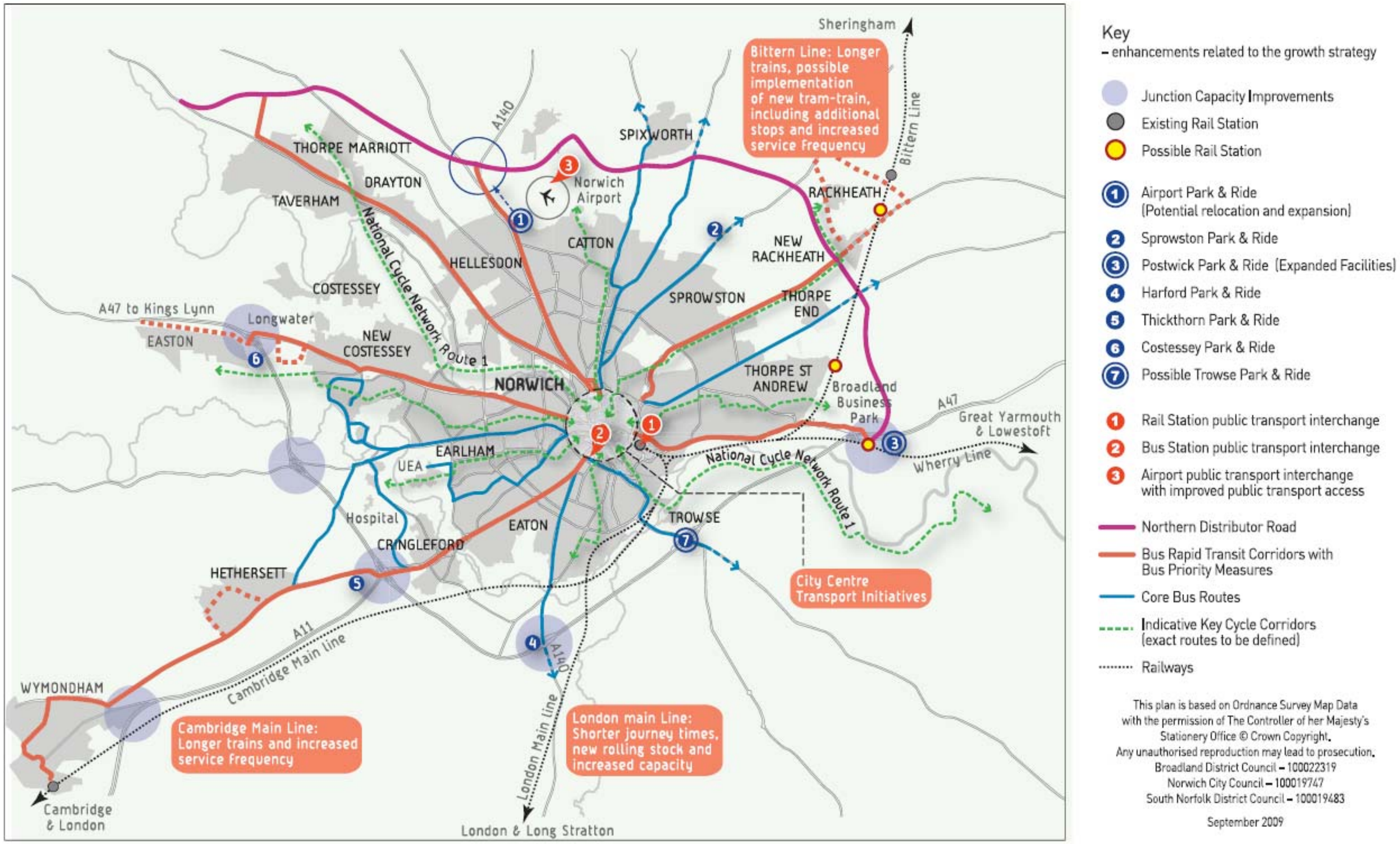
- plans for improving transport and accessibility in the city centre
- improving the cycling and walking network across Norwich
- further improvements to rail and bus services building towards a Bus Rapid Transit system for the city.
- developing a Northern Distributor Road
- taking additional steps to improve traffic flows in the area

Critical transport investments outside the remit of the LIPP

10.1.9 These are vital to improve connectivity and economic success of the area but are not required to unlock specific locations for growth.

- A11 dualling at Elveden, programmed for 2013
- A47 improvements to significant stretches that remain single carriageway
- Improvement to rail services to London to reduce journey times and improve reliability
- Further improvements to services on the Ely/ Cambridge line
- The implementation of the east-west rail link to provide services to central, southern and western England

Figure 5: Norwich Area Transportation Strategy – proposed implementation plan



10.1.10 The Northern Distributor Road is the largest single element of NATS and is necessary to address existing traffic issues and, in particular, is fundamental to the delivery of other key elements of the strategy including the delivery the infrastructure to support a bus rapid transit network. Its creation will provide the opportunity to deliver further public transport improvements within the city and surrounding areas and it has received strong public support in earlier consultations.

10.1.11 Evidence shows that without the NDR and improvements to the Postwick Junction there is very limited scope for Growth in the NE of Norwich beyond existing commitments. Implementation of Postwick Hub will release employment land and at least 1,600 of the proposed 10,000 homes in the Growth Triangle. Further work is being undertaken through an Area Action Plan to examine the appropriate scale of development that can be delivered in the growth triangle following completion of Postwick Hub but before the remainder of the NDR is in place. It remains clear that delays in delivering Postwick Hub and the NDR will constrain the growth trajectory of the Growth Triangle. The Development Pool Best and Final Bid submitted to the Department for Transport in September 2011 was approved (£86.5) in December 2011.

10.1.12 The NATS implementation plan continues to be developed and early projects either implemented or committed improve public transport corridors to the north east along Salhouse Road, the A11 and Dereham Road. These projects are early stages of building towards high quality public transport corridors that provide a real public transport alternative for the major growth locations.

10.1.13 Schemes are also being implemented across the city centre that will contribute to cross city public transport movements and improving walking cycling and the general public realm – improvements to St Andrew’s Plain and St Georges St, enhancing links to the Northern City Centre, for example.

10.2 Utilities

10.2.1 Work on utilities infrastructure and capacity constraints is ongoing. The paragraphs below summarise the current situation for each of the main utilities. Overall, the two most significant and urgent issues to be addressed relate to water and electricity supply to some of the key employment growth locations, in particular Broadland business park and the airport. The key areas for consideration under the heading of utilities are:

- energy
- gas
- water
- telecoms

Energy

10.2.2 To enable successful delivery of growth in Greater Norwich area attention is needed to ensure that energy and utility provision can cope with increasing demand. AECOM (formerly Faber Maunsell) have compiled the utilities assessment, investigating the electricity, gas, and water infrastructure requirements.

10.2.3 AECOM undertook a loading assessment based on the housing and employment projections provided in the "Key Assumptions Paper". Once loadings were established, AECOM worked with the utility providers UK Power Networks (electricity) and National Grid (gas), as well as the consultant working on Norfolk's Water Cycle Study, Scott Wilson, to establish infrastructure requirements.

Electricity

10.2.4 Electricity is currently provided via the "Norwich Main Supergrid station" at Dunston. This connects to grid substations at Earlham, Trowse and Thorpe and to a number of primary substations. Major reinforcement works are needed – this is likely to include:

- a new Grid Substation to the east of Norwich at a site on Green Lane
- up to three new primary substations and the upgrading of two existing substations
- upgrading the St Stephen's sub-station costing £10.75 million
- ongoing staged improvements to the Earlham substation

The GNDP continue to work with UK Power Networks to explore mechanisms to ensure the cost of electricity infrastructure is shared proportionately between planned growth.

Renewable & Decentralised Energy Sources

10.2.5 Research demonstrates that there is significant renewable energy potential in the area. To achieve the best use of that resource, the joint core strategy provides a selective approach for sustainable energy production for new development dependent its scale. It requires major developments to maximize use of sustainable energy as larger scale on site energy production is more cost effective. On smaller developments it is technically more difficult and expensive to achieve the highest levels of sustainable energy use, so a minimum of 10% of energy must be supplied from sustainable sources.

10.2.6 The Joint Core Strategy therefore provides a selective approach for energy production for new development dependent on its scale, as larger scale on site energy production is more cost effective, while on smaller developments it is technically difficult and extremely expensive to achieve carbon neutrality. Therefore smaller scale development can, after maximizing viable on site renewable energy sources, contribute to carbon neutrality through a carbon offset fund set up to offer grants to the occupiers of existing property to improve the energy efficiency of their property. This approach is in line with the suggested approach, yet to be clarified, from the Coalition government.

Gas

10.2.7 Limited improvements to gas infrastructure are required across the growth area to serve the proposed dwelling growth. These are set out in appendix 7 of the JCS.

10.2.8 National Grid has identified areas where reinforcement work would be required to accommodate the proposed levels of growth. Due to the limited level of detail in relation to proposed development, the National Grid are unable at this stage to provide a meaningful estimate of cost.

Water

10.2.9 The Water Cycle Study 2b highlights some key issues that need to be resolved. The GNDP, Anglia Water, Environment Agency and Natural England are looking at potential solutions.

10.2.10 In relation to flood risk, 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 under national policy in PPS25), 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.

10.2.11 The WCS has identified that significant investment will be required in water infrastructure to support growth and meet the requirements of the Habitat Regulations. Water quality is a crucial issue in this area, due to the number of protected sites relying on high water quality, including the Broads.

10.2.12 The GNDP area is an area of water stress and the WCS has shown that water extraction will need to be reduced at Costessey to protect water quality and water resources in the internationally protected River Wensum. New development is required to be highly water efficient. Innovative measures to protect water quality are likely to be required.

10.2.13 Growth in several parts of the area is dependent on investment at sewage treatment works. The WCS has also identified the need for investment in sewerage capacity to both 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 GNDP is working closely with Anglian Water to identify the best means of ensuring infrastructure is provided in a timely manner to serve development.

Waste Water

10.2.14 The interim Water Cycle Study Stage 2b suggests the treatment will be managed by a combination of Option 1 and Option 2.

10.2.15 Option 1 – upgrading Whitlingham Water Treatment Works (WwTW)

10.2.16 Option 2 – upgrading existing local WwTW. Many of the developments have local WwTW that could be utilised and upgraded where necessary to accommodate the proposed development.

Telecoms

10.2.17 A high speed and reliable broadband infrastructure is a critical part of the sustainable economic development strategy. It is also a key component in tackling deprivation and improving access to services amongst disadvantaged communities.

10.2.18 The ‘Broadband Strategy for Norfolk’ highlights the importance of broadband and is being used to identify priorities and investment opportunities in the area and across Norfolk.

10.2.19 To enable businesses to grow an to encourage investment in the area and reduce the digital divide, investment in broadband infrastructure is required - this is likely to include:

- Upgrading the current BT exchanges so that they are fibre enabled - BT has not included any local exchanges in its national plans, part of the reason is the higher levels of deprivation in urban exchanges, and lack of commercial return in rural areas. It is anticipated that market intervention will be required in short-to-medium term to rectify the issue in urban and rural areas. Fibre will also need to be run to street cabinets and eventually to premises and homes to enable businesses and communities to make full use of high-bandwidth services without any degradation in service experienced over copper.
- Expansion of Virgin Media’s current network from Norwich City Centre - Virgin Media is looking at opportunities to expand its footprint, however, relative high levels of deprivation in Norwich make a purely commercial offer unviable. Market intervention is the best way to achieve broadband coverage in Norwich.
- Ensuring that ducts are built in from day one - a cost effective way of enabling fibre to be laid in new business parks and housing developments would be to require developers to install ducting during construction.

10.2.20 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.

10.3 Waste and recycling

10.3.1 Responsibility for waste disposal and planning across Norfolk lies with Norfolk County Council. As a Waste Disposal Authority, the County Council has responsibility for disposing and/or treating household municipal waste collected by the Waste Collection Authorities within the District and City Councils. In addition, the County Council has responsibility for providing Household Waste Recycling Centres.

10.3.2 As a Waste Planning Authority, the County Council also has to ensure that the 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.

10.3.3 A combination of European and National Policy is intended to reduce the tonnage of domestic waste sent to landfill; with a focus on increasing levels of recycling and composting.

10.3.4 A Municipal Waste Strategy for Norfolk was first adopted and published in 2000 by the Norfolk Waste Management Partnership. The Strategy is influenced by a number of key national policies and legislation, in particular the national policy document Waste Strategy 2007.

10.3.5 The Joint Core Strategy encourages waste reduction, reuse, recycling, composting and safe energy recovery to minimise the contribution to climate change and address the impact of the strategy.

10.3.6 In 2010/11 44.3% of Norfolk's waste was recycled and composted. New initiatives are being introduced which will increase this performance further and figures show that Norfolk could be recycling and composting at least 55% of its rubbish by 2015.

10.3.7 Modern methods of waste treatment are now being investigated by Norfolk County Council.

Infrastructure requirements and costs

10.3.8 There are seven Household Waste Recycling Centres in the area. The total area of HWRC space in the GNDP area is 8390 sq m, serving a population in 2007 of 372,570.

10.3.9 There is demand arising within the area for the equivalent of one additional HWRC by 2026. Following a discussion with waste managers at Norfolk County Council the preferred location for this facility would be to locate a new facility as part of development in the Rackheath /Sprowston Growth Triangle or provide a replacement.

Community infrastructure

10.3.10 Community infrastructure is critical for transforming physical developments into sustainable communities, and in the promotion of healthy, safe and fulfilling lifestyles. Services and facilities need to be made available in the right place and the right time.

10.3.11 In order to deliver thriving communities, tackle social deprivation and meet diverse needs across the area, a multi agency approach will be required to ensure that facilities and services are available as locally as possible, considering the potential for co-location, and are accessible on foot, by cycle and public transport.

10.3.12 Provision will be made to ensure equitable access to new and improved community halls, including new provision on major developments. This will provide facilities for use by a wide range of groups, including faith communities.

10.3.13 Expanded library provision will be made though new or expanded facilities in major growth locations.

Education

10.5.1 Provision will be made for sufficient, appropriate and accessible education opportunities for both resident and non-residents, including:

- Wider community use of schools, including though design.
- New primary and new or expanded secondary schools to serve the major growth locations.
- Promoting the' learning city' role of Norwich by facilitating the continuing enhancement of tertiary education facilities including the University of East Anglia, the Norwich University College of the Arts, City College and Easton College.

10.6 Healthcare

10.6.1 Physical health requires facilities directly related to health care, and the infrastructure needed to promote healthy lifestyles. The growth planned for the area over the next 15 – 20 years will require additional primary health care facilities in the form of general practitioners and dentists, as well as a range of beds covering acute, geriatric, maternity, mental health care and learning difficulty needs.

10.6.2 A healthy lifestyle requires access to recreation and community facilities capable of a wide range of uses and the promotion through design of walking and cycling as primary means of access to jobs and services. In many cases, the co-location or proximity of facilities such as community halls/libraries/primary health care/schools can help to create focal points, as well as bringing about economies in provision.

10.6.3 The Joint Core Strategy recognises the need to provide adequate and accessible health facilities across the area. The strategic health authority will assess the impact of net population change on the sub-regional requirements for hospital beds.

Emergency services

10.7.1 Community safety requires appropriate access by the emergency services. The Joint Core Strategy recognises emergency services are essential supporting infrastructure for the delivery of the housing growth targets.

10.7.2 For fire and ambulance services, response times are the most critical aspect and therefore new facilities may not be required within development areas. In contrast, access to police services through the presence of expanded Safer Neighbourhood Teams will require new local facilities, though there may be scope to co-locate these with other community facilities.

Police

10.7.3 There are four police stations located across the area including one in the centre of Norwich and one strategically located for the Sprowston / Rackheath growth area.

10.7.4 In relation to the future provision of policing, discussions with Norfolk Constabulary have identified that this will be concentrated in population centres. Norfolk Constabulary has indicated that their preferred approach to policing within Norfolk is though the Safer Neighbourhood Teams.

10.7.5 New policing facilities will be provided to serve areas of major growth. Development will be well designed, to include safe and accessible space where crime and fear of crime are minimised.

Ambulance Services

10.7.6 There is a single ambulance depot, in North Norwich. There are a number of hospitals which are located closed to the growth location and many provide facilities for ambulance staff.

10.7.7 The ambulance requirements are based on the East of England Service NHS trust standard of an additional emergency call-out per 8 additional residents, which provides an indication of the potential impact on the local ambulance service.

10.7.8 Additional capacity requirements associated with the ambulance service, as the demand increases, could be met though a reorganisation of existing provision and the use of strategically located stand-points or facilities at hospitals. Ambulances may be based at these with limited impact on capital expenditure. Such a means of expanding the service will however have impacts on revenue spending.

Fire Service

10.7.9 There are six fire stations located within the area, all of which are well placed to serve the proposed housing growth at the strategic growth locations.

10.7.10 The fire service requirements are based on the existing population per fire appliance (both front line and reserve pumps) across Broadland, South Norfolk and Norwich, which currently stands a 12,736 people per appliance (CLG).

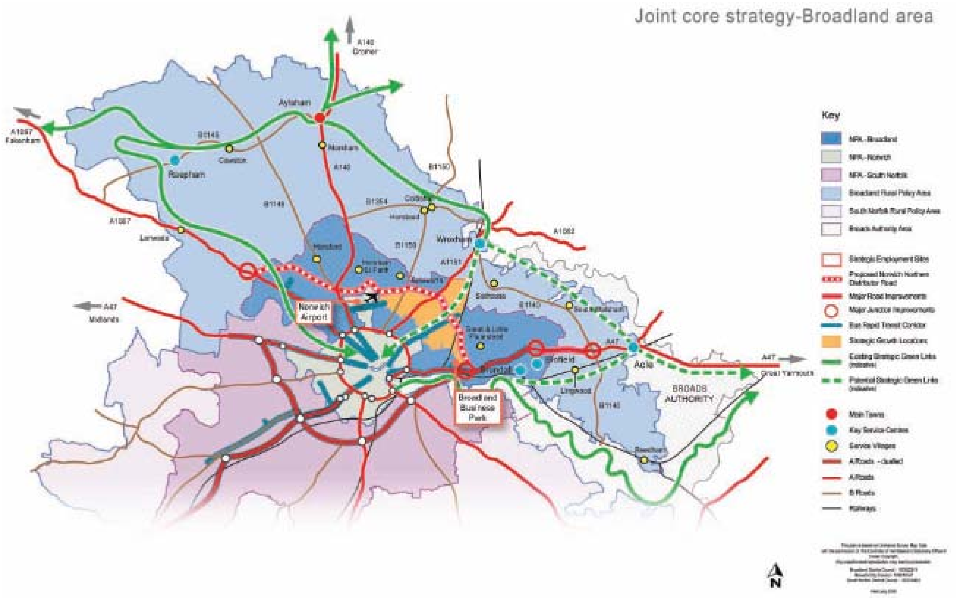
10.7.11 Due to the nature of fire and ambulance provision, which serves a wide area, the requirements are calculated on a district level. Across the area the net population change is associated with 7 fire appliances and capacity to respond to an additional 11,600 ambulance calls (approximately 30 additional calls each 24 hour period).

10.7.12 Unlike ambulances, fire appliances must be based at stations for most of the time. The existing six fire stations across the area are well positioned in relation to the strategic growth locations and it may be possible to provide the necessary levels of service from these sites.

10.7.13 The spatial packages summarise the essential infrastructure, services and community facilities in each area.

11 Spatial package

North East



11.1 The Joint Core Strategy identifies growth in the North-East as the urban extension formed by the Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle, and significant employment development at Broadland Business Park, Norwich International Airport, and Rackheath. Necessary infrastructure will include links with the surrounding countryside and the north eastern part of the Norwich urban area.

11.2 Broadland is considered to be one of the least deprived areas in England. However pockets of deprivation do exist. Most areas of deprivation tend to be found in the urban areas. However rural deprivation also exists: 2.2% of the population in Broadland is experiencing deprivation in rural areas.

11.3 The growth triangle, is the largest major growth location being promoted and will provide for 7000 dwellings by 2026, continuing to grow to around 10,000 dwellings eventually. This scale of growth has been proposed so the new development can provide for major infrastructure such as a secondary school, innovative approaches to water use and disposal, and local renewable energy generation. It is well located to provide sustainable links to employment areas nearby and in the city centre. The detailed form of the development will be determined through an Area Action Plan, but critical features are expected to include

- A small number of interconnected “quarters” with distinct identities
- A district centre and local centres incorporating library education and health facilities
- a full range of education facilities from pre-school to secondary and post sixteen

- retention of green areas important for landscape (including historic landscape), biodiversity reasons and the provision of extensive green infrastructure
- Extensive provision for travel by non-car modes, including bus rapid transit connecting to Norwich
- Local energy generation and recycling facilities.

11.4 A large part of the development at Rackheath is being promoted as a low-carbon development. Development in the rest of the area will be expected to reflect similar standards.

11.5 Employment at strategic locations in the north east will include:

- A new business park of around 30ha associated with the airport and focussed on uses benefiting from an airport location
- An extension to Broadland Business Park of around 25ha
- Around 25 hectares of new employment land at Rackheath.

11.6 The development of Broadland Business Park is a priority for the Greater Norwich Development Partnership. Growth in the eastern sector is constrained by the capacity of the existing transport infrastructure. Improvements to the Postwick junction would bring forward sustainable housing and employment growth, supported by an extended Park and Ride facility, on the eastern edge of Norwich by addressing an existing constraint at a 'key' Trunk Road Junction. Broadland District Council, in partnership with Barratt Homes and Building Partnerships, are proposing to build a 4,150 home mixed use community at Rackheath. A vision has been developed to ensure that the low-carbon development at Rackheath will be an attractive, distinctive and exciting place, which will grow out of, and embrace, the existing community.

11.7 A programme of delivery (PoD) has been written to support the first phase. The vision for the low-carbon development at Rackheath has sustainability at its heart, both in terms of the nature of the development, and also in terms of the lifestyle of residents. It is also important that business can benefit and thrive, operating within improved environmental standards. A fundamental principle is that residents should be active in shaping and managing the community and its assets in the long term. The objectives in the Programme of Development embrace.

- Quality of place (identity and physical/social infrastructure)
- Environmental (green infrastructure and links, and local energy generation)
- Transport and movement (focusing on non car links, connectivity to Norwich, and across the northern distributor road to the remainder of the growth triangle)
- Economic and employment (local employment opportunities, including the start up and incubation units, home working, a range of employment opportunities and links with local young people)

- Social community and cultural (enriching the lives of local residents of all ages, and using social facilities to create a new focus for the community, promoting local cultural heritage and community green space)

11.8 In early work, particular priority is being directed towards achieving water neutrality, and behavioral change, including personal carbon emissions allowances and a programme of retrofitting water efficiency measures and renewable energy generation within the existing housing stock.

Key Infrastructure challenges and dependencies

Water Supply

11.9 Strategic water supply mains are adequate to serve the new development both inside and outside the northern distributor road, though some local pumping stations and connections within the development will be required.

Waste Water

11.10 There is no significant capacity constraint from the existing treatment works at Whitlingham or Belaugh, but there is in the existing sewerage network. An existing trunk main connecting from Sprowston to Whitlingham may have a limited amount of capacity. After capacity within this main is used, a new strategic interceptor is required to give a connection of adequate capacity to the wastewater treatment works at Whitlingham. A water cycle study is under way in 2011 to establish the detailed position, and to examine the feasibility of possible alternatives to relying on conventional treatment at Whitlingham.

Electricity

11.11 There is no significant local deficit in power and therefore the issues are not around transmission but ensuring that there is an adequate distribution network. A new grid station is needed on the existing site by 2021/22. A new primary substation on a new site at Sprowston/Rackheath is required at the end of the plan period, around 2026, but this is not expected to be a constraint.

Flooding

11.12 The water cycle study being undertaken for the northeast urban extension includes an examination of potential surface water drainage routes.

Transportation including public transport improvements

11.13 An implementation plan is being developed for the Norwich Area Transportation Strategy. The key components of the strategy are implementation of a Bus Rapid Transport network and enhancement of a complementary core bus network, the Northern Distributor Route and enhancements to walking cycling and the public realm.

11.14 Many corridor enhancements can be introduced ahead of the NDR and can be implemented early on, however public transport delivery to support growth on the north east is required to support the first 500 dwellings, estimated around 2014. A number of the elements required to deliver a complete BRT can only be introduced after delivery of the NDR.

Introduction of NDR dependent major NATS interventions before the NDR would worsen existing traffic conditions and ultimately lead to slower less reliable bus services.

11.15 The NDR includes the Postwick hub which is critical to releasing around 130,000 sqm of employment (around 70,000 on the previously allocated Broadland business park, and around 60,000 on the additional land proposed for allocation in the joint core strategy). Planning permission was granted for this scheme, including the additional employment land proposed in the joint core strategy in October 2011.

11.16 The NDR is also critical for the delivery of the proposed business park development related to Norwich international Airport. Other road infrastructure in this sector included within the NATS Implementation Plan includes a link connecting the existing northern urban fringe to the Postwick interchange. The first part of this, between Wroxham Road and Salhouse Road will be provided though a Section 106 obligation attached to a planning permission for development which was originally allocated in the Broadland District Local Plan (2006) and granted in 2011.

11.17 Cycling and walking improvements are an integral part of the project. These will include improved links from the new residential areas to existing and proposed employment areas, to the surrounding countryside including the Broads, and to Norwich, including the city centre via a new bridge crossing the river in the vicinity of the Adam and Eve public house, to be provided as part of a currently committed development.

Other significant infrastructure

11.18 Other significant infrastructure requirements include new pre-school and primary school facilities, gas connection reinforcement (if required), additional healthcare, policing, community facilities, green infrastructure and locally improved pedestrian and cycle links.

11.19 Significant green infrastructure will include locally improved countryside access and the open space to meet the needs of the communities in the growth triangle and to ensure protection for nearby areas protected for their environmental significance. Local improvements to a recreation facility at Old Catton will result from the implementation of a planning permission for 40 dwellings granted in 2011.

11.20 The Greater Norwich Green Infrastructure Delivery Plan will be developed to ensure green infrastructure requirements in the North East are delivered.

11.21 A summary of the total investment required to support growth in the North East is set out below.

Table 11.1: North East Spatial Package

Ref	Scheme/ Project	Priority	Status	Total Cost £m	Est delivery dates by	Dependent growth locations / Projects
These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Summer 2011 * These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.						
Short-term						
N/A	*Catton Park Visitor Centre and Improvement Works*		*Compl eted*	*.25*	*2011*	
SP1	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water and the detailed water cycle study being undertaken for the north east	1	Red	TBA	2016	Rackheath and remainder of growth triangle
SP3*	Waste Water Treatment (Option 1)	1	Red	61.6	2016	Overall scale of growth
U1	New Primary sub-station on existing site (Hurricane Way)	1	Red	5.5	2011-2016	Expansion of the airport business park
T1*	Norwich Northern Distributor Road	1	Red	110	2016	Overall scale of growth
T2a	Postwick Junction improvements	1	Red	15.5	2016	Overall scale of growth
T2b*	Postwick Park and Ride Junction improvements	1	Red	6	2016	Overall scale of growth
T10*	Bus Rapid Transit via Yarmouth Road - Phase 1	1	Red	4	2011-2016	Broadland Business Park Expansion
T11*	Bus Rapid Transit via Salhouse Road and Gurney Road - Phase 1	1	Red	2.8	2011-2016	Growth Triangle
T15	Development Link Broadland Business Park to Salhouse Road	1	Red	5	2011-2016	Growth Triangle
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2016	Overall scale of growth
GI 16	Retention and re-creation of Moushold Heath to the surrounding countryside	1	Red	0.018	2016	Overall scale of growth
GI 17	Broads Buffer Zone	1	Red	0.2	2016	Overall scale of growth
GI 18	Informal Open Space, Outdoor Sport & Play	2	Red	10	2016	Broadland growth
B1	Broadland Growth Triangle	2	Green	0.3	2011-2013	Growth triangle

Ref	Scheme/ Project	Priority	Status	Total Cost £m	Est delivery dates by	Dependent growth locations / Projects
	Masterplanning					
B3	Eco Education Centre	1	Green-	1.4	2011-2014	Rackheath
B4	Rackheath – Newman Road celebrating WWII History and improving greenspace	1	Amber	0.35	2011-2013	Rackheath [Sue Flack]
B5	Young Builders Social Enterprise –'Our House, Your House, My Community' (Carrowbeck House)	1	Amber	0.8	2011-2013	Overall scale of growth [Chris Hill]
B6	Extension to Carbon Management Programme	1	Phase 1 – Amber Phase 2 - Red	0.03	2011	
B7	Retrofit project in the Growth Triangle	1	Amber	1.038	2012-2014	
B8	Brook and Laurel Farm	1	Amber			
HC13*	Hospital bed requirements	2	Red	23.3	2016	Overall scale of growth
CF1	Community facilities	3	Red	0.5	2011-2016	Growth Triangle
B9	Affordable housing		Amber	tba	2011-2014	
Medium-term						
SP1	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	1	Red	tba	2016-2021	Rackheath
U2	New primary substation on new site (Norwich Airport north)	1	Red	6.3	2016-2021	Broadland Business Park Expansion & Growth Triangle
U3	New grid sub-station on existing sites (Norwich East)	1	Red	17	2016-2021	Growth Triangle
T8	Bus Rapid Transit via Fakenham Road	1	Red	1	2021	Overall scale of growth
T10*	Bus Rapid Transit via Yarmouth Road - Phase 2	1	Red	2	2016-2021	Broadland Business Park Expansion
T11*	Bus improvements via Salhouse Road and Gurney Road phase 2	1	Red	2.2	2016 - 2021	Growth Triangle
T12*	Bus Rapid Transit via Norwich International Airport A140 to City Centre - Phase 2	1	Red	1.5	2016-2021	Growth Triangle
GI 1-14*	Green infrastructure projects and open	2	Red	6	2021	Overall scale of growth

Ref	Scheme/ Project	Priority	Status	Total Cost £m	Est delivery dates by	Dependent growth locations / Projects
	space					
GI 16	Retention and re-creation of Moushold Heath to the surrounding countryside	1	Red	0.018	2021	Overall scale of growth
GI 17	Broads Buffer Zone	1	Red	0.2	2021	Overall scale of growth
GI 18	Informal Open Space, Outdoor Sport & Play	2	Red	10	2021	Broadland growth
ED1	60 place pre-school	2	Red	0.54	2021	Overall scale of growth
ED1	60 place pre-school (co-location with community space)	2	Red	0.54	2021	Overall scale of growth
ED1	2FE primary with integrated 60 place nursery	2	Red	5.14	2021	Overall scale of growth
ED1	2FE primary with integrated 60 place nursery	2	Red	5.14	2021	Overall scale of growth
ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts phase 1	2	Red	26	2021	Overall scale of growth
HC13*	Hospital bed requirements	2	Red	15.3	2021	Overall scale of growth
HC4	Primary Care Centre (5 GPs and 4 Dentists)	2	Red	3.35	2021	Growth Triangle
CF 1	Community Facilities	3	Red	2	2021	Growth Triangle
CI 12*	Fire Service	3	Red	tba	2016-2021	Overall scale of growth
CI 13*	Ambulance Service	3	Red	tba	2016-2021	Overall scale of growth
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2016-2021	Overall scale of growth
Long term						
SP1	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	1	Red	tba	2026	Rackheath
U4	New primary substation on new site (Sprowston / Rackheath)	1	Red	4.3	2026	Growth Triangle
T8	Bus Rapid Transit via Fakenham Road	1	Red	9	2026	Overall scale of growth
T10*	Bus Rapid Transit via Yarmouth Road - Phase 3	1	Red	4	2026	Broadland Business Park Expansion

Ref	Scheme/ Project	Priority	Status	Total Cost £m	Est delivery dates by	Dependent growth locations / Projects
T12*	Bus Rapid Transit via Norwich International Airport A140 to City Centre - Phase 3	1	Red	8.5	2026	Growth Triangle
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2026	Overall scale of growth
GI 16	Retention and re-creation of Moushold Heath to the surrounding countryside	1	Red	0.018	2026	Overall scale of growth
GI 17	Broads Buffer Zone	1	Red	0.2	2026	Overall scale of growth
GI 18	Informal Open Space, Outdoor Sport & Play	2	Red	10	2026	Broadland growth
ED2	60 place pre-school	2	Red	0.54	2026	Growth Triangle
ED2	2FE primary with integrated 60 place nursery	2	Red	5.14	2026	Growth Triangle
ED2	2FE primary with integrated 60 place nursery	2	Red	5.14	2026	Growth Triangle
ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts phase 2	2	Red	13	2026	Overall scale of growth
HC5	Primary Care Centre (5 GPs and 4 Dentists)	2	Red	3.35	2026	Growth Triangle
HC13*	Hospital bed requirements	2	Red	34	2026	Overall scale of growth
CF 1	Community facilities	3	Red	2	2026	Growth Triangle
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2026	Overall scale of growth
CI 12*	Fire Service	3	Red	TBA	2026	Overall scale of growth
CI 13*	Ambulance Service	3	Red	TBA	2026	Overall scale of growth
HWRC 1	Household Waste Recycling Centre	3	Red	0.45	2026	Growth Triangle

*These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.

12. Spatial package

Norwich city

12.1 Norwich is a dynamic city with a contemporary feel, while retaining its distinctive historic character. It is a major regional service centre with a diverse business base, thriving knowledge economy and a strong record of attracting private and public investment. The city has a unique cultural and heritage offer, recognised as one of the UK's top visitor destinations, a top ten UK retail centre and provides the heart of the regional "Engine of Growth". However, alongside this prosperity, a large section of the city's population suffers high levels of socio-economic deprivation affecting income, employment and health.

12.2 It is generally recognised that the future of the UK economy lies in its knowledge based industries. Research has shown that firms in knowledge intensive sectors have a tendency to "cluster" in attractive urban environments and in doing so, will attract similar firms to locate in the area. Norwich's financial service sector cluster, the largest general insurance centre in the UK, is a prime example of this agglomeration effect.

12.3 Norwich is the most sustainable location in Norfolk in terms of public transport. However, to make best use of the City's amenities, Norwich requires investment in transport, education, employment and cultural infrastructure. This type of investment, particularly in the city centre, will serve the Greater Norwich area as a whole, attracting highly qualified people and stimulating innovation and new businesses that have the potential to drive the local economy forward.

12.4 Investment is also required in the high quality refurbishment of outdated office buildings in and around the city centre to attract and retain employment in sectors such as financial services, business and professional services and the creative industries. This concentration of employment supports the vibrancy of the city centre and will attract further private sector investment to expand the city's retail, leisure and cultural offer and create additional employment.

12.5 Significant investment is needed to address the significant levels of socio-economic deprivation in the city. Norwich is the second most deprived district in the region and is ranked 49th worst district in the country for the extent of deprivation. Educational attainment is very poor in particular neighbourhoods and many residents lack the basic skills needed for employment. This is a major contributor to the City's high levels of worklessness.

12.6 In the medium term, the renovation of older industrial estates, many of which are located in, or near, deprived communities, will safeguard existing employment and generate new jobs and business opportunities in a number of sectors including manufacturing. The industrial estates provide a sustainable local employment base that is easily accessible and which adds to a sense of community involvement at the neighbourhood level.

12.7 Infrastructure investment will play a major part in ensuring that there is effective co-ordination between employment areas and housing.

12.8 To enable this, high quality transport infrastructure, to be delivered through the LIPP transport package / NATS implementation plan, is required. A number of projects reinforce and grow out of the Transport package, for example city centre public transport, cycle / pedestrian and associated public realm improvements e.g. Westlegate.

12.9 For growth to be sustainable it will also be important that investment in affordable housing, health, education, other public services and green space takes place to cater for population growth.

Key Infrastructure challenges and dependencies

Housing

12.10 Over 9000 new houses will be provided in Norwich by 2026. Over 6,000 of these houses are allocated in the current Replacement Local Plan and many of these already have planning permission. A further 3,000 are allocated in the Joint Core Strategy and the location of this housing development will be established through the ongoing Site Allocation Plan, to be adopted in summer 2012. Housing delivery is expected to rise gradually in the short term, to peak at similar rates to those achieved in recent years at over 1000 per year in 2015/6. Housing delivery rates are then likely to fall in the longer term as the only major greenfield site in Norwich at Three Score is developed and many brownfield opportunities are taken up, leaving limited capacity for further housing development and in particular, affordable housing.

12.11 Therefore, in the medium to long term, opportunities to promote estate renewal will be sought. Improvements to secondary shopping areas are an important focus for improving suburbs and can help to raise densities in sustainable locations.

Jobs

12.12 The Greater Norwich Economic Strategy 2009 -14 priorities are summarised in the Economy package.

12.13 It is important to maintain and enhance the strength of the city centre as an employment location because of its accessibility by public transport and the benefits which come from the vibrancy associated with an intense cluster of businesses.

12.14 The Economic Strategy identifies actions to support city centre priorities:

- The preparation of detailed delivery plans for the main areas of potential change in the city centre. The northern part of the city centre including Anglia Square and the southern fringe extending from Rose Lane through Rouen Road and Ber Street to St Stephens have particular potential and will be the subject of detailed Action Area Plans, Masterplans and Planning Briefs.
- Developing the culture and heritage offer that is key to attracting knowledge workers and underpins Norwich’s quality of place.

- Developing the range, depth and quality of visitor infrastructure to strengthen Norwich as a destination for both leisure and business tourism.
- Maintaining and enhancing the city centre focus on retail and leisure supported by sustainable transport infrastructure, with continued investment in the improvement of public transport and Park and Ride
- Extend usage of the City Centre ensuring that it is accessible and attractive to people of all ages both during the day and night time;
- Provision for creative industries needs to be focussed in the city centre.

Offices

12.15 The LIPP and the Joint Core Strategy were informed by the Greater Norwich Employment Growth Study. The study concluded that Norwich City Centre and the wider central area should provide at least 100,000 square metres of additional office floorspace. It concluded that there is significant latent demand for city centre office space, but that this demand is for high quality offices. A significant proportion of existing offices is of poor quality and in need of policy protection against housing and retail uses and of upgrading. In the short term, demand could be met through the development of a north city employment hub, including the development at Whitefriars. There is a need for phasing of office development on business parks to avoid undermining existing city centre offices.

12.16 The city centre package therefore contains projects which support high quality office development. Rose Lane / Mountergate, identified in the Joint Core Strategy as an “Area of change”, with a focus on commercial development, is strategically located close to the railway station. Public investment in land acquisition and masterplanning will enable significant job creation. Further work on the St Stephens masterplan, including transport improvements, will also help to deliver modern office accommodation in a highly sustainable location that presently houses poor quality, outdated and disused offices.

Industrial Estates

12.17 The study concluded there is a shortage of readily available industrial space in the area. Norwich has a number of well located industrial estates, mainly around the outer ring road, which should be protected from other forms of development. However, many of the industrial areas are old and rather rundown. There is potential for selective modernisation and redevelopment to provide a better quality of workspace and environment and there would be benefit in planning effectively for the future of these industrial estates through detailed frameworks produced in partnership with site owners. There is a need to minimise environmental impacts and promote new developments seeking to exemplify good practice in sustainable, low carbon construction, access and public transport provision.

12.18 Industrial areas around Norwich International Airport have the potential for the growth of airport related businesses and businesses for which access to airport services is a key factor.

12.19 An industrial estates improvement package is therefore included, which will produce development frameworks and investment packages to make best use of available land and bring premises up to modern standards.

Start up units

12.20 Norwich has a lower proportion of small companies than at regional and national levels. There is a need for greater non-sector specific provision to be specifically targeted at business start-ups and new businesses. The Industrial estates improvements package includes this provision.

The Knowledge Economy

12.21 The Enterprise centre at UEA support the knowledge economy by capitalising on research and development based at UEA to promote new knowledge intensive businesses. This will be complemented by ensuring provision of suitable work space in the City Centre and industrial estate locations across the city

Education and Training

12.22 Norwich is a learning city, and as the location of the University of East Anglia, City College Norwich and Norwich University College of the Arts, the city will support their needs and aspirations for expansion.

Investment required to support growth in Norwich City

12.23 A summary of the total investment required to support growth in Norwich City is set out below.

Table 12.1: City Centre Spatial Package

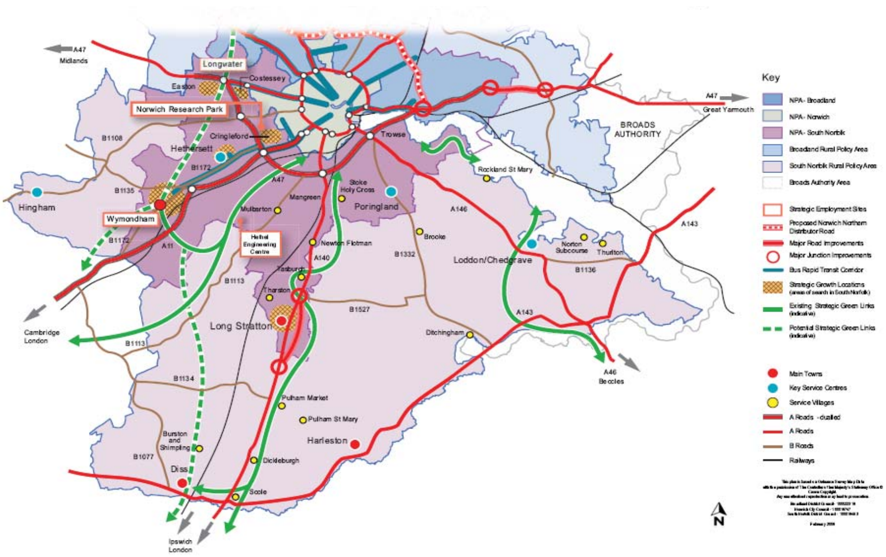
Ref	Scheme/ Project	Priority	Status	Total Cost £m	Estimated delivery dates	Dependent growth locations / Projects
These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Summer 2011 *These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.						
Short term						
T7	*Grapes Hill bus improvements*			*0.18*	*Delivered*	
T7	*Bus improvements Newmarket Road*			*0.4*	*Delivered*	
	Lady Julian Bridge			*2.58*	*Delivered*	
N/A	*Barrack Street – ring-road improvement works*			*1.3*	*Delivered*	
N/A	*Wensum River Parkway – Phase 1*			*0.07*	*Delivered*	
N/A	*Wooded ridge*			*0.04*	*Delivered*	
SP3*	Waste Water Treatment (Option 1)	1	Red	42.9	2016	Overall scale of growth
SP4*	Waste Water Treatment (Option 2)	1	Red	66.8	2016	Overall scale of growth
U1	New Primary sub-station on existing site (Hurricane Way)	1	Red	5.5	2011-2016	Expansion of the airport business park
T7	City Centre bus improvements phase 1	1	Red	4.5	2011-2016	Overall scale of growth
C1	Rose Lane Area Development – Land assembly / scoping of joint venture	1	Green	1.15	2012-2015	
C2	East Norwich regeneration: enabling infrastructure at Deal / Utilities site	1	Green	3.5 (bridge)	2012-2013	
C3	St Anne's Wharf- professional costs to enable major housing development	1	Green	0.25	2012-2015	
C4	Mile Cross Depot – (1)Delivering employment space (2) Undertake ground investigations to inform future use of site	1	Green	0.31	2012-2017	
C5	South City Centre regeneration (1) Masterplanning work (scope includes Rose La / Mountergate)	1	Green	0.25	2012-2014	
C6	Strategic cycle network	1	Green	3m total Delivera ble in discrete elements	2012-2014	

Ref	Scheme/ Project	Priority	Status	Total Cost £m	Estimated delivery dates	Dependent growth locations / Projects
C7	Low carbon city Commercial and in confidence	1	Amber	Phase 1: 7.52	2012-2016	
C8	Improvements in public sector housing stock – whole-house retrofit	1&2	Green	44.881 total Delivera ble in discrete elements	2012-2015	
C9	Bringing empty homes back into use	1	Green	0.235 (revenue) 0.6 (capital)	2012-2015	
C10	Industrial Estates renewal (1) - Identification of sites - Feasibility - Masterplanning	1	Green	0.25	2012-2015	
C11	Affordable housing Investigation work to enable 20 small sites	1	Green	0.1	2012-2014	
ED3	60 place pre-school	2	Red	0.54	2013/14	Norwich
ED4	60 place pre-school	2	Red	0.54	2013/14	Norwich
HC1	GPs Surgery (3 GPs)	2	Red	1.03	2013/14	Norwich
HC2	Dentists surgery (4 Dentists)	2	Red	1.25	2013/14	Norwich
HC13*	Hospital bed requirements	2	Red	23	2016	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red	3.22	2016	Overall scale of growth
GI18	Informal Open Space, Outdoor Sport & Play	2	Red	2.266	2016	Norwich
CF1	Indoor sports provision	2	Red	6.095	2016	Norwich
CF2	Community Facilities	3	Red	1.08	2013/14	Norwich
Medium term						
C7	Low carbon city Commercial and in confidence	1	Amber	Phase 2: 4.02m	2016-2021	
C12	The Halls	1	Amber	23.4m	2010-2015	
C13	South City Centre regeneration (2) Housing improvement	1	Amber	tba	2015-2020	
C14	Industrial Estates renewal (2) Implementation	1	Amber	tba	2015-20	
C15	Knowledge City – City College Redevelopment		Red		2016-2021	
SP 3*	Waste Waster Treatment (Option 1)	1	Red	14.4	2016-2021	Overall scale of growth
SP 4*	Waste Waster Treatment (Option 2)	1	Red	23.2	2016-2021	Wymondham
T7	City Centre bus	1	Red	8.1	2016 - 2021	Overall scale

Ref	Scheme/ Project	Priority	Status	Total Cost £m	Estimated delivery dates	Dependent growth locations / Projects
	improvements phase 2					of growth
T9*	Bus rapid transit route via Dereham Road Phase 2	1	Red	5	2016 - 2021	West growth locations
ED5	2FE primary with integrated 60 place nursery	2	Red	5.14	2018/19	Norwich
ED5	2FE primary with integrated 60 place nursery	2	Red	5.14	2018/19	Norwich
HC3	Expansion of existing facilities (6 GPs and 5 Dentists)	2	Red	4.5	2018/19	Norwich
HC13*	Hospital bed requirements	2	Red	15	2018/19	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2021	Overall scale of growth
GI18	Informal Open Space, Outdoor Sport & Play	2	Red	11	2021	Norwich
CF2	Community facilities	3	Red	3.05	2018/19	Norwich
CI 12*	Fire Service	3	Red	TBA	2016-2021	Overall scale of growth
CI 13*	Ambulance Service	3	Red	TBA	2016-2021	Overall scale of growth
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2016-2021	Overall scale of growth
Long term						
SP3*	Waste Water Treatment (Option 1)	1	Red	4.3	2026	Overall scale of growth
SP4*	Waste Water Treatment (Option 2)	1	Red	0.9	2026	Overall scale of growth
CF2	Community Facilities	3	Red	3.05	2023/24	Norwich
CI 12*	Fire Service	3	Red	TBA	2021-2026	Overall scale of growth
CI 12*	Ambulance Service	3	Red	TBA	2021-2026	Overall scale of growth
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2021-2026	Overall scale of growth
T7	City Centre bus improvements phase 3	1	Red	3	2021-2026	Overall scale of growth
T9*	Bus rapid transit route via Dereham Road Phase 3	1	Red	0.2	2021-2026	West growth locations
ED6	60 place pre-school co-located with 600sqm combined community centre and library	2	Red	0.54	2023/24	Norwich
HC13*	Hospital bed requirements	2	Red	34	2023/24	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2026	Overall scale of growth
GI18	Informal Open Space, Outdoor Sport & Play	2	Red	11	2026	Norwich

*These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.

13. Spatial package
South-west



13.1 South Norfolk is a mainly rural area providing an excellent quality of life, with an important rich natural environment, a diverse geology and historic landscape. It includes parts of the developed area of Norwich plus a wide range of attractive villages and market towns. It is also home to part of the Norfolk & Suffolk Broads - Britain's largest wetland and a highly sensitive environment of international importance. There are also numerous sites of special scientific interest, local nature reserves, conservation areas and many listed buildings and archeological sites.

13.2 While many South Norfolk residents work in Norwich, the district includes the important strategic employment locations of the Norwich Research Park (NRP) and the Hethel Engineering Centre, plus locally important employment areas in its major settlements. The NRP provides world-leading research expertise in the fields of health, life sciences and environmental technologies. The Hethel Engineering Centre provides employment growth opportunities as an Enterprise Hub. Both areas are promoted by the Greater Norwich Economic Strategy 2009-2014 which also seeks to diversify and strengthen the economies of the local market towns.

13.3 The Joint Core Strategy provides for major growth locations at Wymondham, Hethersett and Cringleford, which are located along the A11 corridor, and Easton/ Costessey, which are also closely interrelated. All of these settlements have easy access to wide ranges of services and facilities, and good opportunities for access to local and strategic employment growth locations and Norwich.

13.4 The South West Package therefore covers all the strategic employment area and major growth locations in South Norfolk promoted in the Joint Core Strategy (other than Long Stratton which is provided for by a separate package shown in the following section). The South West package area has been extended to include the potential presented by the emerging opportunities at Hethel due to its proximity to Wymondham and other potential growth locations in the Norwich

Policy Area. This package is intended to unlock development potential at two regionally significant employment locations and to significantly enhance the sustainable development of the western and south western part of the Greater Norwich area.

13.5 The main growth provisions for the South West package area are:

Housing

- Wymondham: At least 2200 dwellings located in a number of sites providing easy access to jobs, services and facilities, while maintaining the strategic gap to the north and north east and the historic setting of the town and abbey
- Hethersett: at least 1,000 dwellings located to maintain the strategic gap to the north and south west including expansion of existing village services.
- Cringleford: at least 1,200 dwellings including expansion of existing services nearby.
- Easton/Costessey: at least 1,000 dwellings and enhanced local services and village centre in Easton.

Employment

- Wymondham: new general employment opportunities including a new allocation of around 15ha.
- Expansion of activity at Hethel including a technology park of around 20ha managed to focus on advanced engineering and the growth of technology capabilities.
- Significant expansion of health, higher education and, in particular science park activity at the University of East Anglia/Norwich Research Park. A first phase of around 55ha will provide for uses limited to those appropriate for the science park with further phases dependent on the achievement of this vision.
- Consolidation of activity at Longwater though intensification and completion of the existing allocation.

The Growth Locations

Wymondham/ Hethersett/ Cringleford

13.6 Wymondham is a successful market town with good links to Norwich and Cambridge by rail and road. Its existing bus link to Norwich already benefits from significant bus priority and performs well as part of a public transport corridor. Wymondham has a historic town centre, a range of shops, services, facilities and local employment opportunities. Its outstanding housing commitment and the allocation for 2,200 new homes will create the largest growth location in South Norfolk.

13.7 The nearby Hethel Engineering Centre and the release of further employment land as part of the LDF process could help Wymondham become more self sufficient. However additional development above the strategy provisions would make this increasingly difficult to achieve. Much of the town’s attraction is based on its historic centre, but the demands of the proposed growth for shops and services cannot be wholly accommodated within it. It is essential that the town’s attraction and local distinctiveness should be complemented, and not diminished, by the provisions for growth.

13.8 Hethersett has long functioned as a commuter village serving Norwich but has retained a historic core. The village has a wide range of facilities and services, including a modern village hall/community centre plus small-scale local employment opportunities. However its shops and local employment facilities are under represented for a settlement of this size due to its easy access to Norwich, Wymondham, the NRP and UEA. The village shares the same public transport corridor as the growth locations at Wymondham and Cringleford.

13.9 Cringleford is a large, village located south of Norwich, either side of the A11, separated from the Norwich city boundary by the Yare Valley which forms the eastern limit to the village built-up area. The attractive village centre is designated as a Conservation Area. The village includes a range of services and local employment, and additional facilities are proposed within the new Roundhouse Park development. The village is close to major shopping provision at the nearby Eaton Centre, and to large scale research, health and education opportunities at the NRP, Norfolk and Norwich University Hospital and the University of East Anglia. There are good public transport and cycle links to Norwich city centre and the above facilities.

Key infrastructure challenges and dependencies

13.10 Whilst they are 3 distinct settlements and growth locations, Wymondham, Cringleford and Hethersett have functional relationships and growth will rely on some key infrastructure dependencies summarised below.

- The growth provisions are highly dependent upon the provision of key infrastructure to provide for water supply, sewerage, road junction improvements, sustainable transport improvements and electricity supply reinforcements. Without these improvements, the overall growth cannot occur. Other infrastructure provisions will also be required, but these are less critical to the commencement of development.
- The supply of water is available in principle, but growth in Wymondham, Hethersett and Cringleford is dependent upon the improvement of local water supply connections. The existing sewerage infrastructure serving Cringleford and Hethersett is at full capacity and new infrastructure will be required. The Greater Norwich Development Partnership Stage 2b Water Cycle Study identified the need for growth to be served by a new strategic interceptor sewer connection to the Whitlingham Waste Water Treatment Works which has sufficient spare capacity. Anglian Water Services is investigating the extent of the infrastructure upgrading required, but the details will be subject to the allocation of specific development sites.
- Development at Wymondham, Hethersett and Cringleford also requires the provision of Bus Rapid Transit links via the B1172 to the NRP and Norwich city centre, plus improvements to the A47 Norwich southern bypass Thickthorn junction to include bus priority and Park and Ride provisions. These are critical to provide for high standard sustainable transport links in accordance with the Norwich Area Transportation Strategy (NATS), while ensuring that the capacity of the A47 Norwich southern bypass Thickthorn Junction does not become a constraint on proposed growth imposed by the Highways Agency.

- Other significant infrastructure requirements include new pre-school and primary school facilities, gas connection reinforcement, additional healthcare, policing, community facilities and green infrastructure. Improved public transport and cycle links are required from Wymondham to Hethel, and improved cycle routes are required from Hethersett and Cringleford to Wymondham, Hethel, the NRP and Norwich city centre.

Easton/Costessey

13.11 Costessey is situated west of Norwich in the valleys of the Rivers Wensum and Tud. The parish includes the three main residential areas of Old Costessey, which developed along The Street south of a loop in the Wensum; New Costessey, which is a densely built up area of 20th century housing contiguous with the built up area of Norwich; and Queens Hills, which is currently under construction in a former minerals extraction/processing site. The latter is to the north of the River Tud and the Longwater Employment Area which is located on both sides of the A47 trunk road at its junction with the A1074. Old and New Costessey have a range of local services and facilities, while all areas have access to the Longwater Employment Area and its adjacent Norfolk Retail Park which provides a range of large scale food and non-food retailing.

13.12 Easton originated as a ‘street village’ with development along the main road; more recent estate scale development has taken place south of the old A47. The village has developed on a ‘plateau’ with the open landscape to the north and south falling away to the Tud and Yare Valleys respectively. Although the village has a limited range of local services, it has access to the adjacent Norfolk Retail Park and other services in New Costessey on the opposite side of the adjacent A47 Norwich southern bypass. The village has good links via the A47 bypass and a Park and Ride site, and is also home to the Royal Norfolk Showground and Easton College. The college is a major further education facility specialising in agriculture-related courses while providing conference facilities and local sport and recreation opportunities.

Key Infrastructure challenges and dependencies

13.13 The growth provisions are highly dependent upon the provision of water supply, sewerage, road junction improvements and sustainable transport improvements. Without these improvements, the overall growth cannot occur. Other infrastructure provisions will also be required, but these are less critical to the commencement of development.

13.14 A sufficient supply of water is available but the proposed growth is dependent upon the improvement of local water supply connections. The local waste water treatment works (WwTW) and sewer capacities are too limited to accommodate the additional waste water, including a strategic sewer downstream in the Cringleford area which is at capacity. The existing sewerage infrastructure serving Easton/ Costessey has limited spare capacity and new infrastructure will be required. The Greater Norwich Development Partnership Stage 2b Water Cycle Study identified the need for growth to be served by a new strategic interceptor sewer connection to the Whitlingham Waste Water Treatment Works which has sufficient spare capacity. Anglian Water Services is investigating the extent of the infrastructure upgrading required, but the details will be subject to the allocation of specific development sites.

13.15 Development at Easton/Costessey also requires the provision of Bus Rapid Transit links to Norwich city centre via the A1074 Dereham Road, plus major improvements to the A47 Norwich southern bypass Longwater junction including bus priority provisions. These are critical to provide for high standard sustainable transport links in accordance with the Norwich Area Transportation Strategy (NATS), while ensuring that the capacity of the junction does not become a constraint on proposed growth. However the current shortfall in the funding required to provide for the improvement of the junction to serve local existing development commitments and to enhance access to the Longwater employment area needs to be overcome before the consideration of the needs of the JCS proposed new development. This could result in limits to the location of the proposed housing growth at the Site Specific Policies Development Plan Document production stage and the need for local traffic diversions to alleviate traffic pressures on the Longwater junction.

13.16 Other significant infrastructure requirements include new pre-school and primary school facilities, gas connection reinforcement, additional healthcare, policing, community facilities, green infrastructure and locally improved pedestrian and cycle links to Longwater and Bowthorpe. Significant green infrastructure will include locally improved countryside access and the formation of a country park at Bawburgh Lakes.

The Norwich Research Park (NRP)

13.17 The NRP is located at Colney to the south of the B1108 Watton Road and to the east of the A47 Norwich southern bypass. It is a strategic employment area employing over 9,000 people that provides world-leading research expertise in the fields of health, life sciences and environmental technologies, through a combination of the Norfolk and Norwich University Hospital (NNUH), the University of East Anglia and four independent research institutions. The expansion of the NRP is a fundamental part of the local economic strategy. Future potential includes land to the north and south of the Watton Road and to the west of the NRP.

13.18 The NRP has benefited from improved bus links from the NNUH and the UEA to Norwich city centre and locations elsewhere including the rural areas, and improved junctions between local access roads and the B1108. However there remains a need for improved road links to serve the proposed growth which will be considered within the context of the adopted NRP Development Framework Supplementary Planning Document and any future masterplans for the area. Future access improvements will require the improvement of the B1108 in both directions from the NRP and provisions for additional foot and cycle ways and pedestrian crossings.

13.19 In his Budget Speech of March 2011, the Chancellor of the Exchequer announced a £26 million for the Norwich Research Park to fund infrastructure and premises. This was part of a £100 million investment in new science facilities which will help Britain become a home of innovation.

Investment required to support growth in the South West

13.20 A summary of the total investment required to support growth in the South West is set out below.

Table 13.1: South West Spatial Package

Ref	Scheme/ project	Priority	Status	Total cost £m	Estimated delivery dates by	Dependent growth locations / Projects
These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Summer 2011 *These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.						
Short term						
*N/A **	*Whitlingham Country Park Access Improvements*			*0.12*	*Delivered*	
*N/A **	*Norwich Research Park - TGAC*				*Delivered*	
*N/A **	*Norwich Research Park – Innovation Centre*				*Delivered*	
SN1	Wymondham Ayton Road, Station Approach Masterplanning	1	Green	0.25	2011-2014	
SN2	Wymondham, Station Approach (Employment Land)	3	Red	TBC	2011-2013	
SN3	Advanced Engineering Centre, Hethel	1	Green	6	2011-2012	
SN4	Lotus Technology Park	1	Red	155	2011 – 2016	
SN5	Norwich Research Park	1	Green	0.29	2011 – 2012	
SN6	Affordable housing	1			2011-2014	
SP3*	Waste Water Treatment (Option 1)	1	Red	42.9	2016	Overall scale of growth
SP4*	Waste Water Treatment (Option 2)	1	Red	66.8	2011-2016	Overall scale of growth
T4 & T17	Thickthorn junction improvement including bus priority and park and ride improvements	1	Red	15	2011-2016	Wymondham, Hethersett and Cringleford
T5	Longwater junction improvements	1	Red	3	2016	West Growth Locations
T6	Norwich Research Park transport infrastructure phase 1	1	Red	6	2016	NRP
T13	Bus priority route via Hethersett Lane / Hospital / NRP / UEA / City Centre	1	Red	2.7	2011-2016	Wymondham, Hethersett, Cringleford, NRP
T14	Bus priority route via B1172 phase 1	1	Red	1.7	2013/14	Wymondham and Hethersett
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2016	Overall scale of growth
GI 15	Enhance public access to Yare Valley and Bawburgh Lakes	1	Red	0.084	2016	Overall scale of growth
GI 18	Informal Open Space, Outdoor Sport & Play	2	Red	13.8	2016	South Norfolk Growth
HC13*	Hospital bed requirements	2	Red	23.3	2016	Overall scale of growth
SW13	Affordable housing				2011-2014	
Medium term						
SW2	Lotus Technology Park			2.5	2016-2021	
SP2	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	1	Red	tba	2016-2021	Hethersett, Cringleford, Easton / Costessey
SP3*	Waste Water Treatment (Option 1)	1	Red	14.4	2016-2021	Overall scale of growth
SP4*	Waste Water Treatment (Option	1	Red	23.2	2016-2021	Overall scale of

Ref	Scheme/ project	Priority	Status	Total cost £m	Estimated delivery dates by	Dependent growth locations / Projects
	2)					growth
T4 & T17	Thickthorn junction improvement including bus priority and park and ride improvements	1	Red	15	2017/18	Wymondham, Hethersett and Cringleford
T6	Norwich Research Park transport infrastructure phase 2	1	Red	7	2016-2021	NRP
T9*	Bus improvements Dereham Road phase 2	1	Red	5	2021	West growth locations
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2021	Overall scale of growth
GI 15	Enhance public access to Yare Valley and Bawburgh Lakes	1	Red	0.084	2021	Overall scale of growth
GI 18	Informal Open Space, Outdoor Sport & Play	2	Red	13.8	2021	South Norfolk Growth
ED7	30 place pre-school (Wymondam)	2	Red	0.285	2019/20	Wymondham
ED7	2FE primary with integrated 60 place nursery (Wymondham)	2	Red	5.14	2019/20	Wymondham
ED7	60 place pre-school (Hethersett)	2	Red	0.54	2018/19	Hethersett
ED7	60 place pre-school (Easton)	2	Red	0.54	2018/19	Easton
ED10	Expanded Secondary School	2	Red	10	2016-2021	Wymondham, Hethersett, Cringleford, Costessey / Easton
HC13*	Hospital bed requirements	2	Red	15.3	2021	Overall scale of growth
HC7	Expansion of existing facilities (3 GPs and 2 Dentists)	2	Red	1.8	2018/19	Wymondham
HC9	Expansion of existing facilities (1 GP and 1Dentists)	2	Red	0.55	2018/19	Hethersett
HC11	Expansion of existing facilities (1 GP and 1Dentist)	2	Red	0.55	2018/19	Easton / Costessey
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2016-2021	Overall scale of growth
CI 12*	Fire Service	3	Red	TBA	2016-2021	Overall scale of growth
CI 13*	Ambulance Service	3	Red	TBA	2016-2021	Overall scale of growth
Long term						
SP2	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	1	Red	tba	2021-2026	Hethersett, Cringleford, Easton / Costessey
SP3*	Waste Water Treatment (Option 1)	1	Red	4.3	2021-2026	Overall scale of growth
SP4*	Waste Water Treatment Works Upgrade – Wymondham (Option 2)	1	Red	0.9	2021-2026	Overall scale of growth
U6	Replacement of transformers and switchgear in existing site (Wymondham)	1	Red	0.826	2023/24	South West growth locations
T5	Longwater junction improvements	1	Red	27	2026	West growth locations
T9*	Bus improvements Dereham Road phase 3	1	Red	0.2	2026	West growth locations
T18	Pedestrian / Cycle links to	1	Red	1.5	2023/24	West growth

Ref	Scheme/ project	Priority	Status	Total cost £m	Estimated delivery dates by	Dependent growth locations / Projects
	Longwater					location
ED8	60 place pre-school (Wymondham)	2	Red	0.285	2023/24	Wymondham
ED8	2FE place primary (Cringleford)	2	Red	2.3	2021/22	Cringleford
ED8	1 FE place primary (Hethersett)	2	Red	2.3	2021/22	Hethersett
ED8	60 place pre-school (Cringleford)	2	Red	0.54	2021/22	Cringleford
ED8	1FE primary (Easton)	2	Red	2.5	2021/22	Easton
ED10	Expanded secondary school provision	2	Red	10	2026	Wymondham, Hethersett, Cringleford, Costessey / Easton
HC10	Expansion of existing facilities (1 GP and 1 Dentists) - Cringleford	2	Red	0.55	2023/24	Cringleford
HC13*	Hospital bed requirements	2	Red	34	2026	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2021-2026	Overall scale of growth
GI 18	Informal Open Space, Outdoor Sport & Play	2	Red	13.8	2026	South Norfolk Growth
CF 3-5	Community facilities	3	Red	4.8	2021-2026	South Norfolk Growth
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2021-2026	Overall scale of growth
CI 12*	Fire Service	3	Red	TBA	2021-2026	Overall scale of growth
CI 13*	Ambulance Service	3	Red	TBA	2021-2026	Overall scale of growth

*These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.

14. Spatial package
Long Stratton

14.1 The main growth provisions for the South Area package area are for at least 1,800 dwellings to be phased depending on overcoming the known sewerage constraints.

14.2 Long Stratton is a large village located some 16km (10 miles) south of Norwich on the A140 Norwich - Ipswich road. The village was originally a linear settlement that has developed mainly to the west of the A140.. The village has an attractive centre containing many listed buildings which is also defined by a conservation area. However the attractions are diminished by significant daytime traffic flows through the village.

14.3 The village has a wide range of shops, services and facilities serving a small rural catchment. The village functions as a key service centre with a range of facilities not far below those expected in a small market town. It has a relatively good employment base including Tharston Industrial Estate, South Norfolk Council offices, Saffron Housing Trust headquarters and other employment opportunities. The village is also well connected by road and has regular bus services to Norwich and major places to the south.

Key infrastructure challenges and dependencies

14.4 The growth provisions are highly dependent upon the provision of water supply, sewerage, improved electricity supply, a new bypass and sustainable transport improvements, without which the overall growth could not occur. Other infrastructure provisions will also be required, but these are less critical to the commencement of development.

14.5 A sufficient supply of water is available but the proposed growth is dependent upon the improvement of local water supply connections. The local waste water treatment works (WwTW) has spare capacity for 1400 of the proposed 1800 new homes, but the balance will require “innovative solutions” for its waste water treatment to be investigated on a site specific basis. The WwTW will also require a new strategic sewer connection to accommodate the growth. The growth is also dependent upon the replacement of electricity transformers and switchgear at the Hapton Primary Sub-station.

14.6 The main road though the village is frequently constrained by turning movements at the Swan Lane junction in particular. This can cause significant through traffic congestion with adverse impacts on the environment and air quality. The need for a bypass has long been a priority and is therefore considered to be a prerequisite to provide for village centre enhancements and the needs of the proposed growth. While the village has good bus links to Norwich, these require improvement by the provisions for bus priority measures on the A140 approaches to the A140/A47 Harford junction.

14.7 Other significant infrastructure requirements include new pre-school and primary school facilities, gas connection reinforcement, additional healthcare, policing, community facilities and a strategic green infrastructure corridor reflecting and conserving the ancient landscape to the east of the village.

14.8 Consultation has recently been undertaken on the Vision for Long Stratton as the first part of preparing an Area Action Plan for the village.

Investment required to support growth in Long Stratton

14.9 A summary of the total investment required to support growth in Long Stratton is set out below.

Table 14.1: Long Stratton Spatial Package

Ref	Scheme/ project	Priority	Status	Total cost £m	Estimated delivery dates by	Dependent growth locations / Projects
These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Summer2011 *These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.						
Short term						
SP3*	Waste Water Treatment (Option 1)	1	Red	42.9	2016	Overall scale of growth
SP4*	Waste Water Treatment (Option 2)	1	Red	66.8	2011-2016	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2016	Overall scale of growth
HC13*	Hospital bed requirements	2	Red	23.3	2016	Overall scale of growth
LS1	Long Stratton Swan Lane (public realm)	1	Green		2011-2013	
LS2	Long Stratton - Affordable Housing	1	Amber		2011-2014	
LS3	Long Stratton – Bypass	1	Green/ Amber		2011-2014	
Medium term						
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2016-2021	Overall scale of growth
CI 12*	Fire Service	3	Red	TBA	2016-2021	Overall scale of growth
CI 13*	Ambulance Service	3	Red	TBA	2016-2021	Overall scale of growth
HC13*	Hospital bed requirements	2	Red	15.3	2021	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2021	Overall scale of growth
SP3*	Waste Water Treatment (Option 1)	1	Red	14.4	2016-2021	Overall scale of growth
SP4*	Waste Water Treatment (Option 2)	1	Red	23.2	2016-2021	Overall scale of growth
T3*	Long Stratton bypass A140 including improvement at Hempnall crossroads	1	Red	20	2016/19	Overall scale of growth
T16*	Bus priority - approach to Harford Junction	1	Red	2	2018/19	Overall scale of growth
Long term						
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2021-2026	Overall scale of growth
CI 12*	Fire Service	3	Red	TBA	2021-2026	Overall scale of growth

Ref	Scheme/ project	Priority	Status	Total cost £m	Estimated delivery dates by	Dependent growth locations / Projects
CI 13*	Ambulance Service	3	Red	TBA	2021-2026	Overall scale of growth
HC13*	Hospital bed requirements	2	Red	34	2026	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2021-2026	Overall scale of growth
SP3*	Waste Water Treatment (Option 1)	1	Red	4.3	2021-2026	Overall scale of growth
SP4*	Waste Water Treatment Works Upgrade – Wymondham (Option 2)	1	Red	0.9	2021-2026	Overall scale of growth
U5	Replacement of transformers and switchgear in existing site (Hapton)	1	Red	0.43	201/22	Long Stratton
ED8	60 place pre-school	2	Red	0.54	2021/22	Long Stratton
ED8	2FE primary with integrated 60 place pre-school co-located with combined community centre and library	2	Red	5.14	2021/22	Long Stratton
HC8	Combined surgery (2 GPs and 2 Dentists)	2	Red	1.5	2021/22	Long Stratton

*These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.

15: Broadland and South Norfolk Elsewhere

15.1 A significant quantum of growth needs to be delivered outside the major concentrations in Broadland and South Norfolk in a range of urban and rural locations. This includes:

- Residential allocations to deliver the smaller sites allowance in the Norwich Policy Area
- Residential allocations to meet the scale of development identified for specific towns and villages outside the Norwich Policy Area

15.2 This growth will be supported by the delivery of employment opportunities, services and infrastructure, albeit generally on a smaller scale than in the major growth locations. The area will deliver green infrastructure, including that contributing to strategic priorities.

Residential allocations in the rest of the Norwich Policy Area

15.3 The JCS requires the delivery of 3,800 dwellings on smaller allocations with 2,000 of these in Broadland and 1,800 in South Norfolk. Although not explicitly specified, the implication is that this provision will be on sites smaller than 1,000 dwellings. Evidence from the SHLAA indicates that a wide range of scale of sites is likely to be available including some quite substantial sites providing several hundred dwellings. Allocations will be made in accordance with the settlement hierarchy and including sites in fringe parishes of the Norwich urban area, additional allocations associated with the larger growth locations and development in selected NPA villages.

15.4 While the locations for the majority of this element of growth remain to be identified, the JCS does provide for indicative scales of growth for selected NPA villages, namely:

- Blofield 50 dwellings
- Brundall 50 dwellings
- Poringland/Framingham Earl 100-200 dwellings
- 15 service villages with 10-20 dwellings each (total 150-300 dwellings)

Residential allocations outside the Norwich Policy Area

15.5 The JCS requires the delivery of between 1,730 and 2,660 dwellings outside the NPA allocated as follows:

- Aylsham at least 300 dwellings
- Diss at least 300 dwellings
- Harleston 200-300 dwellings
- Acle 100-200 dwellings
- Hingham 100 dwellings
- Loddon/Chedgrave 100-200 dwellings

- Reepham 100-200 dwellings
- Wroxham 100-200 dwellings

15.6 There are 43 Service Villages with 10-20 dwellings each (total 430-860 dwellings).

15.7 In late 2011, both local planning authorities were progressing detailed planning through consultations on site specific development plan documents.

Key Infrastructure challenges and dependencies

Employment

15.8 The JCS requires the encouragement of employment and service opportunities at all levels of the hierarchy. There are a number of existing employment allocations in town and villages across the area. Many of these sites include readily available land or premises, but there are some allocated sites that have failed to come forward.

15.9 A specific new allocation will be required in Diss to ensure the provision of a total around 15ha of employment land. Taking account of existing land availability this will need a new allocation of something in the order of 8-10ha.

15.10 The LIPP process will support the delivery of job opportunities across the area, for example, by overcoming constraints on specific sites and directly supporting the provision of business units.

General policy requirements

15.11 Many of the policies of the JCS apply equally to the smaller scale suburban and rural developments in the remainder of the area. The approach to sustainable development requires support for services, jobs and green infrastructure. The policy imperative for high quality design and this wide ranging approach to sustainable development provides the opportunity for delivery to promote and seek innovative solutions to suburban and rural needs.

Infrastructure requirements

15.12 The strategic infrastructure requirements from Appendix 7 of the JCS for these areas are picked up under the spatial packages for the major growth locations and are not shown separately. Package specific schemes and projects are shown in the table below.

Table 15.1: Broadland and South Norfolk elsewhere spatial package

Ref	Scheme/ project	Priority	Status	Total cost £m	Estimated delivery dates by	Dependent growth locations / Projects
These tables are a high-level view of the infrastructure required. The information is indicative and is likely to vary in the light of future economic, market and policy changes. They will be subject to periodic review. Version Summer 2011 *These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.						
Short term						
SP3*	Waste Water Treatment (Option 1)	1	Red	42.9	2016	Overall scale of growth
SP4*	Waste Water Treatment (Option 2)	1	Red	66.8	2011-2016	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red/ Amber	6	2016	Overall scale of growth
HC13*	Hospital bed requirements	2	Red	23.3	2016	Overall scale of growth
HC6	Expansion of existing facilities (2 GPs and 2 Dentists) – Broadland Elsewhere	2	Amber / Green	0.9	2013/14	Broadland Elsewhere
HC12	Expansion of existing facilities (8 GPs and 7 Dentists) – South Norfolk Elsewhere	2	Red	4.1	2013/14	South Norfolk Elsewhere
SN&B 1	Provision of new village hall, play space, open space, sports facilities, community gardens and housing in Great Witchingham	2	Green Applica tion expect ed early 2012	0.675	2011-2012	Broadland Elsewhere
SN&B 2	Lingwood Village Hall redevelopment and housing scheme	3	Red	0.750	2011-2014	Broadland Elsewhere
SN&B 3	Norfolk Food Hub		Red	5.48	2011-2014	
SN&B 4	Affordable Housing				2011-2014	
SN & B 5	Poringland rural employment project – A rolling programme to construct commercial/ industrial units across South Norfolk	1	Amber	0.1	2011-2014	South Norfolk Elsewhere
SN & B 6	Diss Town Centre/ Park Road Mixed-use regeneration including housing, retail, employment, community facilities car parking and bus services	1	Green	0.15	2011-2014	South Norfolk Elsewhere
Medium term						
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2016-2021	Overall scale of growth
CI 12*	Fire Service	3	Red	TBA	2016-2021	Overall scale of growth
CI 13*	Ambulance Service	3	Red	TBA	2016-2021	Overall scale

Ref	Scheme/ project	Priority	Status	Total cost £m	Estimated delivery dates by	Dependent growth locations / Projects
						of growth
HC13*	Hospital bed requirements	2	Red	15.3	2021	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2021	Overall scale of growth
SP3*	Waste Water Treatment (Option 1)	1	Red	14.4	2016-2021	Overall scale of growth
SP4*	Waste Water Treatment (Option 2)	1	Red	23.2	2016-2021	Overall scale of growth
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 2	1	Red	1	2019-2021	Broadland Fringe Growth
Long term						
CI 1-11*	Police Safer Neighbourhood teams	3	Red	5.25	2021-2026	Overall scale of growth
CI 12*	Fire Service	3	Red	TBA	2021-2026	Overall scale of growth
CI 13*	Ambulance Service	3	Red	TBA	2021-2026	Overall scale of growth
HC13*	Hospital bed requirements	2	Red	34	2026	Overall scale of growth
GI 1-14*	Green infrastructure projects and open space	2	Red	6	2021-2026	Overall scale of growth
SP3*	Waste Water Treatment (Option 1)	1	Red	4.3	2021-2026	Overall scale of growth
SP4*	Waste Water Treatment Works Upgrade – Wymondham (Option 2)	1	Red	0.9	2021-2026	Overall scale of growth
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 3	1	Red	9	2021-2026	Broadland Fringe Growth

*These projects apply to the overall growth in the area and will have knock on impacts on other projects and growth locations.

16: Monitoring

16.1 Monitoring will be a 3 phase process.

16.2 A detailed Investment Plan will provide a 5 year rolling programme for implementation. The Investment Plan will be subject to continual process of monitoring and refresh, with any updates outlined in a commentary

16.3 The LIPP will be updated every 6 months with progress and changes disseminated through the commentary and highlight reports for each project.

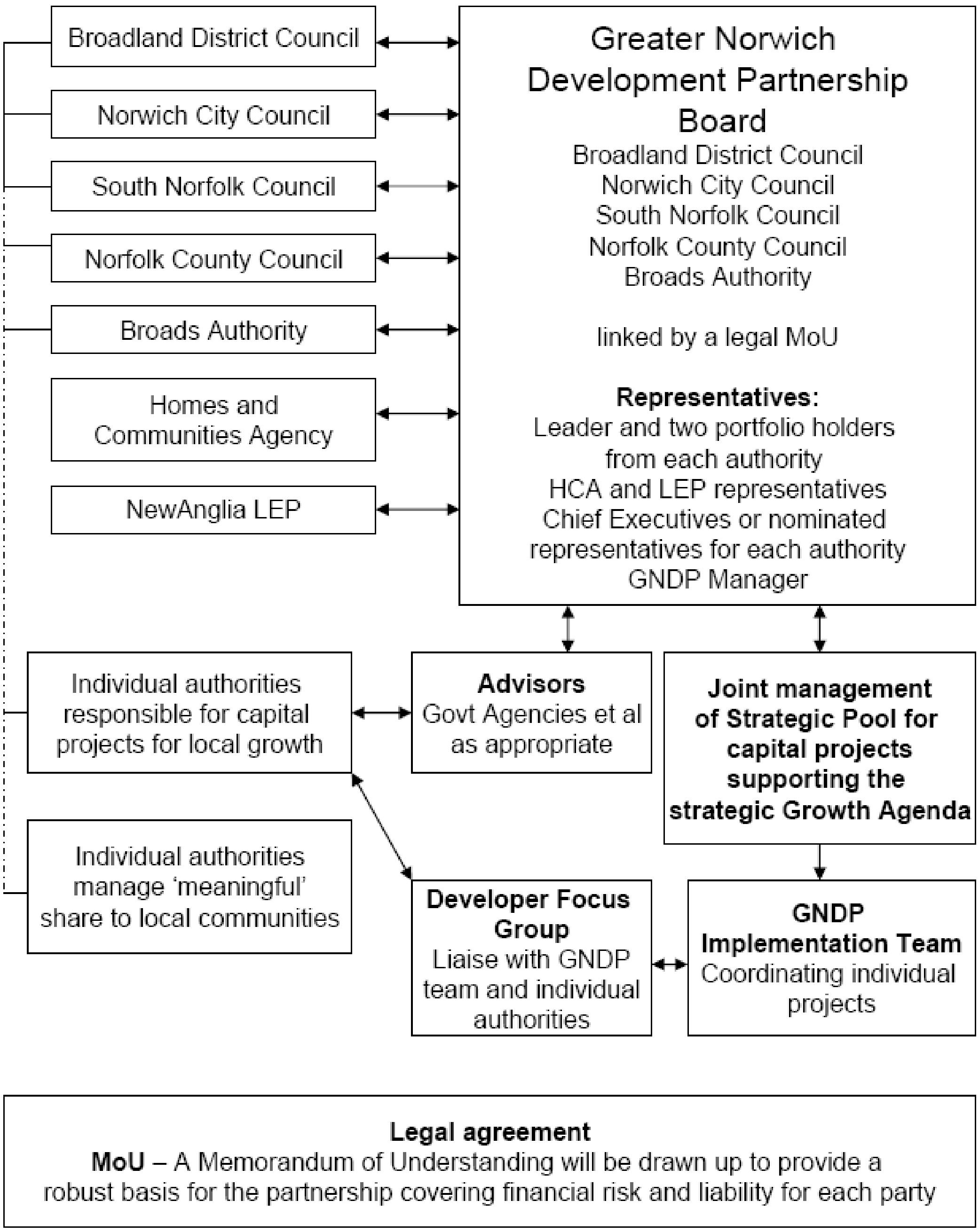
16.4 An annual monitoring report will be produced. This will add contextual monitoring highlights such as dwelling completions, employment land take up, jobs growth, demographic change, and environmental indicators from the JCS and Economic Strategy monitoring

Greater Norwich Development Partnership

Appendix 1: Terms of reference of the Greater Norwich Development Partnership

Governance and Support Arrangements for the Greater Norwich Development Partnership

A **structure diagram** for the governance and support arrangements is set out below:



Key objectives for the GNDP Board (to be reviewed on a regular basis as the partnership evolves):

Infrastructure Planning

- To prepare and keep under review a Local Investment Plan and Programme (LIPP) setting short medium and long term infrastructure requirements and examining funding sources
- To prepare an 5-year Investment Programme, reviewed annually for strategic pool of Community Infrastructure Levy and other funding
- To monitor delivery and phasing of the investment programme and report on progress

Delivery

- to bring forward proposals for the introduction of a Community Infrastructure Levy across the area
- to bring forward proposals for a shared strategic infrastructure fund (strategic pool) to be used to support the delivery of key strategic infrastructure capital projects identified in the LIPP
- to monitor progress of capital projects included in the strategic pool
- to pursue opportunities to maximise external funding in support of delivery objectives

Monitor and review

- To monitor and review the Greater Norwich Economic Strategy.

Spatial Planning

- To monitor the Joint Core Strategy and to make recommendations to Councils about the need for a full or partial review
- Assist with the discharge of any duty imposed by the localism act for co-operation in relation to planning of sustainable development

Advocacy

- To work with the NewAnglia LEP, HCA, other relevant bodies and private sector to prepare, promote and support bids to secure external funding to the benefit the area

NOTE: This governance structure will require each individual Authority to take responsibility for managing the non-pooled portion of CIL delivering Local and Community infrastructure for their geographical area, consulting, liaising and procuring the infrastructure and spending/monitoring.

Membership

Three representatives from Broadland, Norwich, South Norfolk, Norfolk County Council, to be determined by each Authority

One representative from the Broads Authority

One representative from Local Enterprise Partnership

One representative from the Homes and Community Agency

Supported by the GNDP Officer Group

One Chief Executive or nominated representative from each authority

GNDP Manager

Others to attend by invitation

Supported by the GNDP Team

The GNDP implementation team will support the GNDP Board and the GNDP Officer Group

Decision Making

The meetings of the GNDP Board will be held in public, the meeting will not be opened up to allow public questions.

As it is not a formally constituted Joint Committee the GNDP Board will not have delegated powers therefore all recommendations from the partnership will require endorsement by the individual authorities.

Meeting Frequency

Meetings will be held four-monthly, or more frequently if required. Local Committee clerks will provide support and organisation as per previous arrangements.

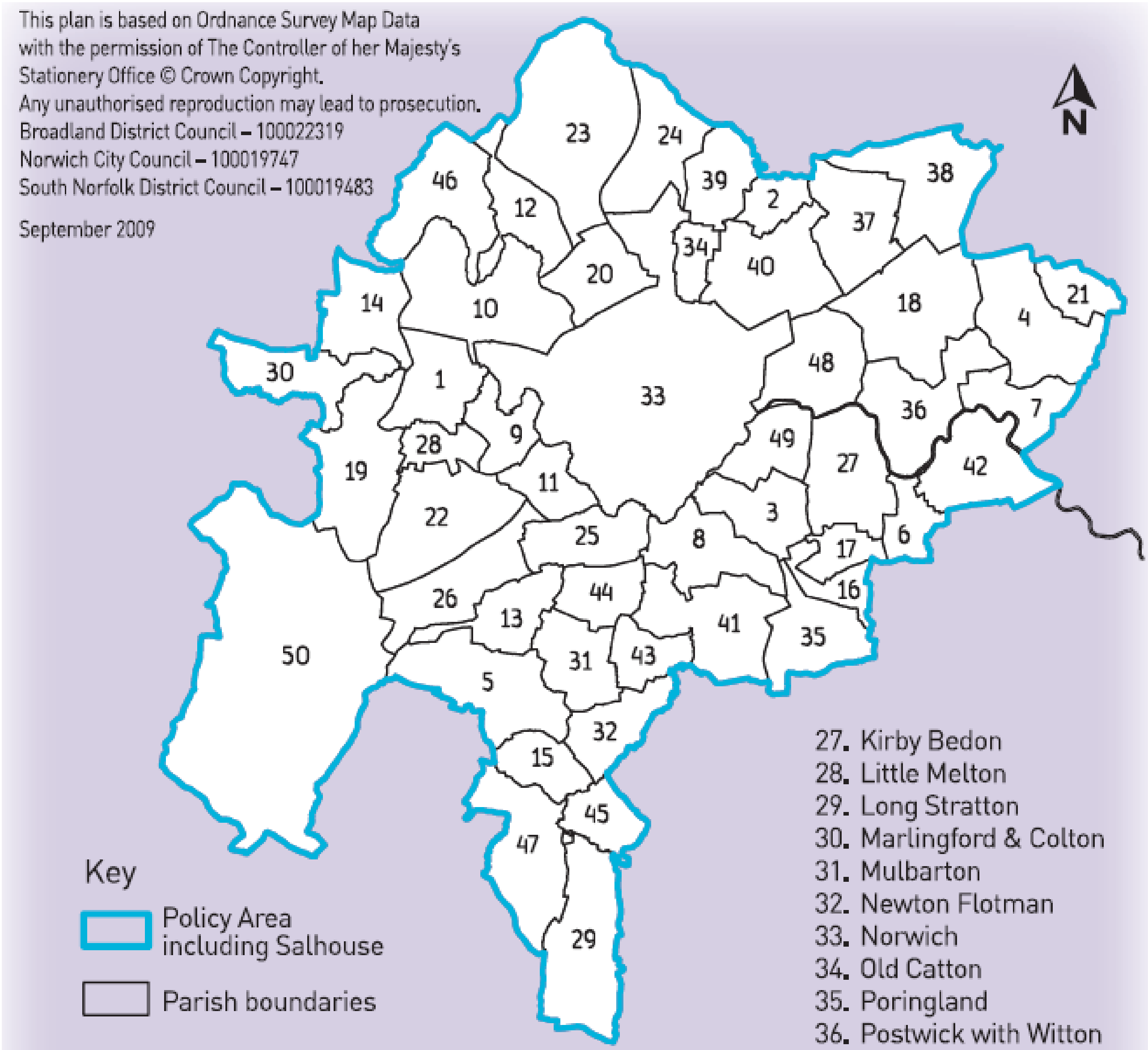
Appendix 1: Representatives on the GNDP Board as at 26 September 2011

Broadland District Council	Cllr Stuart Clancy Cllr Roger Foulger Cllr Andrew Proctor (Chair)
Norwich City Council	Cllr Brenda Arthur Cllr Alan Waters Cllr Bert Bremner
South Norfolk Council	Cllr Yvonne Bendle Cllr Derek Blake Cllr John Fuller
Norfolk County Council	Cllr Derrick Murphy Cllr Graham Plant Cllr Ann Steward
Broads Authority	Mr Alan Mallett
Homes and Communities Agency	Scott Bailey
NewAnglia **Local Enterprise Partnership for Norfolk and Suffolk**	Andy Wood

Supported by:

Broadland District Council	Phil Kirby
Norwich City Council	Jerry Massey
South Norfolk Council	Andy Radford
Norfolk County Council	Mike Jackson
Broads Authority	Andrea Long
Greater Norwich Development Partnership	Sandra Eastaugh

Appendix 2: Definition of the Norwich Policy Area



1. Bawburgh
2. Beeston St. Andrew
3. Bixley
4. Blofield
5. Bracon Ash
6. Bramerton
7. Brundall
8. Caistor St Edmund
9. Colney
10. Costessey
11. Cringleford
12. Drayton
13. East Carleton
14. Easton
15. Flordon
16. Framingham Earl
17. Framingham Pigot
18. Great & Little Plumstead
19. Great Melton
20. Hellesden
21. Hemblington
22. Hethersett
23. Horsford
24. Horsham St. Faith & Newton St. Faith
25. Keswick
26. Ketteringham
27. Kirby Bedon
28. Little Melton
29. Long Stratton
30. Marlingford & Colton
31. Mulbarton
32. Newton Flotman
33. Norwich
34. Old Catton
35. Poringland
36. Postwick with Witton
37. Rackheath
38. Salhouse
39. Spixworth
40. Sprowston
41. Stoke Holy Cross
42. Surlingham
43. Swainsthorpe
44. Swardeston
45. Tasburgh
46. Taverham
47. Tharston and Hapton
48. Thorpe St. Andrew
49. Trowse with Newton
50. Wymondham

Appendix 3: Evidence base

Monitoring
Joint Core Strategy for Broadland, Norwich and South Norfolk, Annual Monitoring Report 2010-2011

Community Infrastructure Levy
Preliminary Draft Charging Schedule for Broadland
Preliminary Draft Charging Schedule for Norwich
Preliminary Draft Charging Schedule for South Norfolk
Community Infrastructure Levy Background and Context
Viability Advice for a CIL/Tariff for Broadland, Norwich and South Norfolk (GVA Grimley, December 2010)
CIL Charging Zones Study (GVA, August 2011)
CIL Viability Advice: The Impact of Garages on the Sale of New Build Property (Mott Macdonald, Sept 2011)

Additional Background evidence
Green Infrastructure and Recreational Open Space Topic Paper
Housing Market Assessment Update (Greater Norwich Housing Partnership, Sept 2011)

Joint Core Strategy
Joint Core Strategy for Broadland Norwich and South Norfolk: Proposed Submission Document (November 2009)
Schedule of Proposed Minor Changes (February 2010)
Sustainability Appraisal: Pre-submission Stage
Changes to the Proposals Maps
Statement of Compliance with adopted SCIs
Statement of Community Involvement: Broadland
Statement of Community Involvement: Broadland Update
Statement of Community Involvement: Norwich
Statement of Community Involvement: South Norfolk
Issues and Options Report of Consultation (July 2008)
Regulation 25: Report of Consultation (August 2009)
Regulation 25: Report of Consultation with Addendum (May 2010)
Summary of Issues Raised – Regulation 25 Technical Consultation
Summary of Issues Raised – Regulation 25 Public Consultation
Regulation 30 (1) (e) Statement
Regulation 28: Report of all representations
Copies of all representations received under Regulation 27
Soundness Self Assessment
Habitats Regulation Assessment Task 2 Update (February 2010)
Habitats Regulation Assessment: Natural England Comments on Task 2 Update
Diversity Impact Assessment Statement
Local Development Scheme: Broadland
Local Development Scheme: Norwich
Local Development Scheme: South Norfolk
Local Development Scheme: South Norfolk Updated timetable 2010
Sustainable Community Strategy: Broadland

Sustainable Community Strategy: Norwich
Sustainable Community Strategy: South Norfolk
Sustainable Community Strategy: Norfolk
Regulation 27: Letter to EERA
Regulation 27: EERA Statement of Conformity
Regulation 27: Public Notice and Schedule of Publication dates
Regulation 30: Public Notice and Schedule of Publication dates

Housing
Strategic Housing Land Availability Assessment (Nathaniel Lichfield & Partners, 2009)
Greater Norwich Housing Market Assessment (Greater Norwich Housing Partnership, 2007)
Greater Norwich Sub-Region Evidence Base for a Housing Market Assessment: A Study of Housing Need and Stock Condition (Greater Norwich Housing Partnership, 2006)
Greater Norwich Housing Market Assessment Update (Greater Norwich Housing Partnership, 2009)
Norwich City Council Affordable Housing Viability Testing (Drivers Jonas, 2009)
GNDP Affordable Housing Viability Study (Drivers Jonas Deloitte, 2010)
Viability advice on a CIL/ Tariff for Greater Norwich (GVA Grimley, 2010)

Jobs and the economy
An Economic Assessment of Greater Norwich: A companion document to the Greater Norwich Economic Strategy 2009 – 2014 (GNDP, 2009)
Greater Norwich Economic Strategy 2009 – 2014
Feasibility Study for a Conference Centre and Concert Hall for the Greater Norwich Area (Tourism UK, 2008)
Greater Norwich Employment Growth and Employment Sites and Premises Study (ARUP, 2008)
Greater Norwich Retail and Town Centres Study (GVA Grimley, 2007)
Ideopolis: Knowledge City Regions (The Work Foundation, 2006)
Ideopolis: Knowledge City Regions: Enabling Norwich in the Knowledge Economy (The Work Foundation, 2006)
East Of England Forecasting Model Greater Norwich (Extract)

Transport
Norwich Area Transportation Strategy Implementation Plan: Strategic Modelling of Joint Core Strategy (Mott Macdonald, 2009)
A47 Southern Bypass Junctions Capacity Assessment Report (Mott Macdonald, 2008)
Greater Norwich Joint Core Strategy Public Transport Requirements of Growth and Technical Note – appraisal of the emerging option (2008) (Mott Macdonald, 2008)
JCS Transport Strategy Report (Mott Macdonald, 2010)
Baseline Conditions Report – JCS Submission (Mott Macdonald, 2010)
Norwich Area Transport Strategy (NATS) Review: Transport related problems and issues (April 2003)
Norwich Area Transport Strategy: Public Consultation Analysis (May 2004)
Norwich Area Transport Strategy: Public Consultation Analysis (June 2004) Supplement
Norwich Area Transport Strategy: Options Assessment Report (October 2004)
Norwich Northern Distributor Road Traffic and Economic Assessment Report (February 2005)

NNDR Report to Cabinet – Appendix 3: Statement on Justification of Needs (September 2005)
Major Scheme Business Case: Norwich Northern Distributor Road (July 2008)
Postwick Community Infrastructure Fund: Full Business Case (October 2008)
Norwich Northern Distributor Road: DfT Sensitivity Tests

- (i-ii) Core Scenario (December 2009)
- (iii-xiii) Dependent Development (December 2009)
- (ix-x) Part NNDR from A140 to A47 (December 2009))
- (xi-xvi) Tests 2-6 (December 2009)

NATS Public Consultation Analysis March 2010
NATS Business Questionnaire Results
Transport Modelling 2010

Environment
Habitats Regulations Assessment (Appropriate Assessment) of the Joint Core Strategy for Broadland, Norwich and South Norfolk:

- Task 1(Mott Macdonald, 2008)
- Task 2 (Mott Macdonald, 2009)
- Task 2 update (Mott Macdonald, 2010)
- Natural England comments on Task 2 update

Greater Norwich Development Partnership Green Infrastructure Delivery Plan (GNDP, 2009)
Greater Norwich Development Partnership Historic Characterisation and Sensitivity Assessment (Norfolk County Council, 2009)
Greater Norwich Integrated Water Cycle Study – Stages 1 (2007), 2a (2008) and 2b (2009/2010):

- Stage 1 (Scott Wilson, 2007)
- Stage 2a (Scott Wilson, 2008)
- Stage 2b Draft Report (Scott Wilson, 2009)
- Stage 2b Final: Technical Report(Scott Wilson, 2010)
- Stage 2b Final: Non-Technical Report (Scott Wilson, 2010)
- Stage 2b Stakeholder Position Statements (2010)

Sustainable Energy Study for the Joint Core Strategy for Broadland, Norwich and South Norfolk (ESD, 2009)
Greater Norwich Development Partnership Green Infrastructure Study (Chris Blandford Associates, 2008)
Strategic Flood Risk Assessment (Millard Consulting, 2007)
Sustainability Appraisal Scoping Report (Scott Wilson, 2007)
Pre-submission JCS Sustainability Appraisal Report (Scott Wilson, 2009)

Infrastructure
Greater Norwich Infrastructure Needs and Funding Study (EDAW/AECOM, 2009)
Norwich Growth Area Infrastructure Needs and Funding Study (EDAW, 2007)

Stages in JCS development
Issues and Options informal discussion workshops (June – July 2007)
Issues and Options consultation (November 2007 – February 2008)
Issues and Options : Report of consultation (July 2008)
Technical Regulation 25 consultation (August - September 2008)
Technical Regulation 25 : Report of consultation (December 2008)
Public Regulation 25 consultation (March – June 2009)

Regulation 25: Report of public consultation (June 2009)
Regulation 25: Report of Consultation (August 2009)

Regulation 25: Report of Consultation with Addendum (May 2010)

GNDP Policy Group 24 September 2009: Joint Core Strategy: Pre-submission report
GNDP Policy Group 28 January 2010: JCS Submission Report

Topic Papers
City Centre
Employment and Town Centre Uses
Environment
Homes and Housing
Implementation and Governance
Infrastructure
Settlement Hierarchy
Strategy to Accommodate Major Housing Growth in the Norwich Policy Area
Transport

Background documents commissioned by local authorities informing the Joint Core Strategy

Broadland
Annual Monitoring Report 2007-2008
Broadland District Council: PPG17 Open Spaces Indoor Sports And Community Recreation Assessment (2007
Local Development Scheme (2007
Blue Boar Lane Development Brief (2006)
Various conservation area appraisals
Broadland District Landscape Assessment and Review of Areas of Important Landscape Quality (1999)
Broadland District Landscape Character Assessment (2008)

Norwich
Delivering for Norwich, Corporate Plan 2008 - 10
Northern City Centre Area Action Plan, Addendum to submission document (July 2009)
Northern City Centre Area Action Plan (Submission Report December 2008)
Northern City Centre Area Action Plan (Adopted Spring 2010)
Norwich Local Development Framework Annual Monitoring Report 2007-08
Norwich City Centre Conservation Area Appraisal: City Centre; Eaton; Mile Cross; Old Lakenham; St. Matthews; Thorpe Hamlet; Thorpe Ridge; Trowse Millgate;
Norwich Needs: Research for the Local Area Agreement. Phase 1: Deprivation in Norwich
Norwich Open Space Needs Assessment. Leisure & the Environment
Norwich Open Space Needs Assessment. Area Profiles
Norwich Strategic Sites Study (2005

South Norfolk
South Norfolk Wind Turbine Sensitivity Study (2008)
Annual Monitoring Report 2007 - 2008

Local Development Scheme 2007
NRP Development Framework. Supplementary Planning Document
Final Report Agreed by Gypsy and Traveller Working Group
Gypsy and Traveller Accommodation Needs Survey: South Norfolk Findings (2006)
South Norfolk Landscape Character Assessment:
Volume 1 – Landscape Types of South Norfolk (2001)
Volume 2 – Landscape Character Areas of the Norwich Policy Area (2001)
Volume 3 – Landscape Character Areas of the Rural Policy Area (2008)
South Norfolk PPG17 Open Spaces, Indoor Sports and Community Recreation Assessment (2007)
South Norfolk Conservation Area Appraisals
South Norfolk Retail Study (2004)

Appendix 4: Cultural, Art and Leisure facilities within the area

Cultural

- Independent shops, bars and cafes in the Norwich Lanes.
- Riverside villages, including Loddon, Wroxham/Hoveton
- Village greens e.g. Mulbarton
- Iconic buildings e.g. Forum, The Assembly House
- Historic buildings e.g. Norwich castle, cathedrals, guildhall, Wymondham Abbey, wind pumps/windmills, water mills, city walls, Dragon Hall, St Faiths priory,
- Country houses e.g. Blickling Hall
- Building form and materials e.g. shaped gables, reed thatch, clay lump
- Sites with key archaeological history for example Caistor St Edmund Roman Town and Horsford Castle
- Museums including the Castle Museum and Art Gallery, the Royal Norfolk Regimental Museum and the City of Norwich Aviation Museum, Sainsbury Centre
- Famous residents for example Ann Boleyn, Anna Sewell, Elizabeth Fry, Mr. Pastry
- Ketts rebellion/ Ketts oak
- Historic events e.g. 1953 flood, Baedecker raids
- The French and Continental Market that is a regular visitor to Norwich City Centre
- Gardens and open space including: Plantation Garden, Castle gardens, Bishop's Garden at Norwich Cathedral, Strangers Hall Garden, Coltishall Parks and garden.

Art

- Water-based Sculpture Trail at key mooring points in the Southern Broads
- Art Alive which links churches and arts and crafts of all kinds from stone and wood carving
- Norwich City's diverse arts venues, including The Theatre Royal, Cinema City Norwich Playhouse, Norwich Puppet Theatre, Sewell Barns, Maddermarket Theatre and Sainsbury Centre for Visual Arts.
- Bandstand concerts in parks across the city
- Norwich University of the arts
- The Norwich Open-Air Shakespeare Festival
- International Literary Festival
- Norfolk and Norwich International Arts Festival
- Norwich City Ice Sculpture Trail

Leisure

- Norwich City FC
- Variety of cricket clubs
- Leisure centres including, ski club, sports park, ice rink
- National cycle network
- Long distance walks including Boudica’s Way and Tas Valley Way
- Sailing on broads
- Whitlingham Country Park
- Young people - Future Projects, The Garage, NORCA and Open
- Wymondham Music Festival
- Lord Mayors Celebrations
- Norwich Beer Festival (now in its 32nd year)
- Norfolk food festival