

A G E N D A

**17 March 2011
at Council Chamber, County Hall
2.00pm – 4.00pm**

Page No

- 1 To receive declarations of interest under Procedural Rule no 8
- 2 Apologies for absence
- 3 Minutes of meeting held on 16 December 2011
- 4 Joint Core Strategy – Inspectors’ Report and Next Steps
- 5 Growth Area Fund – Budget Summary
- 6 Community Infrastructure Levy and other
Potential funding opportunities
- 7 GNDP Options for Future Governance Structure

**Dates for meetings in 2011
(dates held pending decisions on future structure of the GNDP)**
23 June 2011
22 September 2011
15 December 2011

JOINT CORE STRATEGY FOR BROADLAND, NORWICH AND SOUTH NORFOLK – INSPECTORS’ REPORT AND NEXT STEPS

1. SUMMARY

- 1.1. The report by independent Inspectors into the soundness and legal compliance of the Joint Core Strategy (JCS) has been received. It recommends that, subject to certain modifications, the strategy is sound and can be adopted. This report highlights the main issues and conclusions reached by the Inspectors, and recommends that constituent local planning authorities are recommended to proceed to adoption.

2. BACKGROUND

- 2.1. Members of the Policy Group will be aware that preparation of the Joint Core Strategy (JCS) has been a lengthy process. After earlier stages of preparation, involving consultation, the JCS has been through the legal processes necessary before it can be adopted.
- 2.2. These can be summarised as publication, submission, a pre hearing exploratory meeting, and the main examination. The first three of these have been the subject of previous discussions and consideration by Members.
- 2.3. While the examination technically covers everything from submission, the hearings which form the central part of it took place between the 9th November and 9th December, 2010, under two Inspectors appointed by the Planning Inspectorate. The hearings were arranged to focus on a number of matters
- Legal compliance
 - Spatial vision and spatial planning objectives
 - Affordable housing
 - Sustainability, environment and design
 - The economy
 - General strategy for the growth locations, linked with transport, especially the Norwich Area Transportation Strategy (NATS)
 - The growth triangle

- The other major growth locations
 - Infrastructure delivery
 - Norwich city centre and the rest of the Norwich policy area (NPA)
 - Key service centres, service villages, and smaller rural communities
 - Main towns, except Wymondham
 - Additional hearing day (much of the focus being on contingency/flexibility, affordable housing and energy, as well as completion of one or two matters held over from earlier sessions)
- 2.4. Their report, received in late February, is attached at appendix 1. Appendices 2 and 3 are two appendices to the Inspectors' report detailing the changes required by the Inspectors, and referred to in the main body of their report. The Inspectors have also supported the inclusion of a number of other minor changes for clarity which are set out in a further appendix to their report, but which are not presented here in the interest of brevity. A copy of the minor changes appendix is available for Members' inspection at the office of each of the local authorities.
- 2.5. The changes recommended by the Inspectors are presented as alterations to the submitted JCS, which therefore needs to be read alongside them to understand their significance fully. In order to assist members, appendix 4 to this report consists of the policy content from the submitted JCS redrafted to incorporate the Inspectors' recommendations, with the changes highlighted. The full text of the JCS incorporating the Inspectors recommendations is a large document, and so has not been presented in this report, but a copy is available for Members' inspection at the office of each of the local authorities.

3. INSPECTORS' ISSUES

- 3.1. The Inspectors' report addresses an overlapping but slightly different set of issues from those used to structure the hearings. These are summarised below with a brief commentary on each.

Issue 1: Overall level of housing growth

- 3.2. The Inspectors accepted local evidence for the scale of housing required and agreed that the housing trajectory as proposed is reasonable. Recognising there is not currently a five year land supply as required by Planning Policy Statement 3, the Inspectors have agreed that the JCS identifies growth locations to help overcome this deficiency through the preparation of early

development plan documents, and/or development management decisions on early planning applications. Indeed, the Inspectors are highly complimentary of the overall approach “The authorities have seized the initiative, risen to the challenges presented by the demographic forecasts for the area, and made a proactive response which recognises the scale of the issues. The JCS sets out a sound long-term strategy for this growth and the GNDP position on this issue is worthy of support.” (Para. 9)

Issue 2: Affordable Housing

- 3.3. This is one area where the Inspectors have recommended a change, even compared with the possible changes which they advertised following the close of the hearings. They have retained the tapered approach to address viability on smaller sites, but have reduced the target of affordable housing on sites of 16 or more dwellings from 40% to 33%. The Inspectors appear to have broadly accepted the overall level of need, but not the case for front loading provision to deal with the existing backlog of housing need. This is disappointing, but the effect of changing the headline target will be mitigated by the fact that only a proportion of sites would have been able to deliver up to 40% taking into account viability. Based on the clarification of the Drivers Jonas Deloitte work requested by the Inspectors for the final day of the hearings, at current market values it is estimated that this will reduce potential delivery of affordable housing from just over 12,000 units to 11,150 by 2026. If this number can be achieved, it will represent about 94% of the currently estimated affordable housing need to 2026.

Issue 3: Gypsies and travellers, and travelling show people

- 3.4. The Inspectors have supported the proposed approach which addresses the future demise of the regional spatial strategy but will require the derivation of targets based on local evidence, moving beyond 2011.

Issue 4: Economy and employment

- 3.5. The Inspectors were extremely supportive, the only change being to clarify that more detailed planning for the Norwich Research Park will be undertaken through future development plan documents.

Issue 5: Climate change, environmental assets, design, energy efficiency and water efficiency

- 3.6. Proposals to secure water efficiency were fully endorsed and the degree of cooperation with Anglian Water, Environment Agency and Natural England in agreeing the approach was praised. Similarly, the aspiration to move away from dependency on fossil fuels and support decentralized low-carbon or renewable energy provision was supported, albeit in a less prescriptive way

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with the policy now requiring developers to show in their design and access statements how they have maximized sustainable local energy delivery. There have been some wording changes to the text around design of new development, but no major change to the approach adopted.

Issue 6: Distribution of planned growth including relationship with NATS, and individual assessments of the north east growth triangle, A11 corridor settlements, Easton/Costessey, Long Stratton and the smaller sites in the NPA

- 3.7. Each location for major growth has been supported, with the Inspectors agreeing that different approaches were required in Broadland and South Norfolk. This included recognition of the local circumstances supporting growth in Long Stratton including the facilitation of a by-pass, and a recognition that the growth triangle in the north east represents the soundest approach to accommodating the scale of growth in Broadland. The Inspectors also commented that, given the quantum of growth required, the inclusion of the Ecotown proposal within the overall planned growth was an appropriate response. They also said that redistribution of growth from the north of the NPA to the south is not a viable option.
- 3.8. The Inspectors also considered the relationship of the proposed growth distribution strategy and the Norwich Area Transportation Strategy (NATS), with heavy emphasis on assessing whether the distribution would facilitate the use of non car modes, with public transport being the focus. The evidence provided reassured them that there is a realistic prospect of developing bus rapid transit and core bus routes, though they acknowledge it will require “determined political effort and commitment, coupled with a sustained level of partly developer-funded investment”.
- 3.9. Similarly, they examined in some detail the role and justification of the northern distributor road (NDR). The Inspectors are not convinced that a “non NDR package of NATS interventions” would be realistic, and give credence to the Department for Transport’s assessments which supported the NDRs acceptance into “programme entry” and the “development pool”, notwithstanding the addition of further schemes to the pool. They were however concerned to explore the extent to which the JCS could cater for necessary development in the face of continued uncertainty about the NDR, and its timing. While accepting that the full scale of development proposed in the north east will not be accommodated without the NDR, they wished to have clarity on the implications for the growth trajectory if the NDR were to be delayed or not to proceed, and whether there is sufficient scope for development to proceed while there is a review of the relevant part of the strategy. They therefore pressed for additional clarity to be added on this matter. Some text provided by the GNDP clarifying the evidence on this issue has been slightly modified by the Inspectors to clarify:

- how much development can occur in the growth triangle in the absence of

any significant improvement to the network,

- how much further development in the growth triangle could be served off an improved Postwick junction and more local interventions
- a commitment to investigate through the Area Action Plan (AAP) for the growth triangle whether or not any additional growth could be accommodated if the AAP were to identify alternative transport and other infrastructure (short of the NDR)
- that beyond such an acceptable level, the JCS proposals for the growth triangle would need to be reviewed

3.10. Subject to the inclusion of this clarification, the Inspectors accepted that it is not necessary or appropriate for the JCS to incorporate a complete “plan B” as desired by some objectors.

Issue 7: Norwich city centre, remainder of urban area including fringe parishes, and hierarchy of centres

3.11. These policies are supported, subject to clarification that if a new district centre were to be created in the growth area triangle, it would not be “at the expense” of the already proposed one at Blue Boar Lane, Sprowston.

Issue 8: Main towns, key service centres, service villages and other villages

3.12. No changes proposed to the strategy, subject to some changes to clarify potential ambiguities and the consequences on existing policies

Issue 9: Does JCS provide a sound basis for planning adequate and timely provision of supporting infrastructure?

3.13. This is an area where the Inspectors focused a considerable amount of attention. The concerns expressed by the Inspectors at the pre examination meeting were addressed by a subsequent submission by the GNDP authorities, which expanded appendix 7 in the submitted JCS addressing implementation. This categorised infrastructure requirements at three priority levels, linked to the various main growth locations. The Inspectors agreed this is a clearer expression of the infrastructure requirements, and shows a clearer relationship with related implementation mechanisms including the Local Investment Plan and Programme.

Legal requirements

3.14. The Inspectors are satisfied that legal requirements have been complied with.

However, while accepting the relationship between the GNDP Policy Group and constituent authorities was legally compliant, the Inspectors recognised that not holding meetings in public has led to “a public sentiment of exclusion, confusion, frustration and dissatisfaction”. Clearly when Members consider the future nature of cooperative working including that required to fulfil the forthcoming “duty to cooperate”, it will be important to consider how this may best be undertaken to engender the greatest degree of public confidence.

4. CONSIDERATIONS

- 4.1. Having received the Inspectors’ report, the individual local planning authorities need to consider whether to adopt it, in which event it will become part of their development plan. While adoption is not legally mandatory, it is not possible to adopt the JCS in any form other than that recommended by the Inspectors. However, there are a number of undesirable consequences, if the JCS, having been submitted, were not to be adopted.
- 4.2. The first consequence is that the Inspectors’ report is in the public domain, and if a policy vacuum is allowed to develop as a consequence of non adoption, it would still be likely to form a very strong material consideration in the determination of any planning applications, including at appeal.
- 4.3. Local planning authorities are obliged to have a local development framework in place, and a core strategy is a mandatory part of this. Failure to adopt the JCS would leave an authority in a situation where the process has to be undertaken again, with consequent delays and the expense required to update the evidence base and go through extensive processes of consultation and examination. This would also necessitate a delay in the production of “daughter” DPDs, and put the authority at risk of “planning by appeal” for a longer period.
- 4.4. Looking beyond procedural considerations, if housing need, the housing market and future prosperity are to be addressed, it is essential that the necessary future development is properly planned and guided. The JCS is a cornerstone of this process. While the New Homes Bonus is not dependent on an adopted core strategy, the reinvigoration of the local housing market is likely to maximize the benefits of this scheme.
- 4.5. It should also be noted that the Government has committed to the Community Infrastructure Levy (CIL), subject to some refinements, as a future means of funding infrastructure. However, CIL cannot be introduced in the absence of an adopted core strategy, and therefore a failure to adopt would compromise future infrastructure funding. The full consequences of the introduction of CIL are being phased in, but from 2014, even if an authority does not adopt CIL, it will not be possible to pool revenues from more than five S106 obligations towards the same infrastructure, if it could be CIL funded. Furthermore, the

legal scope of S106 obligations has been scaled back to cover only mitigations which are a direct consequence of a particular development. The effects of these changes will make funding of strategic infrastructure through any means other than CIL extremely problematic, and probably impossible.

- 4.6. If the JCS is adopted, it will have some consequences on the development plans of the constituent authorities as they currently exist. The policies in the JCS will come into force, and while they are strategic and many concern specific locations, the area-wide policies covering matters such as climate change and protection of environmental assets, design, water and energy efficiency, green infrastructure, Gypsies and travellers and affordable housing will come into effect immediately. Furthermore, the JCS will supersede specific policies in the adopted local plans of the constituent local planning authorities. These are listed in appendix 3 of the JCS. Changes to the settlement hierarchy will take effect. There will also be some consequential changes to the proposals maps of the adopted local plans for each of the three local planning authorities.
- 4.7. A further advantage of having an adopted in JCS is that it may help in resisting speculative and inappropriate development proposals in the absence of a five year supply of housing land. PPS3 requires housing development to reflect the spatial vision for the area. This remains a requirement even in the case where a five year supply cannot be demonstrated. An adopted JCS would give the spatial vision that could justify opposing proposals that do not meet the vision.
- 4.8. Adoption of the JCS will give status in a statutory document to NATS and its components, including the northern distributor road. This should be of assistance in its passage through further stages towards implementation.

5. LEGAL IMPLICATIONS

- 5.1. The strategy is adopted by a resolution of the local planning authority, with the operative date being the date of the publication of the “adoption statement”. There is however a six week window following that date where legal challenges could be mounted. At the same time, the adoption statement must be published alongside the sustainability appraisal report and the strategy as adopted, and made available for inspection at the points where it was made available at the pre submission publication stage.
- 5.2. It is not possible to adopt the JCS other than incorporating soundness changes as recommended by the Inspectors.
- 5.3. Once adopted, the JCS will form part of the development plan for the three local planning authorities. This means that planning applications will need to be determined in accordance with its provisions unless a material consideration indicates otherwise (Planning and Compulsory Purchase Act,

2004, S 38 (6)).

6. RESOURCE IMPLICATIONS

- 6.1. In the preparation of the JCS, growth point status has been beneficial in supporting the preparation of a large part of the evidence base. If the JCS were not to be adopted, there would be significant expenditure entailed in refreshing parts of this, combined with the additional resources of undertaking a lengthy preparation and consultation process, culminating in a further public examination.
- 6.2. Adoption of the core strategy would require the legal processes of advertisement and publication to be undertaken. There will also be a cost associated with the publication and printing of the final version including illustrations etc, but this has been provided for in the existing budgets of the partners.
- 6.3. A major benefit of adoption in resource terms is that it will enable work to progress on the preparation of the CIL charging schedule, and the early introduction of CIL. Given restrictions on the pooling of section 106 revenues towards strategic infrastructure, and the potential for CIL to be gathered from all qualifying developments, this is likely to be a significant factor in enabling infrastructure to be provided in tandem with development.

7. NEXT STEPS

- 7.1. The next steps are for the individual local planning authorities to come to a formal decision on whether to adopt the JCS incorporating the Inspectors' recommendations. Each of the authorities has a Council meeting on 22nd March when this can be considered.
- 7.2. It will be necessary as soon as possible thereafter to publish the adoption statement for each of the authorities together with the sustainability appraisal report and the JCS as adopted and make them available for public inspection.
- 7.3. Once the risk of legal challenge has passed, the production of the final document to publication standard, including illustrations, can be undertaken.

8. RECOMMENDATION

- 8.1. It is recommended that the Policy Group recommend that
 - each of the local planning authorities formally adopt the JCS incorporating the Inspectors' recommendations, and thereby incorporate it as

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part of the development plan for the area.

- The County Council, as an integral partner, and major infrastructure provider endorses the JCS incorporating the Inspectors' recommendations

Phil Kirby
Broadland District Council
17, March, 2011

Background Papers

Appendix attached to inspectors report detailing minor changes endorsed by the inspectors, but not critical to soundness

Changes to the adopted proposals maps for the three local planning authorities' current development plans consequential on the JCS

For further information on this report call Roger Burroughs on (01603) 430558 or e-mail roger.burroughs@broadland.gov.uk

Appendix 1

The Inspectors' Report into the Examination of the Joint Core Strategy for Broadland, Norwich and South Norfolk

Due to the size of this document please view this appendix via the link below:

<http://www.gndp.org.uk/downloads/Report-into-the-Examination-of-the-Joint-Core-Strategy-for-Broadland-Norwich-and-South-Norfolk.pdf>

Appendix on Joint Core Strategy for Broadland, Norwich and South Norfolk

APPENDIX A

Schedule of retained Focussed Changes and proposed Soundness changes arising from the Examination in Public hearings 9 November 2010 – 9 December 2010.

Reference	Page No.	Paragraph/ Policy	Proposed Change	Reason for Change
Retained Focussed Changes				
FC 1	Page 41	Policy 4	<p>In Policy 4, delete:</p> <p>Affordable housing</p> <p>A proportion of affordable housing, including an appropriate tenure-mix, will be required on site in accordance with the most up-to date needs assessment for the plan area, for sites of five or more dwellings (or 0.2 hectares or more). At the adoption of this strategy the target is 40% based on the most recent assessment.</p> <p>In negotiating the proportion and tenure of affordable housing, account will be taken of site characteristics and the economic viability of provision. Where viability is an issue financial support will be sought via public subsidy, such as through the Homes and Communities Agency (HCA).</p> <p>At appropriate settlements, sites that would not normally be</p>	<p>To clarify the policy approach, and give more emphasis to the recognition that housing development viability is critical to the delivery of affordable houses on mixed tenure developments, taking into account the study of affordable housing viability undertaken by Drivers Jonas Deloitte. To clarify that where viability of the development is shown to be at risk, negotiations will include consideration of reducing</p>

Reference	Page No.	Paragraph/ Policy	Proposed Change	Reason for Change
			<p>released for housing will be considered for schemes that specifically meet an identified local need for affordable homes. Such schemes must ensure that the properties are made available in perpetuity for this purpose.”</p> <p>Replace with</p> <p>Affordable housing</p> <p>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). The proportion of affordable housing, and mix of tenure sought will be based on the most up to date needs assessment for the plan area. At the adoption of this strategy the target proportion to meet the demonstrated housing need is:</p> <ul style="list-style-type: none"> • 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) 40% with approximate 85% social rented and 15% intermediate tenures (numbers rounded, upwards from 0.5) <p>The proportion of affordable housing sought may be reduced and the balance of tenures amended where it can be demonstrated that site characteristics, including infrastructure provision,</p>	<p>the overall amount of affordable housing sought, and the balance of tenures within the affordable housing to restore the viability of the scheme. To clarify that, as part of the consideration of viability, the potential for public subsidy will be investigated.</p>

Reference	Page No.	Paragraph/ Policy	Proposed Change	Reason for Change
			<p>together with the requirement for affordable housing would render the site unviable in prevailing market conditions, taking account of the availability of public subsidy to support affordable housing.</p> <p>At appropriate settlements, sites that would not normally be released for housing will be considered for schemes that specifically meet an identified local need for affordable homes. Such schemes must ensure that the properties are made available in perpetuity for this purpose.”</p>	
FC 2	Page 44	Policy 4, Supporting text	<p>In paragraph 5.29, delete the following text</p> <p>“In some instances providing 40% affordable housing on-site will not be viable, without public subsidy. In such circumstances a financial contribution, such as a grant from the Homes and Communities Agency (HCA), will be sought. In order to create mixed communities, affordable housing provided as part of a market development will be expected to be integrated within the site.”</p> <p>Replace with</p> <p>“It is recognised that affordable housing provided through developer contributions in this way is dependent upon the overall viability of development. In some instances providing 40% affordable housing on-site will not be viable, without public subsidy. A study of affordable housing viability has concluded that smaller sites in particular may not be viable if the full 40% target were applied, but that in the market conditions prevailing in mid 2010, the 40% affordable housing target is achievable in a</p>	To take account of the proposed focussed change FC1 and the conclusions of the Assessment of Affordable Housing Viability undertaken by Drivers Jonas Deloitte.

Reference	Page No.	Paragraph/ Policy	Proposed Change	Reason for Change
			<p>significant number of the scenarios modelled without social housing grant. Where this proves not to be the case financial contribution, such as a grant from the Homes and Communities Agency (HCA), will be sought. Where it can be demonstrated that the target requirement for affordable housing would make a site unviable in prevailing market conditions, taking into account policy aims relating to the environmental standards of homes, and there are insufficient public funds available to support affordable housing, a reduced proportion of affordable homes and/or an amended mix of tenures will be negotiated. In order to create mixed communities, affordable housing provided as part of a market development will be expected to be integrated within the site.”</p>	
FC 3	Page 44	Policy 4, supporting text	<p>In paragraph 5.28 delete the following</p> <p>“Affordable housing is defined as ‘housing provided for rent, sale or shared equity at prices permanently below the current market rate, which people in housing need are able to afford’. The EEP has a regional target for 35% of all housing to be affordable and recognises higher targets may be required locally. The findings of the most recent housing needs assessment for the three districts indicates that 43% of overall housing need can only be met by affordable housing. Experience locally shows that 40% is the maximum achievable on sites without subsidy, in normal market conditions. A large amount of residential development is expected to take place on smaller sites in both urban and rural locations. If the PPS3 threshold of 15 dwellings were to be applied then a further significant undersupply of affordable dwellings would result. Consequently, in order to make realistic inroads into the identified need and provide affordable housing</p>	<p>To take account of the Government’s intended revocation of the Regional Spatial Strategy (East of England Plan) and to introduce a plan wide target for the provision of affordable housing into the plan which meets the requirements of PPS3 that the provision of affordable housing should meet the needs of current and future occupiers taking into account the Strategic Housing Market</p>

Reference	Page No.	Paragraph/ Policy	Proposed Change	Reason for Change
			<p>across a wide range of sites 40% affordable housing will be sought on all sites of 5 units or more.</p> <p>Replace with</p> <p>5.28 Affordable housing is defined as ‘housing provided for rent, sale or shared equity at prices permanently below the current market rate, which people in housing need are able to afford’.</p> <p>5.28A Based on the most recent assessment of housing need, there is a need in the plan area as a whole for about 11,860 affordable homes with approximately 60% of these being social rented, and 40% intermediate tenures from 2008 to 2026. This is derived from the annual net requirement for new affordable houses extrapolated over the plan period, and the backlog existing at the time of the housing needs assessment, with allowance made for the affordable housing provided up to the base date of this strategy. This represents just over 33% of the total housing requirement set out in the table above.</p> <p>5.28B The most recent housing needs assessment for the three districts indicates that, in the short term, 43% of overall housing need can only be met by affordable housing. The policy target of 40% for * affordable housing on qualifying sites takes account of local experience which suggests that 40% is the maximum achievable on sites without subsidy in normal market conditions, the expectation, of the Government’s basic needs assessment model within the Government’s guidance,** that current backlogs will be</p>	<p>Assessment. The requirement that account should be taken of viability and likely levels of finance available is recognised in FC1 and FC2, but in a volatile market, such factors are hard to quantify in the long term. To take account of the findings of the affordable housing viability study undertaken by Drivers Jonas Deloitte</p> <p>NB Bold amendments made following Focussed Change consultation: *For consistency with the proposed policy taking into account the graduated target on small</p>

Reference	Page No.	Paragraph/ Policy	Proposed Change	Reason for Change
			<p>addressed in the short term, and the fact that not all sites will deliver the target percentage, for example because of viability issues, or previous planning policies in the case of sites with permission at the base date. The assessment of housing need also indicates that the current split of affordable tenures required to meet need in the short term, taking into account the current backlog, is approximately 85% social rented / 15% intermediate tenures, with the greatest need for social rented accommodation related to the Norwich urban area. The overall target, policy target, and balance of tenures will be kept under review in the light of updated information on housing need.</p> <p>5.28C A large amount of residential development is expected to take place on smaller sites in both urban and rural locations. If the PPS3 threshold of 15 dwellings were to be applied then a further significant undersupply of affordable dwellings would result. Consequently, in order to make realistic inroads into the identified need and provide affordable housing across a wide range of sites a proportion of affordable housing will be sought on all sites of 5 units or more.”</p>	<p>sites</p> <p>**Correction of wording</p>
FC 4	44	Policy 4, supporting text	At end of Paragraph 5.30 add “On the evidence of recent achievements and the programme schemes in mid 2010, this is likely to produce about 1170 affordable homes between 2008 and 2026, though this is subject to the availability of funding.”	To give an indication of the potential contribution of Exceptions sites to meeting local housing need.
FC 6	44-45	Policy 4, supporting	a) Delete paragraph 5.32, and replace with	To take into account the Government’s intention to

Reference	Page No.	Paragraph/ Policy	Proposed Change	Reason for Change
		text	<p>"A partial revision to the East of England Plan in 2009 set requirements for the provision of pitches to meet the needs of Gypsies and Travellers in accordance with the requirements of Government Circular 01/2006. The target set was for 58 net additional pitches across the GNDP area to be provided by 2011. Beyond this the East of England Plan set an approach to longer term provision based on extrapolation which equated to a need for an additional 78 pitches between 2012-2026. The targets up to 2011 were broadly supported by the Greater Norwich Development Partnership authorities who considered them reasonable in the light of the Norfolk wide Gypsy and Traveller Accommodation Needs Assessment undertaken in July, 2007. However, beyond 2011 the proposed approach was disputed and the local authorities consider this level of need would be better determined by updated local evidence. It should be noted that a pitch represents a family unit and may therefore accommodate more than one caravan. On average about 1.7 caravans occupy each pitch. Since 2006, 11 pitches have been permitted or completed in Broadland, 14 in South Norfolk and an application for a further 3 is pending in Norwich."</p> <p>b) Delete Paragraph 5.35</p>	<p>abolish the Regional Spatial Strategy, to substitute an appropriate locally supported target, and to indicate a mechanism for updating the target. The intention to abolish the Regional Spatial Strategy makes the explanation in Paragraph 5.35 unnecessary.</p>
FC 7	45	Policy 4, Para 5.36	<p>Delete paragraph 5.36, and replace with</p> <p>"There is a large existing site for Travelling Show People in Norwich, which is fully occupied, and local evidence suggests there is a need for further accommodation. Each plot will need to include room for vehicles providing accommodation and also for the maintenance and storage of fairground rides and equipment."</p>	<p>To take into account the Government's intention to abolish the Regional Spatial Strategy, and to substitute an appropriate locally supported target.</p>

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
Proposed Soundness Changes				
SC 1	32	Policy 1	Policy changes: a) Remove both instances of the word “significant” from paragraph 1 of column 2 of Policy 1. b) Insert new paragraph 2 in column 2 of policy 1: “Development likely to have any adverse effect on nationally designated sites and species will be assessed in accordance with national policy and legislation.”	8
SC 2	33	5.6	Amend paragraph 5.6 last sentence an ecological network as illustrated by the map on page x which includes: Amend last bullet to “corridors and stepping stones through green infrastructure improvements”	8

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
			<i>Add new map Biodiversity Enhancement Areas (RF25a)</i>	
SC 3	34	5.8	<p>a) Delete word “significant” from last sentence.</p> <p>b) Insert new sentence at end of paragraph 5.8.</p> <p>“These internationally designated sites are protected under the Habitats Regulations. To reflect the findings of the Habitats Regulation Assessment of the JCS, the policy places a particular focus on their protection in relation to water quality, water resource and visitor pressures.”</p>	8
SC 4	34 and 35	Additional paragraph following 5.8	<p>Insert paragraph after 5.8 to refer to Green Infrastructure map.</p> <p>“A proposed green infrastructure network (see map) for the whole Greater Norwich area has been identified to inform more detailed policies elsewhere in LDFs and the green infrastructure priority areas supporting growth locations set out on page 69.”</p> <p>Delete diagram on page 35 and insert new diagram to replace it: <i>Proposed Green Infrastructure Network (RF25b)</i></p>	8
SC 5	37	Paragraph 5.12	Amend the sentence beginning “Initially” to read: At least a “silver standard” will be expected. Though achieving the highest level is not a policy requirement, it is anticipated that over time an increasing proportion of development will achieve the “gold standard”	8
SC 6	39	Paragraph 5.16	<p>For clarity</p> <p>a) After the word “contributions” insert “through Section 106”</p> <p>b) Insert new sentence at end of paragraph 5.16 “In the circumstances where viability is a concern in relation to the energy policy requirements, applicants</p>	8

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
			will need to demonstrate this through “open book accounting” similar to that set out for affordable housing.”	
SC 7	38	Policy 3	<p>Policy changes:</p> <p>Make soundness related changes to policy 3</p> <p>First paragraph:</p> <p>Replace “renewable energy” with “decentralised and renewable or low carbon energy”</p> <p>Bullet point 1;</p> <p>Replace “dedicated, contractually linked renewable sources” with “dedicated decentralised and renewable or low carbon energy sources”</p> <p>Replace “renewable energy infrastructure” with “decentralised and renewable or low carbon energy infrastructure”</p> <p>Bullet point 2:</p> <p>Replace “renewable sources” with “decentralised and renewable or low carbon energy sources”</p>	
SC 8	42	Policy 4	<p>a) Amend last sentence of final paragraph from: “These will be located on sites within the Norwich urban area, or if sites within the urban area cannot be identified, close to it.” To: “These will be located on sites within the Norwich urban area, or if sites within the urban area cannot be identified, with easy access to it.”</p> <p>b) Add additional paragraph at end of Policy 4 to read:</p>	FC 5 not proceeded with but current status of RSS still necessitate s

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
			“The Government has signalled its intention to revoke the Regional Spatial Strategy. When this is enacted new targets for permanent residential and transit pitches for the period after 2011 will be set, based on local evidence.”	amendment
SC 9	49	5.44	Add sentence: “The corridor currently protected (100m either side of the centre line of the current scheme) and the associated Postwick Hub will be shown on the Broadland District Council adopted Proposals Map”	1b
SC 10 a	56	Policy 9	<p>Clarify smaller sites allowance and re-order bullets for clarity delete existing policy.</p> <p>Revise text in first column preceding paragraph commencing, “Transport infrastructure required to implement NATS...” to read:</p> <p>“The Norwich Policy Area (NPA) is the focus for major growth and development.</p> <p>Housing need will be addressed by the identification of new allocations to deliver a minimum of 21,000 dwellings distributed across the following locations:</p> <ul style="list-style-type: none"> • Norwich City Council area: 3,000 dwellings • Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle: 7,000 dwellings by 2026, continuing to grow to around 10,000 dwellings eventually • Easton/Costessey: 1,000 dwellings • Cringleford: 1,200 dwellings • Hethersett: 1,000 dwellings • Long Stratton: 1,800 dwellings • Wymondham: 2,200 dwellings • Broadland smaller sites in the NPA: 2,000 dwellings 	10

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
			<ul style="list-style-type: none"> • South Norfolk smaller sites in the NPA and possible additions to named growth locations: 1,800 dwellings <p>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.</p> <p>All of the numbers above show the minimum number of dwellings to be delivered in each location.”</p>	
SC 10 b	56	Add to 2 nd bullet relating to employment locations (i.e. UEA/ NRP)	Add text: “In view of the specific nature of the employment sought in this location, including the need to dovetail with the aims of significant and diverse existing institutions, detailed proposals will be developed through the preparation of development plan documents”	EIP79
SC 11	57	New paragraph after 6.5	Insert new paragraph after paragraph 6.5 to explain the means of providing for the smaller sites allowance to say, “The smaller sites allowance is intended to provide a balance between site sizes and locations to encourage flexibility and the shorter term delivery of new housing. The locations of the smaller sites will be decided in accordance with the settlement hierarchy defined in paragraphs 6.2 and 6.3. The smaller sites will be less than the 1000 dwellings or more identified at strategic growth locations, and will reflect the scales of development provided for at each level of the settlement hierarchy described in policies 12, 14, 15 and 16. The allocations will be dependent upon the availability and suitability of sites proposed through the Site Specific Policies and Allocations Development Plan Document production process, and will reflect the form, character and services capacities of each locality. “	10
SC 12	62	Policy 10, Old Catton, Sprowston,	Amend second sentence of first paragraph to read: “Delivery of the growth triangle in its entirety is dependent on the	GNDP response

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
		Rackheath, Thorpe St Andrew growth triangle	implementation of the Northern Distributor Road. “	(RF97) to Inspectors question (RF75)
SC 13	63	Policy 10, Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle bullet 2	Amend 2 nd bullet from “a district centre based around an accessible ‘high street’ and including a new library, education and health facilities. The development will also require new local centres” To “a district centre based around an accessible ‘high street’ and including a new library, education and health facilities. This may be provided by building on the proposed centre at Blue Boar Lane or by the creation of a second district centre elsewhere in the Growth Triangle. The development will also require new local centres”.	6
SC 14	63	Policy 10, Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle	Insert additional sentence into final paragraph of column 2 to read: “A single co-ordinated approach will be required across the whole area. <i>This will be provided through the preparation of an Area Action Plan (or any future equivalent process)</i> . More detailed masterplanning will be required for each quarter.”	GNDP response (RF97) to Inspectors question (RF75)
SC 15	66-67	Paragraph 6.18	Amend paragraph from: “To implement the JCS significant highway improvements are required at the Longwater (A1074), Thickthorn (A11) and Harford (A140) junctions on the A47 Norwich Southern Bypass. Completion of the Northern Distributor Road and improvements to Postwick junction are a fundamental requirement for growth and the implementation of the remainder of the Norwich Area Transportation Strategy including public transport enhancements. Completion of a bypass is a pre-requisite for the scale of growth identified in Long Stratton.”	GNDP response (RF97) to Inspectors question (RF75)

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
			<p>To:</p> <p>“To implement the JCS significant highway improvements are required at the Longwater (A1074), Thickthorn (A11) and Harford (A140) junctions on the A47 Norwich Southern Bypass. Completion of the Northern Distributor Road <i>is fundamental to the full implementation of this Joint Core Strategy. In particular it is necessary to allow significant development in the growth triangle and the full implementation of the remainder of the Norwich Area Transportation Strategy. The completion of appropriate improvements at Postwick junction would allow for some development in the Old Catton, Sprowston, Thorpe St Andrew growth triangle in advance of the NDR (see supporting text for Policy 20).</i> Completion of a bypass is a pre-requisite for the scale of growth identified in Long Stratton.”</p>	
SC 16	68	After paragraph 6.23	<p>Add additional new paragraph to supporting text to clarify Policy 10, first paragraph, second sentence</p> <p>The Policy provides for new communities and a wide range of development. Consequently the provision of new services and infrastructure will also have wider benefits for existing communities. The Policy aims in this respect do not require developers to directly fund existing deficiencies</p>	
SC 17	74	Policy 12	Following policy second paragraph reading “Throughout the suburban area and fringe parishes opportunities will be sought:”, insert new bullet point to become the first bullet point to read, “to identify land to contribute towards the smaller sites allowance set out in Policy 9”	10
SC 18	79	Settlement Hierarchy map	Revise Key label “Norwich Urban Area” to read “Norwich Urban Area including urban fringe parishes” and relocate to the head of the settlement hierarchy	10

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
			beneath new heading “ Settlement Hierarchy” with roads and railway symbols moved to form part of general map key, in order to give added clarity to the complete hierarchy	
SC 19	80	Policy 14	first paragraph/ second line - delete “broadly”	10
SC 20	80	Paragraph 6.43	<p>Amend final sentence to read “The KSCs with more limited services and lacking a secondary school have the lowest housing allocations, i.e. Blofield, Brundall and Hingham.”</p> <p>Add a new paragraph following 6.43 to read, “Where a range is specified, the scale of new development is expected to be within the range. In exceptional circumstances, a range may be exceeded where it can clearly be demonstrated that the resulting development would respect the form and character of the settlement and bring sustainability benefits for the existing population as well as providing for new residents. This might, for example, be through improved local facilities, or connections to them, or through meeting other defined local needs.”</p>	10
SC 21	81	6.51	<p>Delete the last sentence, “Improvements to sewage treatment works may require phasing.”</p> <p>Revise the fourth sentence to read, “New development of 100-200 dwellings is proposed to 2026 which may require the small scale expansion of all local schools.”</p>	10
SC 22	84	Policy 15	<p>Add footnote (in separate box) as below:</p> <p>“This policy will necessitate a number of changes to the adopted proposals maps for South Norfolk. New settlement limits will be needed for Alburgh, Bergh Apton, Bramerton and Carleton Rode.</p> <p>These will be defined through the preparation of the South Norfolk Site Specific Proposals Development Plan Document”</p>	EIP79

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
SC 23 a	85	6.58	Last sentence – delete wording “Service villages in the NPA may also be considered for additional allocations” and replace with, “Further allocations may be considered in Service Villages in the NPA “	10
SC 23 b	85	6.59	Delete second sentence	10
SC 24	86	Policy 16	<p>Add footnote (in separate box) as below:</p> <p>“N. B. This policy will necessitate a number of changes to the adopted proposals maps for Broadland and South Norfolk. New settlement limits will be needed for Aldeby, Burgh St Peter, Caistor St Edmund, Claxton, Colton, Denton, Flordon, Forncett St Mary, Great Melton, Hardwick, Hedenham, Keswick, Ketteringham, Langley Street Marlingford, Shotesham, Starston, Swainsthorpe, Tibenham, Tivetshall St Margaret, Tivetshall St Mary, Toft Monks, and Topcroft Street.</p> <p>These will be defined through the preparation of the South Norfolk Site Specific Proposals Development Plan Document</p> <p>A limited number of existing settlement limits shown on the adopted proposals maps for Broadland and South Norfolk will be deleted. This applies to Felthorpe, Honingham, Upton, Ranworth, Wacton, Weston Longville and Woodbastwick. The policy change making this necessary will take effect on adoption of the Joint Core Strategy”</p>	
SC 25	89	Policy 19, point 3.	<p>Delete text and replace with:</p> <p>The large village and district centres of: Acle, Coltishall, Hethersett, Hingham, Loddon, Long Stratton, Poringland and Reepham, and within the Norwich urban area at Aylsham Road, Drayton Road, Bowthorpe, Dereham Road, Eaton Centre, Earlham House, Larkman centre, Plumstead Road, Old Catton and Dussindale (Thorpe St Andrew). New district centres/high streets to be established at Blue Boar Lane, Sprowston and Hall Road, Norwich. The Old Catton, Sprowston, Rackheath, Thorpe St. Andrew Growth Triangle will be</p>	

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
			served by a district centre. This may be provided by building on the proposed district centre at Blue Boar Lane or the creation of a second district centre elsewhere in the Triangle as determined through the Area Action Plan for the Growth Triangle.	
SC 26	89	6.74	Add sentence to end of paragraph. "This may be through building on the proposed centre at Blue Boar Lane or the creation of a second district centre elsewhere in the Growth Triangle. This will be determined through the Area Action Plan for the area".	6
SC 27	90	Policy 20	Replace Policy 20 with the following text:	4 and GNDP response (RF97) to Inspectors question (RF75)

Implementation and Monitoring

Policy 20 applies to the whole strategy area

Policy 20 Implementation

A coordinated approach will be taken to the timely provision and ongoing maintenance of infrastructure, services and facilities to support development.

Provision will be achieved through:

- contributions towards strategic infrastructure from all residential and commercial development, made through the introduction of an area wide community infrastructure levy plus appropriate Section 106 contributions for site specific needs. Until such a time

as a local CIL is introduced, all contributions will be made through Section 106 in line with current legislation and national policy, including the pooling of contributions.

- maximising mainstream Government funding sources including the Homes and Communities Agency, Local Transport Plan, Growth Point Funding, Regional Funding Allocation and Community Infrastructure Funding and other new funding streams, including European funding sources
- co-ordination with the investment programmes of other public bodies e.g. National Health Service
- capital investment by utilities companies through their asset management plans to their regulator which identify the capital investment required
- innovative approaches to capital investment based on forecast future revenue
- consideration of other potential funding mechanisms

Local Planning Authorities and the County Council will make use, where necessary, of their legal powers to bring about strategically significant development, including compulsory purchase.

Future maintenance of the infrastructure provided will be achieved either through adoption by a public body with maintenance payments, where appropriate, or other secure arrangements such as the establishment of a local infrastructure management body.

Implementation of this Joint Core Strategy will depend on the co-ordinated activities of a number of agencies. It is essential that necessary infrastructure is provided in a timely manner related to the needs of new development. The precise timing will be carried out through reviews of the delivery programme, but the underlying principles will be to provide attractive, sustainable communities, to avoid placing an undue strain on existing services and to ensure that residents of new developments do not form patterns of behaviour which ultimately threaten the viability of new services.

Infrastructure that is essential to secure sustainable development will include:

- appropriate transport infrastructure including the implementation of NATS and the construction of the NDR and improved public transport
- affordable or supported housing

- social infrastructure, including education, healthcare, police and emergency services, community facilities
- local and renewable energy generation
- water conservation measures
- sustainable drainage systems (SuDS)
- strategic sewers
- open space and green infrastructure, including habitat creation, pedestrian and cycle links, allotments, recreation facilities, parks, trees, hedgerows, woodland and landscaping
- utilities, including waste management/ recycling/composting facilities
- street furniture
- public art

The developers of strategic growth areas will be required to enter into an ongoing commitment to support community development to bring about a genuinely sustainable community including fostering the growth of community and voluntary organisations.

- 7.1 This Joint Core Strategy has been formulated on the basis of implementing the major growth in housing and employment so that they are coordinated with relevant infrastructure, services and facilities. It is not the intention of this JCS to permit housing growth to outstrip and be developed in advance of supporting employment and a full range of hard and soft infrastructure.
- 7.2 The delivery vehicle for co-ordination, prioritisation and management, including contributions and funds, is the Greater Norwich Development Partnership (GNDP). The GNDP will develop and manage a delivery programme supporting the implementation of this Joint Core Strategy in partnership with stakeholders. The programme will be implemented through the Local Investment Plan and Programme (LIPP) or any successor delivery plan, and will be regularly updated. The key elements of the programme are set out in the draft Implementation Framework in Appendix 7.
- 7.3 Significant and timely investment will be required to implement the JCS. Developer contributions will be sought through a combination of a Community Infrastructure Levy (CIL) and planning obligations. The CIL will apply to both residential and commercial development. Until a locally derived CIL has been implemented local authorities in the Greater Norwich area will continue to use planning obligations through S106, including pooling when appropriate and in accordance with current practice and legislation.

- 7.4 The CIL will be set at a level that does not undermine the viability of development. Studies identify that the cost of required infrastructure is likely to exceed expected income from all sources. The GNDP will address the implications of any funding gap for the infrastructure delivery programme, including prioritisation and seeking additional funding from government. It will seek to maximise investment from mainstream public sector funding and explore innovative ways to fund infrastructure investment. Other funding streams might include:
- The New Homes Bonus
 - Tax Increment Financing (TIF)
 - Regional Growth Fund
- 7.5 It is the GNDP's intention to submit a charging schedule in accordance with the regulations. The GNDP will regularly review the infrastructure needs of this Joint Core Strategy and development values, updating the charging schedule as necessary. Between these reviews, the CIL will be index-linked as set out in the regulations.
- 7.6 The GNDP will expect utility providers to ensure that their asset management plans take full account of the infrastructure needed to accommodate the development proposed in this JCS.

Monitor and Manage

- 7.8 The monitoring framework in Appendix 8 includes performance indicators and targets to assess how the Joint Core Strategy's objectives are being met. Some of these indicators are core output indicators, which the Government require us to collect. The other local indicators have been developed to address matters relevant to this area. Many of the indicators derive from the Sustainability Appraisal.
- 7.9 Contextual indicators are also used. These illustrate wider objectives such as for health and education. A Local Area Agreement has been established in Norfolk and a set of 35 indicators prioritised reflecting the key local concerns relating to the area's well being. These indicators are published separately.

7.10 The Greater Norwich Development Partnership will publish an Annual Monitoring Report (AMR). The AMR is a check on the performance of the Joint Core Strategy and gives the opportunity to adjust policies and review objectives and to revise the Local Development Scheme. The outcomes will inform the need for reviews of the LIPP, this JCS and other Local Development Documents.

Review

7.11 The Joint Core Strategy is dependent on significant investment in supporting infrastructure. New development will contribute to this. However, the provision of infrastructure beyond that normally provided as part of the development will need the active co-operation of and investment by other agencies. These include utility companies, health care providers, central and local government, the Highways Agency and rail providers. Every effort will be made to ensure appropriate and timely supporting infrastructure is delivered. In the event of a critical shortfall, the Joint Core Strategy will be reviewed.

Contingency

7.12 The GNDP will be working to bring forward all growth proposals and associated infrastructure as early as possible to maximise delivery and flexibility. This will be facilitated by engagement with developers to understand opportunities, overcome constraints and maximise development potential without compromising quality.

7.13 There is no phasing of growth in the JCS beyond that imposed by the provision of infrastructure. At the time of adoption the provision of most critical elements of infrastructure is not expected to be a significant constraint. However, there remains some uncertainty around the timing of the delivery of the Northern Distributor Road (NDR). The NDR is fundamental to overall delivery of housing and employment growth in the Broadland part of the NPA and to significant parts of NATS including high-quality public transport in the northern part of the urban area. At the base date of the JCS there is a significant housing commitment that is unaffected by infrastructure constraints. Delay in delivering the NDR does not prevent JCS provision of housing or employment development within Norwich City or South Norfolk Council areas, or existing housing commitment in Broadland as demonstrated in Appendix 7. Indeed, market pressures are likely to bring forward development in these locations in this scenario. The existing commitment and the range and scale of growth proposals across the JCS area provide significant flexibility to bring forward growth in those locations unaffected by infrastructure constraints.

7.14 In late 2010 proposals for Postwick were significantly advanced. The scheme and associated development has planning

permission and the design of the layout of the junction has been agreed by the Highways Agency. The Postwick Hub and the Northern Distributor Road are in the DfT Development Pool and the funding decision will be announced by the end of 2011. The NDR will be subject to a separate statutory planning process.

7.15 The Postwick Hub can be delivered as a separate scheme and is not necessarily dependent on DfT funding. Contributions from all of the following sources may be used to secure delivery:

- DfT development pool (decision due by end of 2011)
- Existing Growth Point funding
- Pooled Section 106 (until replaced by CIL)
- CIL (expected to be introduced late 2011)
- Local Authorities' capital funding programmes
- New Homes Bonus
- Tax Increment Financing
- Other funding streams

7.16 The existing commitment of 1400 dwellings in the Sprowston Fringe can take place without improvements to Postwick Junction. Subject to acceptable improvements to Postwick Junction (Postwick Hub or a suitable alternative) there is significant potential for further development in the growth triangle before there is confirmation of the timing of delivery of the NDR. The table below summarises the current understanding of this potential.

Location	Level of growth supported by current evidence	Constrained development
Growth Triangle	At least 1600 dwellings (plus 200 exemplar at Rackheath prior to Postwick junction improvements)	New employment allocation at Rackheath
Smaller sites in	Delivery of the smaller sites allowance will be dealt	

Broadland NPA	with on a site by site basis	
Broadland Business Park	Development of existing allocation and new allocation (approx 18ha incl c50,000m2 B1)	
Airport area		New employment allocation

- 7.17 Broadland District Council is committed to preparing an Area Action Plan (AAP) for the growth triangle. As part of the preparation of this AAP there will be an investigation of the potential to enable further growth over and above that shown in Table 1 above, in advance of confirmation of timing of the NDR. This analysis would need to cover capacity of all local infrastructure (not just road capacity), the implications of particular sites, and the nature of development proposed. It will be essential that the growth is delivered in accordance with the overall strategy, taking into account its wider impact across the Norwich area, including a full range of infrastructure provision, services and high-quality public transport, walking and cycling.
- 7.18 Development beyond the pre-NDR threshold established through the AAP process will not be possible without a commitment to the NDR. If there is no possibility of the timely construction of the NDR, a complete review of the JCS would be triggered.

Reference	Page No.	Paragraph/Policy	Proposed Change	Matter no.
SC 28	112	Appendix 7	Replace with Appendix 3 of EIP 84, suitably updated with GI projects identified in Policy 10, waste water and police services. Appendix on following page.	4

Appendix 7: Implementation Framework and Critical Path

The framework lists infrastructure required to facilitate development promoted in this JCS. It is early work and is not intended to be an exhaustive or precise list of the entire infrastructure that will be needed by 2026. Additional infrastructure will be needed beyond this date, including in the growth triangle where 3,000 dwellings are proposed after 2026. The GNDP will manage a delivery programme supporting the implementation of this Joint Core Strategy. The programme will be developed through the Local Investment Plan and Programme (LIPP). As decisions are made locally and nationally on prioritisation and funding of infrastructure, the content, phasing and priorities of this list will be amended accordingly. This will happen via the LIPP process which will be subject to regular review.

The definition of the three levels of priority is derived from the Greater Norwich Infrastructure Needs and Funding Study (INF 1; in particular see Page 194) but expands the Study's definition to explicitly recognise the differential impact on the overall strategy. Consequently, the categories are:

Priority 1 Infrastructure is fundamental to the strategy or must happen to enable physical growth. It includes key elements of transport, water and electricity infrastructure and green infrastructure requirements from the Habitats Regulation Assessment. 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 the associated package of 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 Infrastructure is 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 Infrastructure is 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 proposal.

Table 1 shows a housing trajectory extract with Priority one infrastructure constraints. The thresholds indicated mark the point at which we currently have some certainty about the level of growth that can be supported. Depending on site characteristics, the nature of proposed development and other infrastructure constraints, these points may not be absolute barriers to further growth. Moreover some points mark the beginning of phased implementation over a number of years.

Table 2 – Infrastructure Framework shows infrastructure requirements to support growth across the JCS period.

Table 1: Housing Trajectory Extract with Priority 1 Infrastructure

	Short Term							Medium Term							Long Term							Total Units	Ave Build rate				
	2011/12		2012/13	2013/14	2014/15		2015/16		2016/17			2017/18	2018/19		2019/20		2020/21		2021/22	2022/23	2023/24					2024/25	2025/26
Infrastructure ref		T2a				T5		T14 T17		T1	G16 G17			T3		SP1 T7		U3			U5 U6	SP13					
Rackheath	180		230	230	230		230		230			230	230		230		230		230	230	230			230	230	3400	227
Remainder of NE Growth Triangle					125		225		350			350	350		350		350		350	350	350			350	350	3850	321
Cumulative total	180		410	640	995		1450		2030			2610	3190		3770		4350		4930	5510	6090			6670	7250	7250	
Norwich City					250		250		250			250	250		250		250		250	250	250			250	250	3000	250
Cumulative total					250		500		750			1000	1250		1500		1750		2000	2250	2250			2500	2750	3000	
Long Stratton											50	140			230		230		230	230	230			230	230	1800	250
Cumulative total											50	190			420		650		880	1110	1340			1570	1800	1800	
Wymondham					185		185		185			185	185		185		185		185	185	185			185	165	2200	183
Hethersett					50		90		175			175	175		175		100		60							1000	125
Cringleford					0		50		100			125	125		125		125		125	125	125			125	50	1200	109
Cumulative total					235		560		1020			1505	1990		2475		2885		3255	3565	3875			4185	4400	4400	
Easton/Cossetesey					50		90		175			175	175		175		100		60							1000	125
Cumulative total					50		140		315			490	665		840		940		1000							1000	
Additional Smaller Sites Around Broadland NPA*					170		170		170			170	170		170		170		170	170	170			170	130	2000	
Sites Around South Norfolk NPA					150		150		150			150	150		150		150		150	150	150			150	150	1800	
Existing NPA Commitment	1572		1813	1437	943		821		652			449	172													7859	
Cumulative Existing NPA Commitments	1572		3385	4822	5765		6586		7238			7687	7859		7859		7859		7859	7859	7859			7859	7859	15718	
Projected Housing Total	1752		2043	1667	2153		2261		2437			2309	2122		2040		1890		1810	1690	1690			1690	1555	29109	
Cumulative NPA Commitments and Planned	1752		3795	5462	7615		9876		12313			14622	16744		18784		20674		22484	24174	25864			27554	29109		

* Until the NDR is in place the full number of dwellings proposed on smaller sites in Broadland may not be able to be provided. This will depend on individual site circumstances.

Red – public transport/transport related constraints
Blue – water related constraints
Pink – electricity related constraints
Green – selected green infrastructure projects

Table 2 – Infrastructure Framework

Infrastructure Framework: Priority 1 projects 2008 - 2016							
<i>The base date for the Strategy is 2008. This table includes projects from 2008 - 2011 (the adoption of the Strategy) and 2011 - 2016 (the first 5 years of delivery post adoption)</i>							

Waste Water

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
SP1	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	Rackheath	Developer	tba	Developer/ AW provision	2016	Water Cycle Study Stage 2: B
SP3	Whitlingham Upgrade (Option 1)	Whole GNDP area	Anglian Water	42.9	AMP	2016	Water Cycle Study Stage 2: B
SP4	Whitlingham Upgrade (Option 2)	Norwich	Anglian Water	5	AMP	2016	Water Cycle Study Stage 2: B
SP5	Wymondham upgrade (Option 2)	Wymondham	Anglian Water	13.8	AMP	2016	Water Cycle Study Stage 2: B
SP6	Rackheath (Option 2)	Rackheath	Anglian Water	48	AMP	2016	Water Cycle Study Stage 2: B

Potable Water

Water supply is adequate for growth in the short-term. Supply will require enhancement in the longer term, Anglian Water are committed to finding a solution by 2012. Solutions will be funded through the AMP process.

Green Infrastructure

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
GI 15	Enhance public access to Yare Valley and Bawburgh Lakes	Overall scale of growth	Local Authorities/ Developer	tba	Local authority/ Developer contributions	2016	Green Infrastructure Delivery Plan
GI 16	Retention and re-creation of Mousehold Heath to the surrounding countryside	Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Local Authorities/ Developer	tba	Local authority/ Developer contributions	2016	Green Infrastructure Delivery Plan
GI 17	Broads Buffer Zone	Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Local Authorities/ Developer	tba	Local authority/ Developer contributions	2016	Green Infrastructure Delivery Plan

Electricity

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
U1	New primary sub-station on existing site (Hurricane Way)	Expansion of the employment area - airport business park	EDF energy	5.5	70% AMP • 30% Developer contributions	2016	Infrastructure Needs and Funding Study 2009

Transportation

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
T1	Norwich Northern Distributor Road	Overall scale of growth in particular Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle • Broadland: Smaller sites in the NPA (2000 dwellings) • Norwich Area Transportation Strategy including delivery of BRT • Broadland Business Park • Airport employment allocation	Norfolk County Council	106.2	DfT £67.5m • Growth Point • Developer Contributions • Norfolk County Council	2016	NATS
T2a	Postwick Junction improvements	Overall Scale of Growth. Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle • Broadland: Smaller sites in the NPA (2000 dwellings) • Norwich Area Transportation Strategy including delivery of BRT • Broadland Business Park • Airport employment allocation	Norfolk County Council	19	DfT • Growth Point 3.5 • Developer contributions	2016	NATS

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
T2b	Postwick Park and Rice Junction improvements	Overall Scale of Growth. Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle • Broadland: Smaller sites in the NPA (2000 dwellings) • Norwich Area Transportation Strategy including delivery of BRT • Broadland Business Park • Airport employment allocation	Norfolk County Council	6	Developer contributions	2016	NATS
T4 & T17	Thickthorn junction improvement including bus priority and park and ride improvements	Wymondham, Hethersett and Cringleford Growth Locations	Norfolk County Council/ Highways Agency	30	Developer contributions	2016 (scheme expected to be phased)	NATS
T5	Longwater junction improvements	West Growth Location	Norfolk County Council/ Highways Agency	30	Norfolk County Council • DfT • Growth Point • Developer contributions	2016	NATS
T6	Norwich Research Park transport infrastructure phase 1	Norwich Research Park	Norfolk County Council/ Highways Agency	5	Growth Point • Developer contributions	2016	NATS
T7	Grapes Hill bus improvements	Overall Growth	Norfolk County Council	0.18	Growth Point/ EEDA	Delivered	NATS
T7	Bus improvements Newmarket Road	Wymondham, Hethersett and Cringleford • Norwich Area Transportation Strategy including delivery of BRT	Norfolk County Council	0.4	Growth Point	Delivered	NATS
T7	City Centre bus improvements phase 1	Overall Growth	Norfolk County Council/ Norwich City Council	1	Norfolk County Council • DfT • Growth Point • Developer	2016	NATS

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 1	Broadland Fringe Growth (subject to location of growth)	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2016	NATS
T9	Bus Rapid Transit via Dereham Road - Phase 1	West Growth Location	Norfolk County Council/ Norwich City Council	1.25	Growth Point	2010 - 2011	NATS
T10	Bus Rapid Transit via Yarmouth Road - Phase 1	Broadland Business Park Expansion	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2016	NATS
T11	Bus Rapid Transit via Salhouse Road and Gurney Road - Phase 1	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	1.8	1.8 Eco-community PoD • Developer contributions	2016	NATS
T12	Bus Rapid Transit via Norwich airport A140 to City Centre - Phase 1	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2011-2016	NATS

T13	Bus priority route via Hethersett Lane/ Hospital/ Norwich Research Park/ University of East Anglia/ City Centre	Wymondham, Hethersett and Cringleford Growth Location & NRP	Norfolk County Council/ Norwich City Council	2.7	Norfolk County Council • DfT • Growth Point • Developer contributions	2016	NATS
Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
T14	Bus priority route via B1172 phase 1	Wymondham, Hethersett Growth Location	Norfolk County Council/ Norwich City Council	1.7	Norfolk County Council • DfT • Growth Point • Developer contributions	2016	NATS
T15	Development Link Broadland Business Park to Salhouse Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Developer Lead	2.5	Developer contributions	2016	NATS
T16	Bus priority - approach to Harford Junction	Long Stratton Growth Location	Norfolk County Council/ Highways Agency	2	Norfolk County Council • DfT • Growth Point • Developer contributions	2016	NATS
T18	Pedestrian / Cycle links to Longwater	West Growth Locations	Norfolk County Council	1.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2016	NATS
N/A	Lady Julian Bridge	NATS • City Centre	Norwich City Council	2.58	Growth Point • S106 • EEDA	Delivered	NATS

N/A	Barrack Street ring-road improvement works	Overall Growth	Norfolk County Council/ Norwich City Council	1.3	Growth Point	Delivered	NATS
Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
N/A	St Augustine's Gyratory	Norwich Area Transportation Strategy including delivery of BRT • City Centre bus enhancements	Norfolk County Council/ Norwich City Council	3.49	Growth point 2.42 • LTP 1.04 • S106 .03	2010	NATS
	Totals			341.30			

Infrastructure Framework: Priority 1 projects 2016 -2021

The base date for the Strategy is 2008. This table includes projects from 2008 - 2011 (the adoption of the Strategy) and 2011 - 2016 (the first 5 years of delivery post adoption)

Waste Water

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
SP1	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Developer	TBA	Developer/ AW provision	2021	Water Cycle Study Stage 2b
SP2	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	Hethersett, Cringleford, Easton/ Costessey	Developer	TBA	Developer/ AW provision	2021	Water Cycle Study Stage 2b
SP7	Whitlingham Upgrade (Option 1)	Whole GNDP area	Anglian Water	14.4	AMP	2021	Water Cycle Study Stage 2b
SP8	Whitlingham Upgrade (Option 2)	Norwich	Anglian Water	0.8	AMP	2021	Water Cycle Study Stage 2b
SP9	Wymondham upgrade (Option 2)	West growth locations	Anglian Water	22.4	AMP	2021	Water Cycle Study Stage 2b

Potable Water

Water supply is adequate for growth in the short-term. Supply will require enhancement in the longer term, Anglian Water are committed to finding a solution by 2012. Solutions will be funded through the AMP process.

Electricity

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
U2	New primary substation on new site (Norwich Airport north)	Expansion of the employment area - airport business park • Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	EDF energy	6.3	Developer contributions	2021	Infrastructure Needs and Funding Study
U3	New grid sub-station on existing sites (Norwich East)	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	EDF energy	17	100% AMP	2021	Infrastructure Needs and Funding Study

Green Infrastructure

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities. All potable water improvements are delivered through the AMP process and are not included in this table.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
GI 15	Enhance public access to Yare Valley and Bawburgh Lakes	Overall scale of growth in particular Wymondham, Hethersett and Cringleford Growth Locations	Local authorities/ Developers	tba	Local authorities/ Developer contribution	2021	Green Infrastructure Delivery Plan
GI 16	Retention and re-creation of Mousehold Heath to the surrounding countryside	Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Local authorities/ Developers	tba	Local authorities/ Developer contribution	2021	Green Infrastructure Delivery Plan
GI 17	Broads Buffer Zone	Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St	Local authorities/ Developers	tba	Local authorities/ Developer contribution	2021	Green Infrastructure Delivery Plan

Andrew Growth Triangle

Transportation

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment and Utilities). All potable water improvements are delivered through the AMP process and are not included in this table.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
T3	Long Stratton bypass A140 including improvement at Hempnall cross-roads	Long Stratton Growth Locations	Developer / Norfolk County Council	20	Developer contributions	2021	Developer
T6	Norwich Research Park transport infrastructure phase 2	Norwich Research Park	Norfolk County Council/ Highways Agency	8	Growth Point • Developer contributions	2021	NATS
T7	Bus priority - approach to Harford Junction	Overall Growth	Norfolk County Council	2	Developer contributions	2021	NATS
T7	City Centre bus improvements phase 1	Overall Growth	Norfolk County Council/ Norwich City Council	2.6	Growth Point • LTP • Developer contributions	2021	NATS
T7	City Centre bus improvements phase 2	Overall Growth	Norfolk County Council/ Norwich City Council	6	Growth Point • LTP • Developer contributions	2021	NATS
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 2	Broadland Fringe Growth	Norfolk County Council/ Norwich City Council	5	Norfolk County Council • DfT • Growth Point • Developer contributions	2021	NATS
T9	Bus improvements Dereham Road phase 2	West Growth Locations	Norfolk County Council/ Norwich City Council	2.6	Growth Point • Developer contributions	2021	NATS
T10	Bus Rapid Transit via Yarmouth Road - Phase 2	Broadland Business Park Expansion	Norfolk County Council/ Norwich City Council	5	Norfolk County Council • DfT • Growth Point • Developer contributions	2021	NATS

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
T11	Bus improvements via Salhouse Road and Gurney Road phase 2	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	2.6	Developer contributions • Rackheath PoD	2021	NATS
T12	Bus Rapid Transit via Norwich airport A140 to City Centre - Phase 2	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	5	Norfolk County Council • DfT • Growth Point • Developer contributions	2021	NATS
T15	Development Link Broadland Business Park to Salhouse Road	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	2.5	Developer contributions	2021	NATS

Totals	122.20
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Infrastructure Framework: Priority 1 projects 2021 -2026

The base date for the Strategy is 2008. This table includes projects from 2008 - 2011 (the adoption of the Strategy) and 2011 - 2016 (the first 5 years of delivery post adoption)

Waste Water

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Dependencies	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
SP1	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Developer	tba	Developer/ AW provision	2026	Water Cycle Study Stage 2 B
SP2	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	Hethersett, Cringleford, Easton/ Costessey	Developer	tba	Developer/ AW provision	2026	Water Cycle Study Stage 2 B
SP10	Whitlingham Upgrade (Option 1)	Whole GNDP area	Anglian Water	4.3	AMP	2026	Water Cycle Study Stage 2 B
SP11	Whitlingham Upgrade (Option 2)	Norwich	Anglian Water	0.4	AMP	2026	Water Cycle Study Stage 2 B
SP12	Wymondham upgrade (Option 2)	West growth locations	Anglian Water	0.5	AMP	2026	Water Cycle Study Stage 2 B
SP13	Sewerage upgrade - solutions subject to ongoing discussions with Anglian Water	Long Stratton	Anglian Water	Tba	AMP	2026	Water Cycle Study Stage 2 B

Potable Water

Water supply is adequate for growth in the short-term. Supply will require enhancement in the longer term, Anglian Water are committed to finding a solution by 2012. Solutions will be funded through the AMP process.

Electricity

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Dependencies	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
U4	New primary substation on new site (Sprowston / Rackheath)	Old Catton, Sprowston, Rackheath, and Thorpe St Andrews growth triangle	EDF energy	4.3	Developer contribution	2026	Infrastructure Needs and Funding Study 2009
U5	Replacement of transformers and switchgear in existing site (Hapton)	Long Stratton	EDF energy	2.53	83% AMP • 17% Developer contributions	2026	Infrastructure Needs and Funding Study 2009
U6	Replacement of transformers and switchgear in existing site (Wymondham)	SW Growth location	EDF energy	2.53	67% AMP • 33% Developer contributions	2026	Infrastructure Needs and Funding Study 2009

Green Infrastructure

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Dependencies	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
GI 16	Retention and re-creation of Mousehold Heath to the surrounding countryside	Overall scale of growth in particular Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle		tba		2026	Green Infrastructure Delivery Plan

Transportation

The table below lists the Priority 1 infrastructure requirements to deliver the Joint Core Strategy. The categories of infrastructure that are viewed as Priority 1 are Transport, Green Infrastructure (relating to the Habitats Regulations Assessment) and Utilities.

Ref	Scheme	Dependencies	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
T7	City Centre bus improvements phase 3	Overall Growth	Norfolk County Council/ Norwich City Council	6	Norfolk County Council • DfT • Growth Point • Developer contributions	2021 - 2026	NATS
T8	Bus Rapid Transit via Fakenham Road - A1067 - Phase 3	Broadland Fringe Growth	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2021-2026	NATS
T9	Bus improvements Dereham Road phase 3	West Growth Location	Norfolk County Council/ Norwich City Council	2.6	Growth Point • LTP • Developer contributions	2021 - 2026	NATS
T10	Bus Rapid Transit via Yarmouth Road - Phase 3	Broadland Business Park Expansion	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2021-2026	NATS
T11	Bus improvements via Salhouse Road and Gurney Road phase 3	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	0.6	Rackheath PoD • Developer contributions	2021 - 2026	NATS
T12	Bus Rapid Transit via Norwich airport A140 to City Centre - Phase 3	Old Catton, Sprowston, Rackheath, and Thorpe St Andrew Growth triangle	Norfolk County Council/ Norwich City Council	2.5	Norfolk County Council • DfT • Growth Point • Developer contributions	2021-2026	NATS

Totals			31.26
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Infrastructure Framework: Priority 2 projects 2008-2016

Education

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates	Source
ED3	60 place pre-school	Norwich City	Norfolk County Council	0.54	Developers	2011	Infrastructure Needs and Funding Study
ED4	60 place pre-school	Norwich City	Norfolk County Council	0.54	Developers	2016	Infrastructure Needs and Funding Study

Healthcare

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates	Source
HC1	GPs Surgery (3 GPs)	Norwich City	Health Authority	1.03	Health Authority	2011	Infrastructure Needs and Funding Study
HC2	Dentists surgery (4 Dentists)	Norwich City	Health Authority	1.25	Health Authority	2016	Infrastructure Needs and Funding Study

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates	Source
HC6	Expansion of existing facilities (2 GPs and 2 Dentists)	Broadland Elsewhere	Health Authority	0.9	Health Authority	2016	Infrastructure Needs and Funding Study
HC12	Expansion of existing facilities (7 GPs and 7 Dentists)	South Norfolk Elsewhere	Health Authority	3.5	Health Authority	2016	Infrastructure Needs and Funding Study
HC13	Hospital bed requirements	Overall scale of growth	Health Authority	10	Health Authority	2016	Infrastructure Needs and Funding Study

Green infrastructure

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. Green infrastructure projects are being assessed following completion of the Green Infrastructure Delivery Plan. Open space will be planned in relation to each growth location and planned in line with development.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates	Source
N/A	Wensum River Parkway	Overall scale of growth	HEART/ Norwich City Council	0.07	Growth Point	Delivered	Green Infrastructure Steering Group
N/A	Catton Park visitor centre and park improvements	Overall scale of growth	Catton Park Trust/ Norfolk County Council	0.37	Growth Point	Delivered	Green Infrastructure Steering Group
N/A	Whitlingham Country Park Access Improvements	Overall scale of growth	Norfolk County Council	0.12	Growth Point	Delivered	Green Infrastructure Steering Group
N/A	Wooded ridge	Overall scale of growth	Norwich City Council	0.04	Growth Point	Delivered	Green Infrastructure Steering Group

GI 1-14	Green infrastructure projects and open space	Overall scale of growth	Various	tba	Local authorities <ul style="list-style-type: none"> • Developers contributions • Other funding sources to be identified 	2016	Green Infrastructure Steering Group
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Totals			18.36			
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Infrastructure Framework: Priority 2 projects 2016-2021

Education

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
ED1	60 place pre-school	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	0.54	Developer contribution	2021	Infrastructure Needs and Funding Study
ED1	60 place pre-school (co- location with community space)	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	0.54	Developer contribution	2021	Infrastructure Needs and Funding Study
ED1	2FE primary with integrated 60 place nursery	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	5.14	Developer contribution	2021	Infrastructure Needs and Funding Study
ED1	2FE primary with integrated 60 place nursery	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	5.14	Developer contribution	2021	Infrastructure Needs and Funding Study
ED5	2FE primary with integrated 60 place nursery	Norwich City	Norfolk County Council	5.14	Developer contribution	2021	Infrastructure Needs and Funding Study
ED5	2FE primary with integrated 60 place nursery	Norwich City	Norfolk County Council	5.14	Developer contribution	2021	Infrastructure Needs and Funding Study
ED7	30 place pre-school	Wymondham	Norfolk County Council	0.285	Developer contribution	2021	Infrastructure Needs and Funding Study
ED7	2FE primary with integrated 60 place nursery	Wymondham	Norfolk County Council	5.14	Developer contribution	2021	Infrastructure Needs and Funding Study
ED7	60 place pre-school	Hethersett	Norfolk County Council	0.54	Developer contribution	2021	Infrastructure Needs and Funding Study

ED7	60 place pre-school	Easton	Norfolk County Council	0.54	Developer contribution	2021	Infrastructure Needs and Funding Study
Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts phase 1	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	26	Developer contribution	2021	Infrastructure Needs and Funding Study
ED10	Expanded secondary school provision	Wymondham, Hethersett, Cringleford, Costessey / Easton	Norfolk County Council	10	Developer contribution	2021	Infrastructure Needs and Funding Study and ongoing assessment of options

Healthcare

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
HC3	Expansion of existing facilities (6 GPs and 5 Dentists)	Norwich City	Health Authority	4.5	Health Authority	2021	Infrastructure Needs and Funding Study
HC4	Primary Care Centre (5 GPs and 4 Dentists)	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Health Authority	3.35	Health Authority	2021	Infrastructure Needs and Funding Study
HC7	Expansion of existing facilities (3 GPs and 2 Dentists)	Wymondham	Health Authority	1.8	Health Authority	2021	Infrastructure Needs and Funding Study
HC9	Expansion of existing facilities (1 GP and 1 Dentists)	Hethersett	Health Authority	0.55	Health Authority	2021	Infrastructure Needs and Funding Study

HC11	Expansion of existing facilities (1 GP and 1Dentist)	Easton / Costessey	Health Authority	0.55	Health Authority	2021	Infrastructure Needs and Funding Study
HC13	Hospital bed requirements	Overall scale of growth	Health Authority	6	Health Authority	2021	Infrastructure Needs and Funding Study

Green infrastructure

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. Green infrastructure projects are being assessed following completion of the Green Infrastructure Delivery Plan. Open space will be planned in relation to each growth location and planned in line with development.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
GI 1-14	Green infrastructure projects and open space	Overall scale of growth	Various	tba	Local authorities • Developers contributions • Other funding sources to be identified	2021	Green Infrastructure Steering Group

Totals				80.90			
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Infrastructure Framework: Priority 2 projects 2021-2026

Education

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates	Source
ED2	60 place pre-school	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	0.54	Developer contribution	2026	Infrastructure Needs and Funding Study
ED2	2FE primary with integrated 60 place nursery	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	5.14	Developer contribution	2026	Infrastructure Needs and Funding Study
ED2	2FE primary with integrated 60 place nursery	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	5.14	Developer contribution	2026	Infrastructure Needs and Funding Study
ED6	60 place pre-school co- located with 600sqm combined community centre and library	Norwich City	Norfolk County Council	0.54	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	60 place pre-school	Wymondham	Norfolk County Council	0.54	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	2FE place primary	Cringleford	Norfolk County Council	2.3	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	1 FE place primary	Hetherset	Norfolk County Council	2.3	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	60 place pre-school	Long Stratton	Norfolk County Council	0.54	Developer contribution	2026	Infrastructure Needs and Funding Study

ED9	1400 secondary school with 280 sixth form places co-located with 4 x indoor sports courts phase 2	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Norfolk County Council	13	Developer contribution	2026	Infrastructure Needs and Funding Study
Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates	Source
ED8	2FE primary with integrated 60 place pre-school co-located with combined community centre and library	Long Stratton	Norfolk County Council	5.14	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	60 place pre-school	Cringleford	Norfolk County Council	0.54	Developer contribution	2026	Infrastructure Needs and Funding Study
ED8	1FE primary	Easton	Norfolk County Council	2.5	Developer contribution	2026	Infrastructure Needs and Funding Study
ED10	Expanded secondary school provision	Wymondham, Hetherset, Cringleford, Costessey / Easton, Long Stratton, rest of South Norfolk NPA	Norfolk County Council	10	Developer contribution	2026	Infrastructure Needs and Funding Study and ongoing assessment of options

Healthcare

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 2 are Education, Healthcare and Green Infrastructure. The Health Authority will take a flexible approach to the provision of hospital beds. Locations will be determined by the Health Authority at a later date. It is presumed funding will come through the AMP.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
HC5	Primary Care Centre (5 GPs and 4 Dentists)	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Health Authority	3.35	Health Authority	2026	Infrastructure Needs and Funding Study
HC8	Combined surgery (2 GPs and 2 Dentists)	Long Stratton	Health Authority	1.5	Health Authority	2026	Infrastructure Needs and Funding Study

HC10	Expansion of existing facilities (1 GP and 1 Dentists)	Cringleford	Health Authority	0.55	Health Authority	2021 - 2026	Infrastructure Needs and Funding Study
HC12	Expansion of existing facilities (1 GP)	South Norfolk Elsewhere	Health Authority	0.6	Health Authority	2026	Infrastructure Needs and Funding Study
HC13	Hospital bed requirements	Overall scale of growth	Health Authority	12	Health Authority	2026	Infrastructure Needs and Funding Study

Green infrastructure

The table below lists the Priority 2 infrastructure requirements to deliver the Joint Core Strategy. The 3 categories of infrastructure that are viewed as Priority 1 are Education, Healthcare and Green Infrastructure. Green infrastructure projects are being assessed following completion of the Green Infrastructure Delivery Plan. Open space will be planned in relation to each growth location and planned in line with development.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
GI 1-14	Green infrastructure projects and open space	Overall scale of growth	Various	tba	Local authorities • Developers contributions • Other funding sources to be identified	2026	Green Infrastructure Steering Group

Totals				66.22			
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Infrastructure Framework: Priority 3 projects 2008-2016

Community facilities

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
CF1	Community facilities	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Broadland District Council	0.5	Private companies • Developers • Local authorities	2011-16	Infrastructure Needs and Funding Study
CF2	Community facilities	Norwich	Norwich City Council	1	Private companies • Developers • Local authorities	2011-16	Infrastructure Needs and Funding Study
CF3-5	Community facilities	South Norfolk	South Norfolk Council	4	Private companies • Developers • Local authorities	2011-16	Infrastructure Needs and Funding Study

Totals				5.50			
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Infrastructure Framework: Priority 3 projects 2016-2021

Community facilities

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
CF1	Community facilities	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Broadland District Council	2	Private companies • Developers • Local authorities	2016 - 2021	Infrastructure Needs and Funding Study
CF2	Community facilities	Norwich	Norwich City Council	3.05	Private companies • Developers • Local authorities	2016 - 2021	Infrastructure Needs and Funding Study
CF3-5	Community facilities	South Norfolk	South Norfolk Council	3.1	Private companies • Developers • Local authorities	2016 - 2021	Infrastructure Needs and Funding Study

Community services

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
CI 12	Fire Service	Overall scale of growth	Norfolk County Council	tba	Norfolk County Council	2016-2021	Infrastructure Needs and Funding Study

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
CI13	Ambulance Service	Overall scale of growth	Norfolk Ambulance Service	tba	Norfolk Ambulance Service	2016-2021	Infrastructure Needs and Funding Study
CI 1-11	Police Safer Neighbourhood teams - Broadland (18 officers) ● Norwich (22 officers) ● South Norfolk (32 officers)	Overall scale of growth	Norfolk Constabulary	5.25	Norfolk Constabulary	2016-2021	Infrastructure Needs and Funding Study
Totals				13.40			

Infrastructure Framework: Priority 3 projects 2021-2026

Community facilities

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
CF 1	Community facilities	Old Catton, Sprowston, Rackheath and Thorpe St Andrew Growth Triangle	Broadland District Council	2	Private companies • Developers • Local authorities	2021-2026	Infrastructure Needs and Funding Study
CF 2	Community facilities	Norwich	Norwich City Council	3.05	Private companies • Developers • Local authorities	2021-2026	Infrastructure Needs and Funding Study
CF 3-5	Community facilities	South Norfolk	South Norfolk Council	3.1	Private companies • Developers • Local authorities	2021-2026	Infrastructure Needs and Funding Study

Community services

The table below lists the Priority 3 infrastructure requirements to deliver the Joint Core Strategy. The 2 categories of infrastructure that are viewed as Priority 3 are Community facilities and Community services.

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
CI 12	Fire Service	Overall scale of growth	Norfolk County Council	TBA	Norfolk County Council	2021-2026	Infrastructure Needs and Funding Study

Ref	Scheme	Required for growth in:	Promoter/ Delivery body	Total Cost £m	Funding sources	Estimated delivery dates by	Source
CI 13	Ambulance Service	Overall scale of growth	Norfolk Ambulance Service	TBA	Norfolk Ambulance Service	2021-2026	Infrastructure Needs and Funding Study
CI 1-11	Police Safer Neighbourhood teams - Broadland (18 officers) ● Norwich (44 officers) ● South Norfolk (64 officers)	Overall scale of growth	Norfolk Constabulary	5.25	Norfolk Constabulary	2021 - 2026	Infrastructure Needs and Funding Study

Totals			13.4
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Broadland. Indeed, market pressures are likely to bring forward development in these locations. The existing commitment and the range and scale of growth proposals across the JCS area provide significant flexibility to bring forward growth in those locations unaffected by infrastructure constraints.

7.15 Without the NDR the housing and employment growth in the Broadland part of the NPA cannot all be delivered, and neither can significant parts of NATS including high-quality public transport in the northern part of the urban area.

7.16 In February 2011 the NDR/ Postwick Hub scheme was one of a 'Development Pool' of 45 national schemes which are to be scrutinised by the Department for Transport in terms of their business case, value for money and other criteria. A final decision on funding is to be made by the Secretary of State by the end of 2011.

7.17 Pending clarification of the NDR's delivery or otherwise, the existing commitment of 1400 dwellings in the Sprowston Fringe can take place without improvements to Postwick Junction. Subject to acceptable improvements to Postwick Junction (in the form of Postwick Hub or a suitable alternative) there is significant potential for further development in the growth triangle before confirmation of the delivery of the NDR. The table below summarises the current understanding of this potential.

[include table from RF117]

7.18 Broadland District Council is committed to preparing an Area Action Plan (AAP) for the growth triangle. As part of the preparation of this AAP there will be an investigation of any potential that may exist for further growth to take place (in addition to that shown in table 1 above) without confirmation of the delivery of the NDR. This will include testing whether interim schemes and/or alternatives to the NDR could help to facilitate growth without compromising the spatial vision and objectives of the JCS. Therefore, the analysis would need to cover capacity of all infrastructure, not

		<p>just road capacity, the implications of particular sites, and the nature of the proposed development. It will be essential that the growth is delivered in accordance with the overall strategy taking account of its wider impact across the Norwich area, including a full range of infrastructure provision, services and high quality public transport and walking/cycling provision.</p> <p>7.19 Development beyond the pre-NDR threshold established through the AAP process will not be possible without a commitment to the NDR. If becomes clear that there is no possibility of the timely construction of the NDR, a review of the JCS proposals for the growth triangle and the implications for the strategy as a whole would be triggered.”</p>
IC2	Policy 3 (p38)	<p>Change the first paragraph of the policy and its accompanying bullet points to read as follows:</p> <p>‘Development in the area will, where possible, aim to minimise reliance on non-renewable high-carbon energy sources and maximise the use of decentralised and renewable or low-carbon energy sources and sustainable construction technologies. To help achieve this:</p> <p>All development proposals of a minimum of 10 dwellings or 1,000sqm of non residential floorspace will be required (a) to include sources of ‘decentralised and renewable or low carbon energy’ (as defined in the glossary) providing at least 10% of the scheme’s expected energy requirements and (b) to demonstrate through the Design and Access Statement for the scheme whether or not there is viable and practicable scope for exceeding that minimum percentage provision.</p> <p>In addition to the above requirement, detailed proposals for major developments (minimum of 500 dwellings or 50,000sqm of non residential floorspace) will be required to demonstrate through the Design and Access Statement that the scheme has seized opportunities to make the most of any available local economies of scale to</p>

		<p>maximise provision of energy from sources of 'decentralised and renewable or low carbon energy sources',</p> <p>All development proposals of a minimum of 10 or 1,000sqm of non residential floorspace will be required to demonstrate, through the Design and Access Statement, that all viable and practicable steps have been taken to maximise opportunities for sustainable construction.'</p>
IC3	Paragraphs 5.13-5.18 (p39-40)	<p>Change these paragraphs by replacing them as follows:</p> <p>"5.13 The East of England Plan sets a target that 17% of the region's energy should come from onshore renewable sources by 2017, while regional water efficiency targets require a 25% reduction in water use in new development compared with 2006 minimum standards and an 8% reduction in water use for existing housing.</p> <p>5.14 Development in the area will be consistent with any current national standards relating to renewable or low carbon energy generation and the use of sustainable building technologies. In addition, schemes of a minimum of 10 dwellings or 1,000sqm of non residential floorspace will be required to demonstrate through the related Design and Access Statement that (a) provision is made for at least 10% of the development's energy requirements to come from sources of decentralised and renewable or low carbon energy and (b) all viable and practicable steps have been taken to maximise opportunities for sustainable construction. In addition, the Design and Access Statement for any larger development, as defined in policy 3, will need to show that the scheme has made the most of any available local economies of scale to maximise the proportion of its energy derived from sources of decentralised and renewable or low carbon energy. Combined heat and power [CHP] and district heating/cooling networks may be the most cost effective ways of achieving these economies. Greater Norwich Development Partnership will promote</p>

		<p>local energy generation through the establishment of Energy Service Companies (ESCOs), possibly with community ownership.</p> <p>5.15 Other Development Plan Documents and Supplementary Planning Documents will give further advice on these matters. These will use the relevant government definition of zero-carbon when this is available and adopted."</p>
IC4	Appendix 8 (p134)	<p>Change by inserting new row between rows 2 and 3 to read:</p> <p>"Decentralised and renewable or low carbon energy sources installed in developments</p> <p>[Local]/LA Environmental Services/ Year on year percentage increase/LPA AMRs"</p> <p>Change by deleting present fourth row</p> <p>Change first and third columns of the present fifth row to read:</p> <p>"All new housing schemes to reach Code for Sustainable Homes level 4 for water on adoption and housing schemes of a minimum of 500 dwellings to reach level 6 for water by 2015"</p>
IC5	Appendix 9 Glossary (p148)	<p>Change by inserting the following definition:</p> <p>"Decentralised and renewable or low-carbon energy sources: Sources of energy that are renewable or low-carbon (or a combination of these) and locally based (on-site or near-site, but not remote off-site), usually on a relatively small scale. Decentralised energy is a broad term used to denote a diverse range of technologies, including micro-renewables, which can locally serve an individual building, development or wider community and includes heating and cooling energy."</p>
IC6	Policy 4 (p41)	<p>Change the section on Affordable Housing in policy 4 by replacing it as set out in FC1 (Appendix A) but replacing "40%" with "33%".</p>

<p>IC7</p> <p>[Relates to former advertised change IC6]</p>	<p>Paragraphs 5.28-29 (p44)</p>	<p>Change these paragraphs by deleting them and replacing them as follows:</p> <p>“5.28 Affordable housing is defined as ‘housing provided for rent, sale or shared equity at prices permanently below the current market rate, which people in housing need are able to afford’.</p> <p>5.28A It is difficult to estimate the need for affordable homes over the long term to 2026. However, based on the findings of the most recent assessment of housing need across the three Districts (2006, updated in 2009), the requirement for affordable dwellings over the period 2008-2026 is estimated to be of the order of 11,860. This equates to just over 33% of the JCS total housing provision during that time.</p> <p>5.28B The policy target is for 33% affordable housing on schemes of 16 dwellings or more, 30% on schemes of 10-15 dwellings and 20% in schemes of 5-9 dwellings. These tapered requirements for schemes below the national indicative threshold of 15 dwellings in PPS3 recognise that much development takes place on smaller sites and that without appropriate contributions from such schemes there would be a significant undersupply of affordable housing against the identified need. The Drivers Jonas Deloitte study 2010 and subsequent outputs of the model show a reasonable prospect that the above requirements are likely to be viable (without grant) in a significant proportion of cases in the various market scenarios which may prevail over the course of the plan period.</p> <p>5.29 It is recognised that affordable housing provision through this policy is dependent upon the overall viability of development. In turn this depends upon a wide range of site specific circumstances. Where a developer</p>

		<p>suggests that site viability does not permit full provision at the level required by the policy this position will need to be demonstrated through the use of an open-book process employing an appropriate toolkit or model before any agreement is made to reduce the proportion of affordable homes and/or amend the mix of tenures. Where possible, contributions from any available public funds such as a grant from the Homes and Communities Agency (HCA) will be sought to bring marginal or unviable schemes to viability. In order to create mixed communities, affordable housing provided as part of a market development will be expected to be integrated within the site.”</p> <p>5.29A From the needs assessment referred to above, the long-term required tenure mix is estimated to be about 60% social rented/40% intermediate tenures across the JCS area as a whole. This mix varies across the JCS area with the greatest need for social rented accommodation in the urban area of Norwich. Negotiations over the provision to be made by individual schemes will take account of these variations in tenure needs over place and time.</p> <p>5.29B Policy on affordable housing will be regularly monitored, including (a) the outcomes of policy 4, (b) changing needs for affordable housing and the relevant tenure mix, and (c) the viability of provision. If necessary, the policy will be formally reviewed.</p>
<p>IC8</p> <p>[Relates to former advertised change IC7]</p>	<p>Diagram at p35</p>	<p>Change by deleting the present diagram and replacing it with the two indicative diagrams referred to at SC2 and SC4 (Appendix A), respectively entitled ‘Biodiversity Areas’ and ‘Proposed Green Infrastructure Network for the Greater Norwich Area’.</p>

Joint Core Strategy for Broadland, Norwich and South Norfolk

Amended policies 1 - 20

DOCUMENT KEY	
GNDP Changes	Minor Changes, Soundness Changes and Focussed Changes are shown as: Text deletions <u>Text additions</u>
Inspectors' Changes	The Inspectors' requested soundness changes are shown as: Text deletions Text additions
Changes to bring up to date (agreed with Inspectors)	Further minor changes to bring final document up to date Text deletions Text additions

Area-wide policies

Policies 1 to 8 apply to the whole plan area

Policy 1: Addressing climate change and protecting environmental assets

To address climate change and promote sustainability, all development will be located and designed to use resources efficiently, minimise greenhouse gas emissions and be adapted to a changing climate and more extreme weather.

Development will therefore:

- be energy efficient
- provide for recycling of materials
- use locally sourced materials wherever possible
- be located to minimise flood risk, mitigating any such risk through design and implementing sustainable drainage
- minimise water use and protect groundwater sources
- make the most efficient appropriate use of land, with the density of development varying according to the characteristics of the area, with the highest densities in centres and on public transport routes
- minimise the need to travel and give priority to low impact modes of travel
- be designed to mitigate and be adapted to the urban heat island effect in Norwich
- improve the resilience of ecosystems to environmental change

The environmental assets of the area will be protected, maintained, restored and enhanced and the benefits for residents and visitors improved.

Development and investment will seek to expand and link valuable open space and areas of biodiversity importance to create green networks. Where there is no conflict with biodiversity objectives, the quiet enjoyment and use of the natural environment will be encouraged and all proposals should seek to increase public access to the countryside.

All new developments will ensure that there will be no ~~significant~~ adverse impacts on European and Ramsar designated sites and no ~~significant~~ adverse impacts on European protected species in the area and beyond ~~due to~~ *including by* storm water runoff, water abstraction, or sewage discharge. They will provide for sufficient and appropriate local green infrastructure to minimise visitor pressures. *Development likely to have any adverse effect on nationally designated sites and species will be assessed in accordance with national policy and legislation.*

In areas not protected through international or national designations, development will:

- minimise fragmentation of habitats and seek to conserve and enhance existing environmental assets of acknowledged regional or local importance. Where harm is unavoidable, it will provide for appropriate mitigation or replacement with the objective of achieving a long-term maintenance or enhancement of the local biodiversity baseline
- contribute to providing a multi-functional green infrastructure network, including provision of areas of open space, wildlife resources and links between them, both off site and as an integral part of the development

- help to make provision for the long-term maintenance of the green infrastructure network
- protect mineral and other natural resources identified through the Norfolk Minerals and Waste Development Framework

The built environment, heritage ~~features~~ assets, and the wider historic environment will be conserved and enhanced through the protection of buildings and structures which contribute to their surroundings, the protection of their settings, the encouragement of high-quality maintenance and repair and the enhancement of public spaces.

Contributes to spatial planning objectives 1 and 9

Policy 2: Promoting good design

All development will be designed to the highest possible standards, creating a strong sense of place.

In particular development proposals will respect local distinctiveness including as appropriate:

- the historic hierarchy of the city, towns and villages, maintaining important strategic gaps
- the landscape setting of settlements including the urban/rural transition and the treatment of 'gateways'
- the landscape character and historic environment, taking account of conservation area appraisals and including the wider countryside and the Broads area
- townscape, including the '~~contemporary medieval~~ city' and the varied character of our market towns and villages
- provision of landscaping and public art
- the need to ensure cycling and walking friendly neighbourhoods by applying highway design principles that do not prioritise the movement function of streets at the expense of quality of place
- the need to increase the use of public transport, including through 'public transport oriented design' for larger development
- designing out crime
- the use of sustainable and traditional materials
- the need to design development to avoid harmful impacts on key environmental assets and, in particular SACs, SPAs and Ramsar sites

This will be achieved by ensuring that:

- major development areas providing over 500 dwellings or 50,000m² of non-residential floorspace, and areas of particular complexity will be masterplanned using an inclusive, recognised process demonstrating how the whole scheme will be provided and ensuring that it is well related to adjacent development and infrastructure
- all residential development of 10 units or more will be evaluated against the Building for Life criteria published by CABI (or any successor to this standard), achieving at least 14 points (silver standard)
- Design and Access Statements for non residential development will show how the development will meet similar high standards

Contributes to spatial planning objectives 8, 9, 10 and 11

Policy 3: Energy and water

Energy

~~Development in the area will be low or zero carbon and local renewable energy decentralised and renewable or low carbon energy production will be maximised, subject to environmental constraints, to meet regional carbon reduction and renewable energy targets. To achieve this:~~

- ~~• all major development (500 dwellings or 50,000m² for non residential development or more) will be supplied with all their energy needs from dedicated, contractually linked decentralised and renewable or low carbon energy renewable sources. Energy provision will be masterplanned through co-ordinated Sustainable Energy Statements. Early phases of development may contribute to the low carbon infrastructure fund to ensure renewable energy decentralised and renewable or low carbon energy infrastructure is provided to serve the whole development through Energy Service Companies~~
- ~~• development of less than 500 dwellings or 50,000m² for non residential development will, having maximised any potential for dedicated contractually linked decentralised and renewable or low carbon energy renewable sources to meet all its energy needs, contribute to the carbon offset fund to make equivalent carbon savings.~~

Development in the area will, where possible, aim to minimise reliance on non-renewable high-carbon energy sources and maximise the use of decentralised and renewable or low-carbon energy sources and sustainable construction technologies. To help achieve this:

- All development proposals of a minimum of 10 dwellings or 1,000sqm of non residential floorspace will be required (a) to include sources of 'decentralised and renewable or low carbon energy' (as defined in the glossary) providing at least 10% of the scheme's expected energy requirements and (b) to demonstrate through the Design and Access Statement for the scheme whether or not there is viable and practicable scope for exceeding that minimum percentage provision.
- In addition to the above requirement, detailed proposals for major developments (minimum of 500 dwellings or 50,000sqm of non residential floorspace) will be required to demonstrate through the Design and Access Statement that the scheme has seized opportunities to make the most of any available local economies of scale to maximise provision of energy from sources of 'decentralised and renewable or low carbon energy sources';
- All development proposals of a minimum of 10 or 1,000sqm of non residential floorspace will be required to demonstrate, through the Design and Access Statement, that all viable and practicable steps have been taken to maximise opportunities for sustainable construction.

~~A Sustainable Energy Statement will be required to identify the most effective solution on a site by site basis and:~~

- ~~• all new housing development must reach Code for Sustainable Homes level 4 for energy on adoption of this plan and level 6 by 2015~~
- ~~• non residential development that requires an Energy Performance Certificate must meet BREEAM excellent standards on adoption of this plan and BREEAM Outstanding from 2015, or the equivalent standards from the 'Code for Sustainable Buildings' when it is launched~~

Other Development Plan Documents will allocate land for renewable energy development.

Provision will be made for strategic enhancement of the electricity and gas supply networks to support housing and employment growth. This will include major investment in existing electricity substations in central Norwich and to the east of Norwich.

Water

The release of land for development will be dependent on there being sufficient water infrastructure to meet the additional requirements arising from the new development and to ensure that water quality is protected or improved, with no significant detriment to areas of environmental importance. This will be achieved by greater efficiency and by providing infrastructure, including strategic interceptor sewers, to address environmental and capacity constraints at the strategic wastewater treatment works at Whitlingham and at local works. This water infrastructure will be upgraded as required and be operational in time to meet the demands of any development.

To ensure all housing is water efficient, new housing development must reach Code for Sustainable Homes level 4 for water on adoption of this document and developments of over 500 dwellings must reach code level 6 by 2015.

All other development should also seek to maximise water efficiency.

Contributes to spatial planning objectives 1, 6, 7 and 9

Policy 4: Housing delivery

Allocations will be made to ensure at least ~~36,740~~ 36,820 new homes can be delivered between 2008 and 2026, of which approximately 33,000 will be within the Norwich Policy Area (NPA – defined in Appendix 4), distributed in accordance with the Policies for Places.

Housing mix

Proposals for housing will be required to contribute to the mix of housing required to provide balanced communities and meet the needs of the area, as set out in the most up to date study of housing need and/or Housing Market Assessment.

Affordable housing

~~A proportion of affordable housing, including an appropriate tenure mix, will be required on site in accordance with the most up to date needs assessment for the plan area, for sites of five or more dwellings (or 0.2 hectares or more). At the adoption of this strategy the target is 40% based on the most recent assessment.~~

~~In negotiating the proportion and tenure of affordable housing, account will be taken of site characteristics and the economic viability of provision. Where viability is an issue financial support will be sought via public subsidy, such as through the Homes and Communities Agency (HCA).~~

~~At appropriate settlements, sites that would not normally be released for housing will be considered for schemes that specifically meet an identified local need for affordable homes. Such schemes must ensure that the properties are made available in perpetuity for this purpose.~~

Affordable Housing

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). The proportion of affordable housing, and mix of tenure sought will be based on the most up to date needs assessment for the plan area. 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) ~~40%~~ **33%** with approximate 85% social rented and 15% intermediate tenures (numbers rounded, upwards from 0.5)

The proportion of affordable housing sought may be reduced and the balance of tenures amended where it can be demonstrated that site characteristics, including infrastructure provision, together with the requirement for affordable housing would render the site unviable in prevailing market conditions, taking account of the availability of public subsidy to support affordable housing.

At appropriate settlements, sites that would not normally be released for housing will be considered for schemes that specifically meet an identified local need for affordable homes. Such schemes must ensure that the properties are made available in perpetuity for this purpose.

Housing with care

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.

Gypsies and Travellers

Provision will be made for a minimum of 58 permanent residential pitches for Gypsies and Travellers between 2006 and 2011 to ensure full conformity with Regional Spatial Strategy Policy H3. These will be provided on the following basis: Broadland 15, Norwich 15, and South Norfolk 28.

Between 2012 and 2026, an additional ~~residential~~ minimum 78 permanent residential pitches will be provided to ensure full conformity with Regional Spatial Strategy Policy H3. These will be distributed on the following basis: Broadland 20, Norwich 20, and South Norfolk 38.

These 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 a 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 allowance to be provided after 2011 is expected to be provided in association with large-scale strategic housing growth.

In addition, 17 transit pitches will be provided, with the expectation that these will be provided by 2011. 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 A 143/A1066. Again, sites would not normally be expected to accommodate more than 10 to 12 pitches.

Research also shows the need for additional plots for Travelling Show People. The expectation is that 15 additional plots will be provided by 2011 and a further 12 between 2012 and 2026. These will be located on sites within the Norwich urban area, or if sites within the urban area cannot be identified, ~~close~~ with easy access to it.

The Government has signaled its intention to revoke the Regional Spatial Strategy. When this is enacted new targets for permanent residential and transit pitches for the period after 2011 will be set, based on local evidence.

Contributes to spatial planning objective 2

Policy 5: The economy

The local economy will be developed in a sustainable way to support jobs and economic growth both in urban and rural locations. This will:

- provide for a rising population and develop its role as an engine of the wider economy
- facilitate its job growth potential with a target at least 27,000 additional jobs in the period 2008-2026
- increase the proportion of higher value, knowledge economy jobs while ensuring that opportunities are available for the development of all types and levels of jobs in all sectors of the economy and for all the workforce

Sufficient employment land will be allocated in accessible locations consistent with the 'Policies for places' in this strategy to meet identified need and provide for choice.

In particular:

- the needs of small, medium and start-up businesses will be addressed through the allocation of new smaller scale employment sites and the retention of, and the potential expansion of, a range of existing small and medium employment sites across the area and by requiring the provision of small-scale business opportunities in all significant residential and commercial developments. Flexible building design and innovative approaches will be sought in new and existing residential developments to encourage local working and business opportunities
- larger scale needs will be addressed through the allocation of sufficient land to provide a choice and range of sites. Development Plan Documents and investment strategies will ensure that a readily available supply of land is maintained throughout the Joint Core Strategy period
- investment strategies will focus on overcoming constraints to the release and development of key sites
- land identified for employment uses, ~~whether existing or newly allocated~~, on proposals maps will only be considered for other uses that are ancillary and supportive to its employment role. Employment land with potential for redevelopment for other uses will be identified in supporting DPDs or SPDs

Opportunities for innovation, skills and training will be expanded through:

- facilitating the expansion of, and access to, vocational, further and higher education provision
- encouraging links between training/ education provision and relevant business concentrations including co-location where appropriate
- support for enterprise hubs at Norwich Research Park, the University of East Anglia, EPIC (East of England Production Innovation Centre), and Hethel, and at easily accessible locations in the area

Tourism, leisure, environmental and cultural industries will be promoted. This will be assisted by:

- the general emphasis of the Joint Core Strategy on achieving high quality design, resource efficiency, environmental enhancement and retention of local distinctiveness
- implementation of the green infrastructure network
- encouragement for appropriate development including sustainable tourism initiatives

- encouragement for development that creates a supportive environment for cultural industries
- promotion of the creative industries cluster
- support for cultural initiatives including festivals

The rural economy and diversification will also be supported by:

- a preference for the re-use of appropriate redundant non-residential buildings for commercial uses, including holiday homes to support the tourism industry (affordable housing may be an acceptable alternative use)
- promotion of farmers markets, farm shops and cottage industry, including
- e-commerce in villages
- the development of a flagship food and farming hub serving the needs of Norfolk and supporting the agri-food sector in and around greater Norwich
- promoting the development of appropriate new and expanded businesses, which provide either tourism or other local employment opportunities

Contributes to spatial planning objectives 1, 3, 4, 8 and 9

Policy 6: Access and transportation

The transportation system will be enhanced to develop the role of Norwich as a Regional Transport Node, particularly through the implementation of the Norwich Area Transportation Strategy, and will improve access to rural areas. This will be achieved by:

- implementation of the Norwich Area Transportation Strategy (NATS) including construction of the Northern Distributor Road (NDR)
- significant improvement to the bus, cycling and walking network, including Bus Rapid Transit on key routes in the Norwich area
- enhancing the Norwich Park & Ride system
- promoting enhancement of rail services, including improved journey time and reliability to London and Cambridge, and innovative use of the local rail network
- provision of an A140 Long Stratton Bypass
- promoting improvements to the A11 and A47
- supporting the growth and regional significance of Norwich International Airport for both leisure and business travel to destinations across the UK and beyond
- concentration of development close to essential services and facilities to encourage walking and cycling as the primary means of travel with public transport for wider access
- provision of IT links, telecommunications and promotion of home working
- protection of the function of strategic transport routes (corridors of movement)
- continued investigation of and support for rail freight opportunities
- continuing to improve public transport accessibility to and between Main Towns and Key Service Centres
- promoting local service delivery
- continuing to recognise that in the most rural areas the private car will remain an important means of travel

Fast broadband connections will be promoted throughout the area. All new development must demonstrate how it contributes to this objective.

Contributes to spatial planning objectives 1, 3, 4, 6, 7 and 11

Policy 7: Supporting communities

All development will be expected to maintain or enhance the quality of life and the well being of communities and will promote equality and diversity, and protect and strengthen community cohesion.

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.

Health

Appropriate and accessible health facilities and services will be provided across the area including through new or expanded primary health facilities serving the major growth locations. Health Impact Assessments will be required for large-scale housing proposals. Provision will be made for the expansion of the Norfolk and Norwich University Hospital to meet the needs of growing communities.

Healthier lifestyles will be promoted by maximising access by walking and cycling and providing opportunities for social interaction and greater access to green space and the countryside.

An expansion of care home provision specialising in dementia care will be required with particular needs in Norwich, the north and west of Broadland NPA, Wymondham, Long Stratton and Loddon and/or Poringland. Additional care homes with nursing provision are mostly required in Norwich or its immediate environs, with some provision needed in Acle, Wymondham/ Long Stratton/Loddon.

Crime

New police facilities will be provided to serve areas of major growth and areas which are deficient. Development will be well designed, to include safe and accessible spaces where crime and fear of crime are minimised.

Education

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

- wider community use of schools, including through 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

Community infrastructure and cohesion

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. Expanded library provision will be made including through new or expanded facilities in major growth locations.

Integration and cohesion within and between new and existing communities will be promoted including through support for community development workers and the early engagement of existing communities in the design process.

Contributes to spatial planning objectives 1, 4, 5, 6, 7, 8 and 10

Policy 8: Culture, leisure and entertainment

The cultural offer is an important and valued part of the area. Existing cultural assets and leisure facilities will be maintained and enhanced. The development of new or improved facilities including those supporting the arts, street events, concerts and the creative industries sector will be promoted.

Cultural heritage will be enriched through use of innovative design and art in the public realm.

Development will be expected to provide for local cultural and leisure activities, including new or improved built facilities, provide for a range of activities including performance space, and/or access to green space, including formal recreation, country parks and the wider countryside.

Contributes to spatial planning objectives 3 and 8

Policies for places

Policies 9 to 19 apply to defined parts of the plan area

Policy 9: Strategy for growth in the Norwich Policy Area

The Norwich Policy Area (NPA) 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 distributed across the following locations:

- Norwich City Council area: 3,000 dwellings
- ~~Broadland smaller sites in the NPA: 2,000 dwellings~~
- ~~South Norfolk smaller sites in the NPA and possible additions to named growth locations: 1,800 dwellings~~
- Old Catton, Sprowston, Rackheath and Thorpe St Andrew growth triangle: 7,000 dwellings by 2026 continuing to grow to around 10,000 dwellings eventually
- Easton/Costessey: 1,000 dwellings
- Cringleford: 1,200 dwellings
- Hethersett: 1,000 dwellings
- Long Stratton: 1,800 dwellings
- Wymondham: 2,200 dwellings
- Broadland smaller sites in the NPA: 2,000 dwellings
- South Norfolk smaller sites in the NPA and possible additions to named growth locations: 1,800 dwellings

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.

All the numbers above ~~are~~ show the minimum number of dwellings to be delivered in each location.

~~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.~~

Transport infrastructure required to implement NATS, deliver growth and support the local economy will include:

- construction of the NDR to provide strategic access, significantly improve quality of life and environmental conditions in the northern suburbs and nearby villages, and provide capacity for comprehensive improvements for buses, cycling and walking as well as facilitating economic development
- significant improvement to the bus, cycling and walking network, including Bus Rapid Transit on key routes in the Norwich area linking major growth locations, strategic employment areas and the city centre
- enhancing the Norwich Park & Ride system
- new rail halts at Broadland Business Park and Rackheath (innovative new services will be investigated on the Wymondham – Norwich – Wroxham axis)
- junction improvements on the A47 Norwich Southern Bypass
- a Long Stratton Bypass

- parking restraint in areas with good standards of public transport accessibility especially in and around the city centre

Opportunities will be sought to enhance green infrastructure throughout the area, with particular emphasis on priority areas.

Employment development at strategic locations will include:

- significant expansion of office, retail and leisure provision in the **City Centre**. Land will be identified to deliver a net increase at least 100,000m² 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 of around 55ha will provide for uses limited to those appropriate for a science park (principally use class B1(b)) with further phases dependent on the achievement of this vision. *In view of the specific nature of the employment sought in this location, including the need to dovetail with the aims of significant and diverse existing institutions, detailed proposals will be developed through the preparation of development plan documents.*
- 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

Contributes to spatial planning objectives 1, 2, 4, 6 and 7

Policy 10: Locations for major new or expanded communities in the Norwich Policy Area

Major growth in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, and at Cringleford, Easton/Costessey, Hethersett, Long Stratton and Wymondham will be masterplanned as attractive, well-serviced, integrated, mixed use development using a recognised design process giving local people an opportunity to shape development. Development will achieve the highest possible standards of design and aim to address current service and infrastructure deficiencies to benefit existing communities. In addition each major development location will:

- deliver healthy, sustainable communities with locally distinctive design and high quality green infrastructure within the development and contributing to the surrounding network
- provide for a wide range of housing need including giving serious consideration to the provision of sites for Gypsies and Travellers
- seek to achieve a high level of self containment through the provision of services to support the new development while integrating well with neighbouring communities
- achieve a major shift away from car-dependency and be designed around walking and cycling for local journeys and public transport for longer journeys
- include Sustainable Drainage Systems (SuDS), on site or nearby renewable energy generation, for example large-scale wind turbines/farms and biomass fuelled Combined Heat Power and Cooling (CHPC), and water saving technologies
- include new or expanded education provision addressing the needs of the 0-19 age range, local retail and other services, community, police and recreational facilities, small-scale employment opportunities and primary healthcare facilities
- ensure high quality telecommunications and adequate energy supply and sewerage infrastructure.

The developers of major Strategic Growth Locations will be required to ensure there is an ongoing commitment to support community development throughout the period until the development is completed.

Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle

This location will deliver an urban extension extending on both sides of the Northern Distributor Road. ~~Delivery of the growth triangle in its entirety is dependent on the implementation of the Northern Distributor Road.~~ **Complete delivery of the extension is dependent on implementation of the Northern Distributor Road. However, there is scope for partial delivery, the precise extent of which will be assessed through the Area Action Plan.** The structure of the local geography suggests that this new community will take the form of a series of inter-related new villages or quarters and will include:

- at least 7,000 dwellings (rising to a total of at least 10,000 dwellings after 2026)
- a district centre based around an accessible 'high street' and including a new library, education and health facilities. This may be provided by building on the proposed centre at Blue Boar Lane or by the creation of a second district centre elsewhere in the Growth Triangle. The development will also require new local centres
- new pre-school provision and up to six new primary schools plus a new secondary school with an initial phase to open as early as possible. To facilitate early provision the early phases of development will concentrate on family housing
- new employment allocations for local needs including expansion of the Rackheath employment area

- retention of existing important greenspaces and significant levels of heathland re-creation to provide stepping stones to link Mousehold Heath to the surrounding countryside. Building design including, for example, appropriate use of 'green roofs' will help provide linkage between greenspaces
- restoring and conserving historic parkland and important woodland. A significant area north of Rackheath will be provided as green space to act as an ecological buffer zone and ensure no significant adverse impacts on the Broads SAC, Broadland SPA and Broadland Ramsar site
- Bus Rapid Transit to the city centre, possibly via Salhouse Road and Gurney Road, and a choice of safe and direct cycle routes to the centre
- safe and direct cycle and pedestrian routes, and orbital bus services, to Broadland Business Park, Rackheath employment area, airport employment areas and to the surrounding countryside
- new rail halts at Rackheath and Broadland Business Park
- permeability and community integration across the Northern Distributor Road and with existing communities. This will be crucial for the successful development of the area
- a new household waste recycling centre.

A single co-ordinated approach will be required across the whole area. This will be provided through the preparation of an Area Action Plan (or any future equivalent process). More detailed masterplanning will be required for each quarter.

Wymondham

This location is dependent on expanded capacity of the A11/A47 Thickthorn junction and will deliver expansion of the town to include:

- at least 2,200 dwellings located in a number of sites providing easy access to local jobs, services and facilities and the town centre whilst maintaining the strategic gap to the north and northeast and the historic setting of the town and abbey
- expansion of the town centre of a quality that will retain and enhance the distinctive character of the existing historic centre
- extensive levels of green infrastructure to create a 'Ketts Country' pastoral landscape of grass, wood, hedgerow and wetland habitat. This will also strengthen the importance and role of the Tiffey valley, the landscape setting of the town and strategic gaps, particularly towards Hethersett
- enhanced bus services to the city centre with potential for Bus Rapid Transit also serving Hethersett and/or Cringleford, and improvements to maximise the use of rail connections
- safe and direct cycle and pedestrian routes linking key locations in and around Wymondham including new residential developments, the town centre, the railway station and Gateway 11 business park, and enhanced longer distance cycle access to Hethersett and Norwich Research Park
- enhanced public transport and cycle links to employment expansion at Hethel
- new pre-school provision and a new primary school. Secondary education provision remains to be resolved but ~~is likely to~~ may require the relocation of the existing high school to a new site
- expanded household waste recycling facility

Detailed proposals will be developed through the preparation of an Area Action Plan.

Hethersett

This location is dependent on expanded capacity of the A11/A47 Thickthorn junction and will deliver modest growth to the existing village to include:

- at least 1,000 dwellings located to maintain the strategic gap to the north and south west
- expansion of the existing village services
- education provision remains to be resolved but ~~will~~ may require the relocation of the existing junior school and/or high school to new sites plus additional pre-school and primary provision
- enhanced bus services to the city centre with potential for Bus Rapid Transit also serving Wymondham and/or Cringleford
- safe and direct cycle and pedestrian routes around Hethersett and enhanced longer distance cycle access to the city centre, Hethel, Wymondham, Norwich Research Park and the hospital
- Green infrastructure to provide enhanced public access to the countryside

Detailed proposals will be developed through the preparation of the South Norfolk Site Specific Policies Development Plan Document.

Cringleford

This location is dependent on expanded capacity of the A11/A47 Thickthorn junction and will deliver modest growth to the existing village to include:

- at least 1,200 dwellings
- expansion of the existing services nearby
- new pre-school provision and a primary school within the new development. Secondary education is reliant on the emerging solution at Hethersett
- enhanced bus services to the city centre with potential for bus rapid transit also serving Wymondham, Hethersett and Norwich Research Park
- safe and direct cycle routes to the city centre, Hethel, Norwich Research Park and the Hospital
- Green infrastructure to provide enhanced public access to the countryside and the Yare valley

Detailed proposals will be developed through the preparation of the South Norfolk Site Specific Policies Development Plan Document.

Long Stratton

It is intended to ensure the delivery of a Long Stratton bypass, and will include:

- at least 1,800 dwellings, the full level and phasing of growth at this location is dependent on overcoming sewerage constraints
- improvements to the town centre including traffic management, environmental enhancement and expanded facilities
- secondary school provision will be provided in, or by the expansion of, the existing school
- investment in strategic green infrastructure corridor reflecting and conserving the ancient landscape to the east of the village
- transport improvements including bus priority at the A140/A47 junction and an enhanced route to the city centre
- safe and direct cycle and pedestrian access to the town centre and employment locations
- additional local employment opportunities

Detailed proposals will be developed through the preparation of an Area Action Plan.

Easton/Costessey

This location is dependent on capacity expansion of the A47 Longwater junction

and will provide:

- at least 1,000 dwellings
- enhanced local services. Significant growth at Easton will need to provide an enhanced village centre
- enhanced public access to the Yare valley including creation of a country park at Bawburgh lakes
- Bus Rapid Transit to the city centre via Dereham Road
- enhanced bus and cycle links to city centre, Easton College, Norwich Research Park and to secondary schools
- safe and direct cycle and pedestrian access to Longwater employment and retail area and the Bowthorpe employment area
- secondary education provision remains to be resolved, this may include the re-location or expansion of the existing high school

Detailed proposals will be developed through the preparation of the South Norfolk Site Specific Policies Development Plan Document.

Contributes to spatial planning objectives 1-12

Policy 11: Norwich City Centre

The regional centre role will be enhanced through an integrated approach to economic, social, physical and cultural regeneration to enable greater use of the city centre, including redevelopment of brownfield sites. It will be the main focus in the sub-region for retail, leisure and office development. Housing and educational development will also reinforce the vibrancy of the city centre. Its role will be promoted by:

- enhancing the historic city, including its built, archaeological and environmental assets and its distinctive '~~contemporary medieval~~' character as identified in Conservation Area appraisals, through innovative, sustainable design
- strengthening the city's role as a cultural centre and visitor destination of international importance, with additional tourist facilities, including promotion of conference and concert facilities
- expanding the use of the city centre to all, in particular the early evening economy and extending leisure and hospitality uses across the city centre, with late night activities focussed in identified areas
- enhancing its retail function, providing for a substantial expansion of comparison retail floorspace of varied types and size of unit to provide a range of premises. This will be achieved through intensification of uses in the primary retail area and if necessary through its expansion; other shopping areas within the centre will be strengthened to provide for retail diversity, with a particular focus on enhancing the character of specialist retailing areas and markets
- expanding its function as an employment centre, including provision of high quality office premises and a diversity of uses across the area, including media, creative, financial, business and professional services and information communication industries

Housing development densities will generally be high, but family housing will also be provided to achieve a social mix. Housing will be provided as part of mixed use developments wherever possible.

To support these roles, improvements will be made to:

- the public realm
- open spaces, green linkages and connections between open spaces, linking to the river corridor and the open countryside
- walking and cycling provision
- sustainable transport access to and within the city centre in accordance with the Norwich Area Transportation Strategy, in particular to strengthen its role as a gateway and hub of an enhanced public transport system

Areas of the city centre will be comprehensively regenerated:

- the Northern City Centre will be developed in accordance with its Area Action Plan to achieve physical and social regeneration, facilitate public transport corridor enhancements, and utilise significant redevelopment opportunities
- the St Stephens area will be developed for mixed uses in accordance with its masterplan, to promote retailing, offices and housing and to create an improved pedestrian environment
- the Rose Lane area will be a major focus for commercial development

Policy 12: The remainder of the Norwich urban area, including the fringe parishes

The existing Norwich urban area includes the built-up parts of the urban fringe parishes of Colney, Costessey, Cringleford, Trowse, Thorpe St Andrew, Sprowston, Old Catton, Hellesdon, Drayton and Taverham. It will be expanded through significant growth in the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, and smaller urban extensions at Cringleford, and Easton/Costessey (Policy 10).

Throughout the suburban area and fringe parishes opportunities will be sought:

- to identify land to contribute towards the smaller sites allowance set out in Policy 9
- to identify and regenerate tired suburbs and promote neighbourhood-based renewal
- to improve townscape and retain the best of local character
- to improve the gateways to Norwich by seeking co-ordinated environmental and townscape improvements on all major routes from the urban edge to the city centre
- for small-scale and medium-scale redevelopments to increase densities, where a design and access statement demonstrates that an improvement to townscape will result, and particularly around district centres and on public transport routes
- to retain and improve local jobs, including through the retention of existing employment allocations and identified sites and by ensuring that small-scale opportunities are genuinely available to all levels of the market
- to retain and improve local services, and protect and enhance local and district centres

Green infrastructure and links between currently fragmented habitats and to the rural fringe will be protected, maintained and enhanced. This will include:

- the protection of the landscape setting of the urban area
- the re-establishment of heathland habitats in the north and north east to link through to Mousehold
- the completion of riverside and river valley walks extending out into the surrounding countryside
- a new water-based country park at Bawburgh/Colney and improved links from the city centre and areas north of the River Yare to the existing country park at Whitlingham
- the establishment of a comprehensive cycle and walking network
- tree planting to enhance amenity and habitat, and to ameliorate the impact of the 'urban heat island' effect

Construction of the Northern Distributor Road (NDR) will reduce the impact of traffic on residential areas and allow significant enhancement of public transport, cycling and walking through:

- adoption of a hierarchy of routes as set out in Norwich Area Transportation Strategy
- establishment of homezones where appropriate
- area-wide traffic restraint, including restrictions on through traffic and reduced speeds
- development of comprehensive walking and cycling links
- implementation of a Bus Rapid Transit network on selected routes linking the city centre and railway station to the strategic employment and growth locations
- improvements to infrastructure on other key routes of the public transport network

Norwich will be promoted as a ‘learning city’ and the expansion of existing further and higher education opportunities will be encouraged.

The following areas are identified as priorities for regeneration requiring area-wide co-ordination and community based approaches that will be taken forward through local development documents:

- Northern wedge (North city centre to Mile Cross and New Catton) – physical and social regeneration
- Western Norwich – emphasis on social regeneration
- East Norwich (city centre to Deal Ground/ Utilities) – major physical regeneration opportunities for mixed use development and enhanced green linkages from the city centre to the Broads

Contributes to spatial planning objectives 1, 2, 3, 4, 5, 6, 7, 8 and 9

Policy 13: Main Towns

Subject to resolution of servicing constraints, these towns will accommodate additional housing (numbers indicate a minimum number of dwellings), town centre uses, employment and services:

	Housing Allocations	Town centre uses	Employment
Aylsham	300 dwellings (subject to overcoming existing sewage disposal constraints)	Limited expansion in or adjacent to the town centre	Expansion based on existing employment areas
Diss	300 dwellings	Significant expansion in or adjacent to the town centre and large rural catchment	Employment growth to meet the needs of town and large rural catchment
Harleston	200-300 dwellings in or adjacent to the town centre	Limited expansion on existing employment areas	Expansion based on existing employment areas
Wymondham	See Policy 10		

Contributes to spatial planning objectives 1, 2, 3, 6, 7, 8 and 9

Policy 14: Key Service Centres

Land will be allocated for residential development broadly of the scale indicated below (and subject to detailed assessment including impact on form and character and the resolution of any specific servicing constraints). Established retail and service areas will be protected and enhanced where appropriate, and local employment opportunities will be promoted. Future development plan documents will consider the adequacy of employment land provision.

Acle: 100 to 200 dwellings
Blofield*: approximately 50 dwellings
Brundall*: approximately 50 dwellings
Hethersett*: at least 1,000 dwellings
Hingham: approximately 100 dwellings
Loddon/Chedgrave: 100 to 200 dwellings
Long Stratton*: at least 1,800 dwellings
Poringland/Framingham Earl*: 100 to 200 dwellings
Reepham: 100 to 200 dwellings
Wroxham: 100 to 200 dwellings

Settlements identified in this policy that are also within the Norwich Policy Area (marked *) may be considered for additional development, if necessary, to help deliver the 'smaller sites in the NPA' allowance (see Policy 9).

Contributes to spatial planning objectives 1, 2, 3, 6, 7, 8 and 9

Policy 15: Service Villages

In each Service Village land will be allocated for small-scale housing development subject to form and character considerations. Small-scale employment or service development appropriate to the scale and needs of the village and its immediate surroundings will be encouraged. Existing local shops and services will be protected.

The Service Villages are: Alburgh, Ashwellthorpe, Aslacton and Great Moulton, Barford, Barnham Broom, Bergh Apton, Blofield Heath*, Bramerton*, Brooke, Broome, Bunwell, Buxton, Cawston, Carleton Rode, Coltishall and Horstead, Dickleburgh, Ditchingham, Earsham, Foulsham, Freethorpe, Geldeston, Gillingham, Great Plumstead and Little Plumstead*, Hales (including part in Heckingham Parish), Hempnall, Horsford*, Horsham St Faith and Newton St Faith*, Kirby Cane (including part in Ellingham Parish), Lenwade, Lingwood, Little Melton*, Mulbarton and Bracon Ash*, Newton Flotman*, Norton Subcourse, Pulham Market, Pulham St Mary, Reedham, Rockland St Mary, Roydon, Salhouse*, Saxlingham Nethergate, Scole, Seething, South Walsham, Spixworth*, Spooner Row*, Stoke Holy Cross*, Surlingham*, Swardeston*, Tacolneston and Fornsett End, Tasburgh*, Thurlton, Thurton (including part in Ashby St Mary Parish), Wicklewood, Woodton (including part in Bedingham Parish), Wortwell, Wreningham, Yelverton (including part in Alington Parish).

In addition to the settlements above, Easton and Rackheath have equivalent status to a Service Village while providing a location for significant housing growth.

Settlements identified in this policy that are also within the Norwich Policy Area (marked *) may be considered for additional development, if necessary, to help deliver the 'smaller sites in the NPA' allowance (see Policy 9).

N.B This policy will necessitate a number of changes to the adopted proposals maps for South Norfolk. New settlement limits will be needed for Alburgh, Bergh Apton, Bramerton and Carleton Rode. These will be defined through the preparation of the South Norfolk Site Specific Proposals Development Plan Document.

Contributes to spatial planning objectives 2, 3, 6, 7, 8 and 9

Policy 16: Other Villages

The Other Villages identified below will have defined development boundaries to accommodate infill or small groups of dwellings and small-scale business or services, subject to form and character considerations.

Aldeby, Bawburgh*, Bressingham, Brockdish, Burgh St Peter (including part within Wheatacre parish and the adjacent developed area in Aldeby parish), Burston, Caistor St Edmund*, Cantley, Claxton, Colton*, Denton, Flordon*, Forncett St Peter, Forncett St Mary, Frettenham, Great Melton*, Haddiscoe, Hainford, Hardwick, Hedenham, Hevingham, Keswick*, Ketteringham*, Langley Street, Marlingford*, Marsham, Morley, Needham, Shelfanger, Shotesham, Starston, Strumpshaw, Swainsthorpe*, Tibenham, Tivetshall St Margaret, Tivetshall St Mary, Toft Monks, Topcroft Street, Winfarthing.

Settlements identified in this policy that are also within the Norwich Policy Area (marked *) may be considered for additional development, if necessary, to help deliver the 'smaller sites in the NPA' allowance (see Policy 9).

N.B This policy will necessitate a number of changes to the adopted proposals maps for Broadland and South Norfolk. New settlement limits will e needed for Aldeby, Burgh St Peter, Caistor St Edmund, Claxton, Colton, Denton, Flordon, Forncett St Mary, Great Melton, Hardwick, Hedenham, Keswick, Ketteringham, Langley Street, Marlingford, Shotesham, Starston, Swainsthorpe, Tibenham, Tivetshall St Margaret, Tivetshall St Mary, Toft Monks, and Topcroft Street.

These will be defined through the preparation of the South Norfolk Site Specific Proposals Development Plan Document.

A limited number of existing settlement limits shown on the adopted proposals maps for Broadland and South Norfolk will be deleted. This applies to Felthorpe, Honingham, Upton, Ranworth, Wacton, Weston Longville and Woodbastwick. The policy change making this necessary will take effect on adoption of the Joint Core Strategy.

Contributes to spatial planning objectives 2, 3, 6, 7, 8, and 9

Policy 17: Smaller rural communities and the countryside

In the countryside (including villages not identified in one of the above categories), affordable housing for which a specific local need can be shown will be permitted in locations adjacent to villages as an exception to general policy. Farm diversification, home working, small-scale and medium-scale commercial enterprises where a rural location can be justified, including limited leisure and tourism facilities to maintain and enhance the rural economy will also be acceptable. Other development, including the appropriate replacement of existing buildings, will be permitted in the countryside where it can clearly be demonstrated to further the objectives of this Joint Core Strategy.

Contributes to spatial planning objectives 2, 3, 6, 7, 8 and 9

Policy 18: The Broads

In areas in close proximity to the Broads Authority area particular regard will be applied to maintaining and enhancing the economy, environment, tranquility, setting, visual amenity, recreational value and navigational use of the Broads.

Opportunities will be taken to make better use of the benefits of the Broads, and to support its protection and enhancement while ensuring no detrimental impact on the Broadland SPA, ~~Broads~~ Broadland Ramsar and Broads SAC.

Contributes to spatial planning objectives 1, 8 and 9

Policy 19: The hierarchy of centres

The development of new retailing, services, offices and other town centre uses as defined by government guidance will be encouraged at a scale appropriate to the form and functions of the following hierarchy of defined centres:

1. Norwich City Centre
2. The town and large district centres of: Aylsham, Diss, Harleston and Wymondham, and within the Norwich urban area, at Anglia Square/Magdalen Street and Riverside
3. The large village and district centres of: Acle, Coltishall, Hethersett, Hingham, Loddon, Long Stratton, Poringland and Reepham, and within the Norwich urban area at Aylsham Road, Drayton Road, Bowthorpe, Dereham Road, Eaton Centre, Earham House, Larkman centre, Plumstead Road, Old Catton and Dussindale (Thorpe St Andrew). New district centres/high streets to be established within the Old Catton, Sprowston, Rackheath, Thorpe St Andrew growth triangle, at Blue Boar Lane, Sprowston and Hall Road, Norwich. *The Old Catton, Sprowston, Rackheath, Thorpe St Andrew Growth Triangle will be served by a district centre. This may be provided by building on the proposed district centre at Blue Boar Lane or the creation of a second district centre elsewhere in the Triangle as determined through the Area Action Plan for the Growth Triangle.*
4. Local centres, including new and enhanced local centres serving major growth locations in the Norwich Policy Area

Policies will be introduced in DPDs for all categories of centre as well as more dispersed services in villages to enhance the environment and economy of the centre or village and to protect its function by controlling proposals which would result in the loss of commercial premises or local services.

Contributes to spatial planning objectives 1, 2, 4, 6 and 7

Implementation and monitoring

Policy 20 applies to the whole strategy area

Policy 20: Implementation

A co-ordinated approach will be taken to the timely provision and ongoing maintenance of infrastructure, services and facilities to support development.

Provision will be achieved through:

- contributions towards strategic infrastructure from all residential and commercial development, made through the introduction of an area-wide Community Infrastructure Levy (when the legislation is finalised) (CIL) plus appropriate Section 106 contributions for site specific needs. Until the legislation is finalised *Until such time as a local CIL is introduced* all contributions will be made through Section 106 *in line with current legislation and national policy, including the pooling of contributions.*
- maximising mainstream Government funding sources including the Homes and Communities Agency, Local Transport Plan, Growth Point Funding, Regional Funding Allocation and Community Infrastructure Funding and other new funding streams, including European funding sources
- co-ordination with the investment programmes of other public bodies e.g. National Health Service
- capital investment by utilities companies through their asset management plans to their regulator which identify the capital investment required
- innovative approaches to capital investment based on forecast future revenue
- consideration of other potential funding mechanisms, ~~such as Tax Increment Financing, Business Rates Supplement~~

Local Planning Authorities and the County Council will make use, where necessary, of their legal powers to bring about strategically significant development, including compulsory purchase.

Future maintenance of the infrastructure provided will be achieved either through adoption by a public body with maintenance payments, where appropriate, or other secure arrangements such as the establishment of a local infrastructure management body.

Implementation of this Joint Core Strategy will depend on the co-ordinated activities of a number of agencies. It is essential that necessary infrastructure is provided in a timely manner related to the needs of new development. The precise timing *and phasing of infrastructure* will be ~~carried out~~ *managed* through reviews of the delivery programme, but the underlying principles will be to provide attractive, sustainable communities, to avoid placing an undue strain on existing services and to ensure that residents of new developments do not form patterns of behaviour which ultimately threaten the viability of new services.

Infrastructure that is essential to ~~service new~~ *secure sustainable* development will include:

- appropriate transport infrastructure including the implementation of NATS and the construction of the NDR and improved public transport
- affordable or supported housing

- social infrastructure, including education, healthcare, police and emergency services, community facilities
- local and renewable energy generation
- water conservation measures
- sustainable drainage systems (SuDS)
- strategic sewers
- open space and green infrastructure, including habitat creation, pedestrian and cycle links, allotments, recreation facilities, parks, trees, hedgerows, woodland and landscaping
- utilities, including waste management/ recycling/composting facilities
- street furniture
- public art

The developers of strategic growth areas will be required to enter into an ongoing commitment to support community development to bring about a genuinely sustainable community including fostering the growth of community and voluntary organisations.

Contributes to spatial planning objectives 2-12

Appendix 5

Replacement Green Infrastructure Diagrams

Due to the size of this document please view this appendix via the link below:

<http://www.gndp.org.uk/downloads/GI-maps-combined-FINAL.pdf>

Growth Area Fund – Budget Summary

Report by the GNDP Directors

Summary

This report summarises the capital expenditure for the Growth Area Fund (GAF) for the last four years. It summarises the total spend on the projects, details any remaining balance to be spent and sets out the status of the remaining projects.

Recommendation

The GNDP Policy Group is recommended:

- a. To note the summary of capital expenditure for the period 2007 to 2011.
- b. To confirm that the remaining balance is carried forward to the next financial year with a commitment to spend on the identified projects.

1. Background

- 1.1 The GNDP received its first growth point funding from Communities and Local Government (CLG) in 2007/8 and successfully bid for additional funding by submitting Programmes of Development bids to CLG for the following years. The total funding allocated from the Communities and Local Government from 2007 to 2011 is over £15million. This funding was topped up with additional funding from East of England Agency, Local Transport Fund and s106 funds.
- 1.2 Following the CLG announcement of each round of the allocations, the GNDP Policy Group selected and approved the projects that were seen as priorities for funding. The projects selected for funding were those ones that would have the maximum impact and support the step-change required to deliver the growth programme. The most recent agreement of projects to be funded was in Feb 2009 and March 2009 when the GNDP Policy group agreed the priority projects that would be funded from the Growth Area Funds for the period 2009-11.
- 1.3 This paper sets out how the capital investment has been spent to date and gives the position of the projects that are still in progress and seeks confirmation that the remaining balance is carried forward to the next financial year.
- 1.4 CLG has requested regular returns from the GNDP setting out how the funds have been allocated and the status of the various projects. The most recent return was submitted in January 2011 and there have been no clarification questions from CLG.

- 1.5 A summary of Growth Area Funding Capital allocations from CLG since 2007/08 is set out below:

	2007/08 allocation	2008/09 allocation	2009/10 Allocation	2010/11 allocation	Total
Capital	£1,500,000	£3,858,869	£4,722,371	£3,191,580	£13,272,820

2. Summary of Capital Expenditure on projects

- 2.1 In 2007-2008 the funding allocation was £1,500,000

In the financial year 2007 - 2008 the whole allocation of £1.5million was spent on a scheme to widen the Norwich Inner Ring Road along Barrack Street with the aim of aiding management of future growth around northeast Norwich and easing congestion in the longer term. The project included improvements to the Whitefriars roundabout and Silver Road.

- 2.2 For the period 2009-2011 the funding allocation was £11,772,820

The allocation was spread over a number of projects including bus improvement works on Newmarket Road, Dereham Road and Grapes Hill, improvements to St Augustine's Street supporting the development of Anglia Square and the delivery of the Norwich Area Transportation Strategy, including specific allocations to the Northern Distributor Road and Postwick Hub. Investment in job growth included supporting projects on Norwich Research Park with the opening of The Genome Analysis Centre and the refurbished building on the Institute of Food Research Park. A number of green infrastructure projects have also been completed as a start of implementing the Green Infrastructure Delivery Plan.

Projects	2007/08	2008/09	2009/10/11	2011/12	Total
Barrack Street – widening of Norwich Inner ring road	£1,500,000				£1,500,000
Bus improvements Dereham Road - Bus stops, ticket vending and real-time information boards		£125,580	£10,806		£136,386
Bus Priority Measures on the Newmarket Rd		£33,413	£450,000		£480,413
St Augustines Gyratory – transport improvements to support development at Anglia Square		£459,489	£1,855,033	£131,000	£2,445,522
Postwick junction, including the Park & Ride, roundabout		£663,843	£378,218	£2,780,417	£3,822,478

Projects	2007/08	2008/09	2009/10/11	2011/12	Total
Design work on Norwich Northern Distributor Road		£500,000	£500,000		£1,000,000
Grapes Hill Bus Priority Measures – supported funding received from EEDA		£51,466	£8,110/05	£908,215	£967,786
Dereham Road bus lane – design work and NATS planning		£21,075	£491,785	£50,000	£562,860
Longwater Interchange – work to complete the preliminary stage design, costing, traffic modelling for the junction		£177,008	£75,000	£50,000	£252,008
Green Infrastructure projects including, Wensum River walkway, Whitlingham paths, Catton Park improvements and an Education Building		£180,210	£462,775		£642,985
Lady Julian Bridge - supported by funding received from the East of England Development Agency and City Section 106 funds			£70,000		£70,000
The Genome Analysis Centre – supporting funding from local Authorities, BBSRC and EEDA			£500,000		£500,000
The Institute of Food Research – Refurbishment of the Innovation Centre			£1,000,000		£1,000,000
Minor Works Fund – HEART design work for St Andrews Hall			£100,000		£100,000
Total	£1,500,000	£2,212,084	£5,901,722	£3,919,632	£13,533,438

- 2.3 At the end of the current financial year the majority of the growth point funded projects will have been delivered. A few projects will continue into the 2011-2012 financial year mainly because there was a delay in CLG confirming the final allocations in 2010 when the Coalition Government held back the final year's allocation while budgets were reviewed. The result was a reduced allocation for all the participant authorities, in recognition of this CLG has announced that the final monitoring report has been delayed to June 2011.
- 2.4 Any unspent growth budget for the projects carried forward will be reviewed at the end of the financial year 2011-12, or earlier if required. If the priorities have changed, the GNDP Policy group (or its successor) could consider re-directing the allocation to other growth related priority projects that are ready for implementation.
- 2.5 Projects to continue into 2011-2012

The remaining projects that have committed funding to be carried forward are:

2011-2012 Project Spend	Actual Expenditure
St Augustine's Gyrotory – a few invoices will be paid after April 2011	£131,000
Postwick Hub - Junction improvements / Park & Ride / Roundabout The balance of this allocation has been on hold, awaiting the start of works at Postwick junction	£2,780,417
Dereham Road bus lane – Phase 1 works to begin 2011/12	£908,215
Longwater Interchange – design work for a lower cost solution that incorporates s106 funds	£50,000
2009-2011 Total Spend	£3,869,632

- 2.6 The total Growth Area Funding spent/or committed totals £13,533,438, against a CLG Growth Point Budget of £13,272,820, giving a slight over-spend of approximately £260,000.
- 2.7 Funding of £2,780,417 remains allocated to the Postwick Hub (a Priority 1 scheme). Substantive works cannot proceed until the main junction scheme can progress. Some of the allocation will be used to support the cost of the work associated with the Side Road Order Inquiry and DfT development pool process, which is necessary to enable the whole scheme to progress.

3. Recommendation / Action Required

- 3.1 GNDP Policy Group is recommended:
- a. To note the summary of capital expenditure
 - b. To confirm that the remaining balance is carried forward to the next financial year with a commitment to spend on the identified projects.

Community Infrastructure Levy and other potential funding opportunities

Report by GNDP Directors

Summary

This report outlines progress and next steps on the Community Infrastructure Levy (CIL). Other potential funding for infrastructure is also discussed. Illustrative material is included to indicate the potential for CIL to possibly provide over £300m and to fund the majority of required investment.

Recommendation

Members to

- note the contents of this report including the need for authorities to consider a Draft CIL charging Schedule in June for subsequent consultation
- note the need for ongoing work on all aspects relating to the management of CIL income and delivery of infrastructure, with a further report on progress in June
- comment on the range of modelling assumptions to be taken into account to demonstrate the way CIL, and other funding streams, could be managed
- support, in principle, the use of a significant proportion of future CIL revenues to establish a shared investment fund to support delivery of priority 1 key infrastructure projects (including up to £40m of local investment for the delivery of the NDR and related measures).

1. Introduction

- 1.1. This report outlines progress and next steps on the Community Infrastructure Levy (CIL). Other potential funding for infrastructure is also discussed in an appendix to this report, including the New Homes Bonus (NHB), Tax Increment Financing (TIF) and the Regional Growth Fund (RGF). The range of potential funding sources provides significant opportunities but may be tempered by the current constrained local and national government budgets.
- 1.2. The terms of reference for the Local Government Resource Review will be published shortly. It will look at the balance between local councils' reliance on central government funding and local sources.

2. Infrastructure requirement

- 2.1. The JCS and the Local Investment Plan and Programme (LIPP) set out the key infrastructure required for the area. Infrastructure has been categorised under three priorities and is currently organised under three time periods. The LIPP provides the evidence of the need required by regulations to introduce a CIL to part-fund

infrastructure for growth i.e. if there were no funding gap a CIL could not be justified

- 2.2. The LIPP is a “living” document and will continue to be updated to take account of emerging information. For example work is underway to refine the costs of “green infrastructure”, which has elements that fall under both Priority 1 and Priority 2.

3. **Community Infrastructure Levy (CIL)**

- 3.1. Members have considered a number of reports on CIL over the last few years. The JCS includes a commitment to introduce a CIL and significant progress has been made.
- 3.2. CIL is chargeable on all market dwellings and most other types of built development (over a threshold of 100m²). It has the potential to generate far higher contributions to support infrastructure than S106 has in the past. It also provides a more predictable income stream.
- 3.3. CIL is fundamentally different to S106 in that it places the onus and responsibility on the charging authority to ensure that the right infrastructure is provided at the right time. Developers paying the charge and requiring the infrastructure to be in place to support their development, are likely to be particularly concerned to see that we have in place appropriate organisational structures, and reporting and monitoring provisions.
- 3.4. The CIL Regulations came into force in April 2010. While CIL is an optional charge, the Regulations significantly limit the use of S106 agreements, particularly after April 2014. These restrictions would make S106 impractical as a source of developer contributions for strategic infrastructure.
- 3.5. Minor modifications to the CIL regulations are expected in April with further modifications to follow in 2012. The latter will include detail on the use of CIL income by neighbourhood groups.
- 3.6. A viability study by GVA Grimley has been completed and a presentation on the results was given at the December meeting. The study demonstrates that CIL income, particularly from residential development, will be very significant. It suggests that up to four charging zones could be introduced with viable residential charges on an average new dwelling equating to £7,500 in the “rural” zone, £15,000 “inner”, £17,500 “A11 corridor” and £20,000 in the “central” zone.
- 3.7. We are looking at the advantages of a simplified approach based on two zones at the lower two bands. This should maximise viability, simplify boundary definitions and stimulate brownfield development. Supplementary work is being progressed to firm up the zone boundaries, check the proposed level of residential and retail charge, and assess viability for types of development not covered. In addition, S106 will still be used for the delivery of some infrastructure, particularly on-site works and access arrangements, and we are continuing to assess the best relationship between S106 and CIL. A developer forum will be held to test all these issues.
- 3.8. The GNDP has been selected to take part in a DCLG/PAS “front runner” project looking at good practice for the implementation of CIL. This is welcome recognition and should help ensure a sound approach to CIL development.
- 3.9. **Next Steps** – In order to maximise CIL income to support infrastructure it will be necessary to adopt a CIL as soon as possible. The process is similar to an LDF

document and the indicative timetable is:

March-May – continue to develop evidence and refine organisational issues.

May 2011 –briefing for all members in the partnership area

June 2011 – agree a Charging Schedule for consultation

Summer 2011 – consultation

Autumn – pre-submission publication and submission

Winter – examination

Spring 2012 - adoption

4. Matching potential funding to infrastructure delivery

- 4.1. CIL will provide the majority of funding for infrastructure required for growth. Other funding streams will also be available or are emerging, and the most significant are included in Appendix 1. Of new sources, Tax Increment Financing (TIF) may have the greatest potential. Experience suggests that other funding opportunities will be introduced over the lifetime of the strategy.
- 4.2. The key infrastructure requirements of the area have been set out in the JCS and the LIPP and were subject to the JCS examination.
- 4.3. To develop the charging schedule and prepare for implementation, investigations are continuing into the most appropriate utilisation of the income stream provided by CIL. This includes looking at the role and costs of prudential borrowing to provide up-front infrastructure, the advantages of pooling all or some of the income, and the extent to which separate funding streams might be developed and allocated to priorities. For example, the Priority 3 category already includes costings for community infrastructure. This might form the basis for identifying a “neighbourhood” funding stream giving local communities the responsibility for making choices as well as an element of funding.
- 4.4. The JCS/LIPP trajectory requires significant investment on key elements of Priority 1 infrastructure (utilities, strategic green infrastructure and transport) towards the end of the first five year period (i.e. prior to 2016). In this early period only very limited investment is required on Priority 2 (schools, health, local green infrastructure). In this period, the utilities infrastructure required is not CIL funded and the strategic green infrastructure requirement is expected to require minimal CIL funding. Consequently there is likely to be an opportunity to accumulate CIL income.
- 4.5. To overcome constraints, and provide up-front sustainable transport options, the majority of transport investment is required early in the trajectory. Infrastructure required will include improvements to Thickthorn and Postwick junctions, further investment towards BRT, and City centre access enhancements. Long Stratton bypass is a crucial element of the strategy but is directly linked to the start of development. While this is currently envisaged post-2016 developer interest may bring it forward earlier. The JCS recognises that the NDR is one of the most crucial pieces of Priority 1 infrastructure, having a fundamental role enabling the rest of NATS, supporting existing businesses and facilitating significant elements of economic and housing growth. The NDR is within the Department for Transport’s development pool. The Minister has confirmed that the £21m conditional funding

award for Postwick, previously allocated via the Community Infrastructure Fund, still stands and is dependent on the overall case for the NDR. With previously identified government funding potential of close to £90m, around £40m will need to be funded from local sources. The County Council has agreed to underwrite this element and this will need to be recouped through developer contributions or other viable funding streams.

- 4.6. Appendix 2 includes some illustrative analysis to indicate how CIL funding of the local costs of the NDR can be afforded. Clearly this work will continue to develop and require ongoing management. The analysis suggests the CIL will generate sufficient revenue to cover the cost of key priority 1 schemes, without compromising other priorities.

5. **Conclusion**

- 5.1. The funding opportunities outlined above and in Appendix1 show that there is potential to raise significant additional investment for infrastructure over and above mainstream funding. CIL is the most certain and reliable source of funding for infrastructure. Indicative analysis in Appendix 2 demonstrates the potential for CIL to fund a very substantial proportion of investment needs. Depending on its final structure, and assuming the Edinburgh analysis is relevant, TIF could also have the capacity to provide a very significant contribution. New Homes Bonus could also play an important role but the level of future net income to the area is currently uncertain.
- 5.2. The responsibilities for infrastructure delivery that are inherent in CIL will have a significant impact on organisational structures for future partnership working.
- 5.3. A further detailed update will be provided to partners in June alongside a draft CIL Charging Schedule for consultation.

6. **Resource Implications**

Finance : All the funding streams outlined in the report have potential to raise additional funding for infrastructure. CIL is the most certain funding stream and both TIF and the New Homes Bonus could be significant additional sources.

Staff : There are no immediate staff implications but there will be future issues relating to management of income and delivery of infrastructure.

Property : No direct implications of this report

7. **Other Implications**

Legal Implications : There are a range of legal issues to be resolved that will vary depending on the organisational structures adopted..

Human Rights : None at this stage

Equality Impact Assessment (EqIA) : is not required at this stage.

- 7.1. **Any other implications** : Officers have considered all the implications which members should be aware of. Apart from those listed in the report (above), there

are no other implications to take into account.

8. **Section 17 – Crime and Disorder Act** There are no immediate implications

9. **Risk Implications**

There are no risks to continuing to develop work on CIL and other funding streams.

Recommendation

- (i) Members to
- note the contents of this report including the need for authorities to consider a Draft CIL charging Schedule in June for subsequent consultation
 - note the need for ongoing work on all aspects relating to the management of CIL income and delivery of infrastructure, with a further report on progress in June
 - comment on the range of modelling assumptions to be taken into account to demonstrate the way CIL, and other funding streams, could be managed
 - support, in principle, the use of a significant proportion of future CIL revenues to establish a shared investment fund to support delivery of priority 1 key infrastructure projects (including up to £40m of local investment for the delivery of the NDR and related measures).

Background Papers

Viability Advice on CIL/Tariff for Broadland, Norwich and South Norfolk : GVA Grimley : December 2010

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

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If you need this report in large print, audio, Braille, alternative format or in a different language please contact 0344 800 8020 and ask for or textphone 0344 800 8011 and we will do our best to help.

APPENDIX 1

Other Potential Funding Streams

1. **Mainstream Funding**

- 1.1. While mainstream funding is currently constrained, capital investment is still a Government priority. Over the life-time of the strategy it can be expected that economic recovery will result in ongoing public investment.
- 1.2. The LIPP identifies a need for a significant amount of utilities infrastructure much of which is funded through the Asset Management Plan process.

2. **New Homes Bonus (NHB)**

- 2.1. The NHB is intended to provide local authorities with an incentive to deliver higher levels of housing with initial funding from the abolished Housing and Planning Delivery Grant.
- 2.2. In the medium term the scheme becomes budget neutral and there will be winners and losers among districts. Although the levels of growth across the GNDP suggest that the area is likely to be a net beneficiary, it is not clear how significant the NHB will be as a source of investment for infrastructure.
- 2.3. There will be a need for the Districts and County Council to work together to ensure the maximum benefit to local communities.

3. **Tax Increment Financing (TIF)**

- 3.1. TIF is expected to allow a lead agency – a local authority, private sector partner or some combination – to raise money upfront to pay for infrastructure, on the basis that the increased business rate revenues generated by the scheme can be used to repay that initial investment. The upfront funding may be borrowed from public or private sources, or it may be provided by the developer from capital available to it. Government has committed to developing and introducing proposals for TIF, but as it will require legislation it may not come on-stream until 2013-14.
- 3.2. The amount that may be raised through TIF will be dependent on the size and value of the proposed development. Edinburgh has studied the potential of TIF for a development known as the Waterfront. The business case estimated that £84m of borrowing for upfront infrastructure could be repaid within 23 years by the business rates from development of 50,170sq m (540,000sq ft) for office/business space, 25,080sq m (270,000sq ft) for retail, and a 1,200 bed hotel, plus the uplift from business rates in a wider surrounding area as a result of the redevelopment.
- 3.3. Clearly this analysis may not be directly applicable to the GNDP area. However, the scales of development generating this significant level of borrowing potential are relatively modest. For comparison, the JCS allows for around 250,000m² of office development overall. At a more local scale the St Stephens area outline masterplan assumes floorspace increase of 13,790m² retail and 26,090m² commercial uses. The Broadland Gate proposal includes over 50,000m² of business uses and a 120 bed hotel.
- 3.4. The Edinburgh analysis suggests that TIF could well be a very significant potential

source of funding. The main risk would be for development to not happen as quickly as anticipated, meaning that the funds secured are insufficient to repay the loan (or the interest payments), or that borrowing costs rise. However it can be assumed that these risks will be manageable or TIF will fail as a significant source of local funding. When the details of the Government's proposals on TIF emerge further consideration will be required.

4. **Regional Growth Fund (RGF)**

4.1. The fund is worth £1.4bn over three years, and has two main objectives:

- To encourage private sector enterprise by providing support for projects with significant potential for economic growth and create additional sustainable private sector employment.
- To support in particular those areas and communities that are currently dependent on the public sector make the transition to sustainable private sector led growth and recovery.

4.2. GNDP area bids submitted for Round 1 include:

- Lotus Cars: Business transformation and UK employment growth, submitted by Group Lotus Ltd
- Hethel Advanced Manufacturing Centre, submitted by Active Technologies Ltd
- Norwich Green Business Innovation Centre, submitted by Norfolk and Waveney Enterprise Services

A response is expected by 1 April 2011. The following Round 2 will include an expression of interest phase before full application and will also enable applicants to package lower value projects into larger programmes to transform an area – particularly useful for smaller rural projects. Further guidance on Round 2 applications is not expected until Round 1 has been dealt with

4.3. While infrastructure bids are being prepared for round 2, it would not be prudent to rely on RGF for significant contributions to infrastructure in this area.

5. **Business Improvement Districts**

5.1. A Business Improvement District is a precisely defined geographical area within which the businesses have voted to invest collectively in local improvements to enhance their trading environment.. A BID is initiated, financed and led by the commercial sector, providing additional or improved services as identified and requested by local businesses, to the baseline services provided by the local authority in that area. Norwich City Centre Partnership has been working with Norwich City Council and business partners on a potential BID for the city centre. BIDs could potentially fund infrastructure such as environmental enhancements. While BIDs can provide welcome investment to improve local areas they are likely to concentrate on services and would have a relatively limited impact on the overall infrastructure budget.

6. **Other potential funding streams**

- 6.1. The County Council, as transport authority, has the power to implement workplace parking levies and/or road user charging. While both offer the opportunity to generate income to invest in infrastructure they would be extremely contentious and could be counter productive. A workplace parking levy would meet resistance from business and could have a detrimental impact on business confidence to invest in the area. Road user charging would be likely to generate high levels of public opposition, as evidenced by experience in Edinburgh and Manchester. The County Council has extensively examined both proposals previously and rejected them.
- 6.2. Hypothecated council tax has been introduced in Croydon and could generate significant sums of money to support investment in infrastructure. However, currently such a scheme would appear to run counter to national and local desires to minimise council tax rises.

APPENDIX 2

Illustrative relationships between CIL Income and Costs

- 1.1. The attached chart plots a potential residential CIL income stream against potential expenditure requirements. **It is indicative and for illustrative purposes only, to help identify how the issues addressed in this report could be developed. All the inputs are subject to further refinement and are not intended to indicate any commitment by the partners.** Finance officers from all the partners are helping produce properly detailed cash flow and investment profiles that will be available as more evidence is gathered.
- 1.2. The chart illustrates:
- Potential residential CIL income of £307m – this is based on JCS trajectories, 2 CIL bands (£15k inner, £7.5k outer), additional windfall development and an element of income from existing commitment (outstanding S106 and future CIL). It also assumes that Long Stratton bypass costs will be borne by local development either through S106 in lieu of CIL or a separate CIL charging zone.
 - To address the localism agenda the chart includes Total CIL minus 7% for neighbourhood priorities - this equates to the £22m identified in the LIPP for community facilities.
- 1.3. With regard to investment potential:
- The CIL line on the chart indicates that income up to 2016 could be in the region of £50m-£60m .
 - Of this only just over £1m is required for Priority 2 investment and around £5m for Priority 3. In accordance with the LIPP the remainder should be targeted on Priority 1 transport infrastructure.

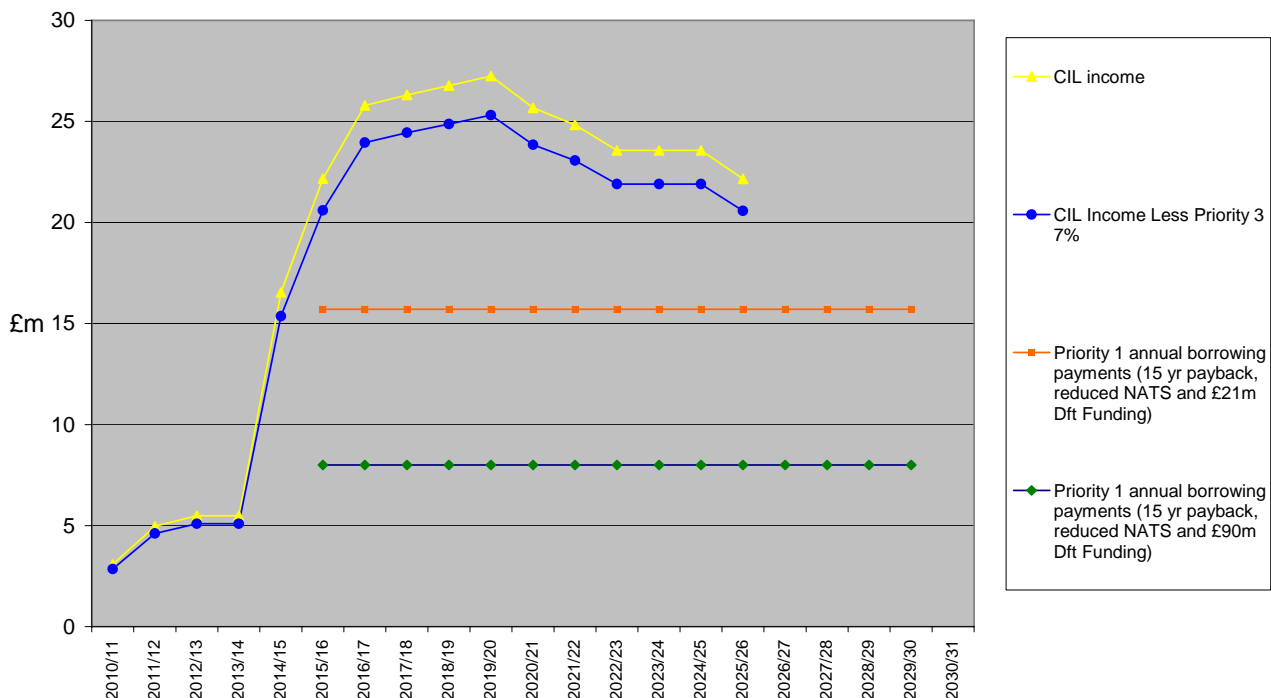
This approach would minimise the costs of any required borrowing.

- 1.4. To illustrate the affordability of prudential borrowing to deliver key transport infrastructure early in the development cycle, the chart includes two very simplified repayment lines. These assume:
- Borrowing and DfT funding for short term Priority 1 transport infrastructure with a total cost of £161m. This is focussed on key BRT routes and the NDR rather than the total LIPP cost of short term transport infrastructure of £197m.
 - Costs of paying back prudential borrowing over 15 years assuming a start in 2015/16 and 4.5% interest rate.
 - Two alternative scenarios are shown. One assumes a Government contribution as previously indicated for Postwick/NDR of just under £90m. The second assumes only the £21m for Postwick. The former indicates payback of £8m per year and the latter just under £16m per year.
 - While the payback period continues for a further 4 years to 2029/30, development and consequent CIL income will also continue. As significant investment will have been made in supporting infrastructure, the additional infrastructure requirement after 2026 will be significantly reduced.

- Under the scenario with the highest level of DfT funding, an investment line of £88m is shown to cover prudential borrowing in the period to 2026 (£8m over 11 years) for targeted Priority 1 Infrastructure. Additionally, the 7% “top-slice” assumption provides £22m investment for neighbourhoods to implement Priority 3 or alternative infrastructure of their choice. If this potential investment is deducted from the total assumed CIL income of £307m, almost £200m would be available for the rest of Priority 1 and Priority 2 infrastructure which has a total cost of around £235m: Under this scenario CIL could provide for almost all the infrastructure identified.
- Under the second scenario with lower DfT funding and consequent higher level of borrowing, £111m would be available for remaining Priority1 and Priority 2 infrastructure. This sum is equivalent to the costs of all Priority 2 infrastructure
- In both these scenarios, borrowing over a longer period would reduce annual costs but result in significantly greater costs overall

1.5. Clearly, if the development rate slows, the need for infrastructure investment will also be delayed. Based on the CIL assumptions, if market dwellings across the “inner area” were to average only 1,000 per year and outer area 200 per year, annual income would average £16.5m. Ensuring a reasonable match between reduced income and reduced need overall for infrastructure would require active and ongoing management.

CIL Income against borrowing



GNDP Policy Group	
	17 March 2011
Item No 7	

<p>Greater Norwich Development Partnership Options for future governance structure</p>

Report by the GNDP Directors

Summary

This report summarises the current arrangements for governance of the Greater Norwich Development Partnership including the responsibilities of the core team supporting the partnership.

It sets out the various options that could be considered for future governance to co-ordinate the implementation of the growth programme and suggests an interim arrangement if the current set up is discontinued.

Recommendation

The GNDP Policy Group is recommended to:

- a) agree, in principle, to disband the current GNDP governance structure at a time to be determined by agreement of the Leaders
- b) agree that leaders and portfolio holders will take responsibility for any interim decisions required in relation to the GNDP including the development of the Community Infrastructure Levy
- c) delegate responsibility to leaders and portfolio holders to meet (following the local elections in May) to discuss a new/revised governance structure that can be recommended to individual authorities for approval so that the June meeting could be conducted under the new arrangements

1. Background

- 1.1 The Greater Norwich Development Partnership (GNDP) was established in 2006 to help the local authorities respond proactively to managing the significant growth pressures in the Greater Norwich Area. It was conceived as an umbrella term for policy, management and delivery of Growth Point projects and related workstreams.
- 1.2 In order to ensure the GNDP could be effective, the Leaders and key portfolio holders of each authority sit on the GNDP Policy Group, which comprises four members from each Authority and one member from the Broads Authority.
- 1.3 The main functions of the GNDP Policy Group have been:
 - to determine prioritisation of Growth Funds.

- to oversee the work of the Greater Norwich Development Partnership and ensure all bodies work effectively;
- to oversee the preparation of a joint Local Development Framework (LDF) Core Strategy for the three district local planning authority areas of Broadland, Norwich City Council and South Norfolk, to include integrated land-use and transport policies.
- to make recommendations to the Councils and Broads Authority on any regional planning matter affecting the Broadland, Norwich City Council and South Norfolk administrative areas.
- to make recommendations to Norfolk County Council (in its role as a Section 4.4 advisor to EERA) on the development of regional planning policies affecting the Broadland, Norwich City Council and South Norfolk administrative areas.

1.4 The GNDP Policy Group has operated as an informal partnership with no executive decision-making powers. Responsibility for hosting the GNDP Policy Group has been rotated on a 12-monthly basis. A core implementation team has been in place supporting the growth programme, the running costs were covered from CLG growth point monies with no direct costs (although some limited liabilities) remaining with the Local Authorities.

2. Current position

2.1 The Policy Group last met on 16 December 2010. At this meeting members “considered whether future GNDP Policy meetings should be held in public, but also noted that the work of this body was nearing completion. The March 2011 meeting would probably be the final meeting of the GNDP Policy Group in its current format. It was however acknowledged that if a subsequent group is set up to manage the next phase of development for Greater Norwich it should establish a mechanism to allow public access to meetings”. It was agreed that:

- That the next GNDP Policy Group meeting would not be a public meeting and
- The next phase of development for Greater Norwich would commit to open decision-making and the necessary mechanisms would be put in place at the outset to allow public access to its meetings.

2.2 As noted by members at the last meeting, by 31 March 2011 the GNDP will have successfully completed the majority of the work it set out to deliver:

- Produced a Joint Core Strategy for Broadland, Norwich and South Norfolk
- Produced a Greater Norwich Economic Strategy
- Delivered a number Capital Projects including Transport improvements, Green Infrastructure, Economic Development totalling £13m.

2.3 It is highly likely that the GNDP has not only been able to lever in more external funding but has also saved its members resources through providing a mechanism to reach agreement on potentially contentious and divisive

issues and to share the costs of research needed to support policy proposals.

Quote from the Audit Commission: *The alignment of relevant partner programmes improves value for money. Costs are pooled by the partners for almost every aspect of GNDP work, from projects to studies, to the green infrastructure plan and the joint core strategy. This has enabled the partnership to do more than collectively would have been possible separately. A jointly funded shared communications strategy has been developed and common approaches are being taken, for example to 'planning gain' charges. The partnership approach has helped to secure support from external organisations, such as the Commission for Architecture and the Built Environment (CABE). Close working between the GNDP and the GNHP has secured external funding to support housing growth, such as through the HCA. As a result the GNDP has a better understanding of development costs on both previously developed and 'greenfield' sites, which are shared and used to support investment plans. Without such alignment and pooling, the individual partners would not have achieved as much as they have, as is clear from the lack of progress on measures to provide a framework to stimulate growth in the years before GNDP was set up.*

- 2.4 In view of the financial and other pressures on all local authorities it is important that benefits of joint working are not lost. However, it is clear that the focus of the GNDP needs to shift from policy formulation to implementation and that there are appropriate arrangements in place for public accountability. It also should be noted that its functions listed above are now largely either complete or superseded and it will need to respond to the emerging localism agenda. *Appendix 1 sets out some of the comments received on potential governance options.*

3. Thoughts on the governance role

- 3.1 The future structure will need to consider the most appropriate arrangement to ensure co-operation, collaboration and joint working between local authorities where appropriate. It will also need to cover issues of common importance in order to deliver shared development objectives for the long term benefit of the current and future population, environment and economy of the Broadland, Norwich and South Norfolk Council areas.

The following could form the basis of the key objectives to be reviewed on a regular basis:

Delivery

- to monitor progress in relation to the delivery of key projects across the area
- 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 to be used to support the delivery of key strategic infrastructure proposals identified in the LIPP
- to pursue opportunities to maximise external funding in support of delivery objectives

Infrastructure Planning

- To prepare and keep under review a LIPP setting short medium and long term infrastructure requirements and examining funding sources
- To monitor delivery of the LIPP and report on progress

Spatial Planning

- To monitor the Joint Core Strategy and to make recommendations to Councils about the need for full or partial review
- To discharge 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, GNHP and private sector to prepare, promote and support bids to secure external funding to the benefit the area

4. The options for future governance

4.1 The options for future governance that would provide the most appropriate organisational structure and ensure organisational visibility, clarity of purpose, transparency range from continuing with an informal partnership to the establishment of a formal delivery vehicle with subsidiary special purpose vehicles that ring fence individual infrastructure projects.

4.2 The following principles could form the basis of its operation:

- Localism - Powers and responsibilities should rest with democratically accountable bodies. Resources should only be pooled where this is clearly necessary in order to achieve desired outcomes
- Consensus Decision Making – Any partnership should be based on consensus insofar as is possible. Powers should only be delegated to it where this is clearly necessary (possible that this would only relate to any shared infrastructure fund)
- Open to Public Scrutiny – Any partnership must be fully open to public scrutiny. Meetings and papers must all be in the public domain unless exempt matters under the Local Government Act 1972
- Establishing an effective mechanism for operation and coordination of the Community Infrastructure Levy

4.3 **Typical partnership arrangements include:**

Informal partnership - this approach would build on the relationships already

established through the GNDP arrangements that have been in place for the last four years. The partnership would provide a collaborative approach to decision making and could be supported with a Memorandum of Understanding or a similar arrangement.

Advantages of this approach:

- It would be the cheapest and simplest structure to implement
- The structure would be similar to the current informal Greater Norwich Development Partnership
- The Memorandum of Understanding (MoU) could be based on the current planning obligations protocol dated 1999 and expanded as necessary.
- It would give individual authorities more flexibility on decisions to spend CIL on infrastructure in their own area

Disadvantages of this approach:

- The MoU may not be sufficiently robust to cover the working arrangements for the partnership and the financial aspects of CIL to ensure that the collection, scheme approval, monitoring and overall administration arrangements are clearly developed and agreed.
- The MoU would also need to cover infrastructure prioritisation, approval mechanisms and conflict resolution
- Contracts would have to be let by each individual authority rather than through a joint body – this would result in greater transaction costs in increased complexity
- Private sector contractors would have to deal with a number of individual authorities rather than one single body
- It may not be seen as a sufficiently robust mechanism to manage CIL investment by the private sector to give them confidence that key infrastructure will be delivered
- GVA Grimleys advise, that for CIL management, an informal partnership with an MoU would seem to be insufficiently robust for the decision making process that will be required to deliver the major infrastructure that will be funded through CIL
- If this option is selected, the independent body reviewing the CIL Charging Schedule may not be convinced that this approach is a robust mechanism that will ensure delivery

4.4 **Joint Committee** - the authorities would form a legally constituted joint committee that would have formal delegated powers. All of the authorities would be equally represented on the joint committee and the committee would have a clear remit to deliver the required infrastructure that is in the best interests of the partnership. The main advantage of a Joint Committee is that it would facilitate getting agreement on shared priorities and decisions would be made much more quickly.

Advantages of this approach:

- The Joint Committee would have delegated powers
- It would provide a fast and robust decision making process

- There would be equal representation from each of the partners providing the main governance for the CIL spending decisions
- The partners already have experience of working as a Joint Committee
- It would agree the overall strategy, agree the schemes and projects to be funded
- It would enable joint agreement of the CIL charging schedule and provide leadership for the administration of the CIL
- The infrastructure agencies and private sector contractors would be able to deal with a single body
- The joint committee would provide much more confidence to developers and infrastructure providers on the coordinated and effective use of CIL.

Disadvantages of this approach:

- A joint committee could appear to detach spending decisions on CIL from the individual local authorities

4.5 **A formal Delivery Vehicle** – this structure would entail establishing an external vehicle, such as a Limited Company with broad representation from the partners and external investors such as the HCA or others. It would provide a formal contractual arrangement between the partners and would be run as an independent body.

Advantages of this approach:

- It would provide more certainty for infrastructure delivery agencies, such as the HCA, private contractors and land owners
- It would allow the individual developments to be ring-fenced for governance and risk purposes
- Contracts could be let by a single body
- It would demonstrate a clear political commitment to CIL and a clear governance structure for the delivery of the infrastructure
- Financial models for investment could be developed – particularly important if prudential borrowing and repayment streams are agreed – the delivery vehicle model allows the income stream to be managed over time so smoothing out the unpredictability of CIL payments and debt repayment.

Disadvantages of this approach:

- This is a much more formal approach than any previous partnership arrangement
- Formal Delivery Vehicles can be expensive and time-consuming to set up
- With the demise of the Regional Development Agencies, Delivery Vehicles are no longer supported financially and existing ones are going through a serious review. *However there is a possibility that some of the costs could be recouped from the CIL administration percentage that can be charged.*

4.6 Norfolk County Council is progressing with the plans to set up a limited company the Norfolk Development Company (NDC). The role of the company is to promote economic development on behalf of the local authorities of

Norfolk. The NDC could be connected to the future governance structure, with the GNDP successor body “commissioning” projects from the NDC, if districts wished to participate.

- 4.7 In order for the partnership to be effective it is likely to need a small dedicated core team. There a number of options that could be used to support the funding of the team. CLG have announced a Transition Funding pot of money for growth point teams, a bid for support of £200,000 will be made. Alternatively, the local authorities could share the cost of the team of approximately £200,000 per year, equating to £50,000 per authority and continue to supplement the team with part-time seconded staff and cover the cost of office accommodation.
- 4.8 A simple draft structure diagram of a future partnership is set out below. The structure would have links to the Local Enterprise Partnership whereby the aims and objectives and decisions taken by the Forum would feed into the New Anglia LEP. As the structure of the New Anglia LEP is developed, this or a similar arrangement, can be taken incorporated into the New Anglia LEP structure.



5. Conclusions

- 5.1 As noted by members at the last meeting, by the 31 March 2011 the GNDP will have successfully completed the majority of the work it set out to deliver. Clearly the Local authorities still need a mechanism to co-ordinate implementation of the growth programme. One of the strong options is to consider setting up a Joint Committee, especially if there is agreement to set

up a shared strategic infrastructure fund to be used to support the delivery of key strategic infrastructure proposals as identified in the LIPP. Further work on this option will continue over the next few weeks to understand the advantages and disadvantages that a Joint Committee arrangement would offer.

- 5.2 In order to determine the most appropriate governance arrangement for the future, it is proposed that the GNDP governance structure is reviewed and revised. It is suggested following the local elections in May 2011 the leaders and portfolio holders will meet as a working group to discuss and agree the most appropriate structure for the new body that will take on the delivery and implementation role. The leaders will also set the date by when the current GNDP governance structure could end. The proposals that emerge from the discussion will be taken to individual authorities for agreement.

6. **Recommendation / Action required**

6.1 Members are asked to:

- a) agree, in principle, to disband the current GNDP governance structure at a time to be determined by agreement of the Leaders
- b) agree that leaders and portfolio holders will take responsibility for any interim decisions required in relation to the GNDP including the development of the Community Infrastructure Levy
- c) delegate responsibility to leaders and portfolio holders to meet (following the local elections in May) to discuss a new/revised governance structure that can be recommended to individual authorities for approval so that the June meeting could be conducted under the new arrangements

Recommendations/comments for future governance taken from studies and reports

A number of studies have indicated that the Partnership structure should be reviewed, especially once the Joint Core Strategy is adopted, in order to manage and co-ordinate delivery and implementation.

The Planning Advisory Service: Final Local Development Framework diagnostic report, April 2008, stated:

“The informal arrangements established to deliver the core strategy for the Greater Norwich Development Partnership area have been working well. This appears in large part due to the commitment of key officers and members, and the good working relationships between them.. Notwithstanding the current debate around local government reorganisation (LGR) which is affecting all the authorities, considerable trust has been developed at member and officer level: the potential impact of the LGR is being put to one side in the context of the LDF and therefore much has been achieved. All parties are keen to move expeditiously towards adopting a joint core strategy and, despite their political differences and the ongoing debate about local government reorganisation in the area, there is a general recognition of the benefits of working together. This is particularly focused on ensuring a stronger voice in the essential debate about providing the scale of infrastructure in a timely way to meet the needs of the proposed growth.”

The report made the following recommendations:

“The implementation of the growth proposals particularly in relation to the timing and funding of the full range of infrastructure support is critical so it is recommended that urgent consideration is given to sorting out appropriate delivery mechanisms between the authorities and other key players e.g. through a local delivery vehicle.”

The Greater Norwich Infrastructure Needs and Funding Study, 2009 by EEDAW/AECOM - looked at the future governance and support requirements. The Study comments:

“Although the Implementation Unit has grown and strengthened recently and the Partnership at the Director and Member level is working well, it is generally accepted that more formal arrangements are required to engage and work with the full range of infrastructure delivery providers. This will be particularly important in trying to deliver efficiencies through innovative approaches to service delivery such as co-location or shared services.”

The Audit Commission Report, November 2009 said:

“The Partnership should move quickly to put the future delivery of housing and economic growth onto firmer foundations. To achieve this, the partnership should:

Review and learn from the experience of housing and economic growth delivery mechanisms in other growth points in England;

Use this knowledge to inform the future options and plans that the partnership has already been considering so that a decision can quickly be made once the outcome of the Local Government Review is known”

GVA Grimley Viability Advice on CIL/Tariff for Broadland, Norwich, and South Norfolk Report, December 2010

Grimley’s considered the options for organisation, collaboration and decision-making for the introduction of the Community Infrastructure Levy. It focussed on the options for decision making and collaboration over the spending decisions by the charging authorities and infrastructure delivery agencies. The report notes:

“There is a spectrum of potential organisational structures capable of managing, operating and decision-making on a CIL / Tariff in the area. These options range from a simple Memorandum of Understanding between the constituent local authorities to the establishment of a bespoke Delivery Vehicle with subsidiary Special Purpose Vehicles that ring fence individual infrastructure projects.

Key factors in deciding the most appropriate organisational structure include the need for organisational visibility, clarity of purpose, transparency in operation and the resources/administrative capacity to act as an Accountable Body in order to perform the CIL / Tariff Charging Authority functions.”