

Greater Norwich Growth Board

Date: 25 June 2018

Time: 2:00pm

Venue: Mancroft Room, City Hall, Norwich City Council, NR2 1NH

Board members:

Norwich City Council:

Cllr Alan Waters (Chair)

South Norfolk Council:

Cllr John Fuller

Norfolk County Council:

Cllr Andrew Proctor

Broadland District Council:

Cllr Shaun Vincent

New Anglia Local Enterprise Partnership:

Douglas Field

Officers:

Laura McGillivray
David Moorcroft
Graham Nelson

Sandra Dinneen
Debbie Lorimer

Wendy Thomson

Phil Kirby
Phil Courtier

Chris Starkie

Jobs, homes and prosperity for local people



NORWICH
City Council



Norfolk County Council

NEWANGLIA
Local Enterprise Partnership
for Norfolk and Suffolk

AGENDA

Page no

1. **Apologies**
To receive apologies for absence
2. **Declarations of Interest**
To receive declarations of interest
3. **Minutes** **4-9**
To agree the accuracy of the minutes of the meeting held on 12 March 2018
4. **City Deal update – Employment and Skills (oral)**
Chris Starkie, Chief Executive, New Anglia Local Enterprise Partnership
5. **CIL Review** **9-12**
Mike Burrell, Greater Norwich Planning Policy Team Manager
6. **Greater Norwich Infrastructure Plan** **13-54**
Phil Courtier, Head of Planning, Broadland District Council
7. **Local Infrastructure Fund update** **55-56**
Debbie Lorimer, Director of Growth and Business Development, South Norfolk District Council
8. **Date of Next Meeting**
Tuesday, 31 July 2018 at 14:00
Mancroft Room, City Hall, Norwich
9. **Review of Infrastructure Investment Fund (Growth Programme)** **57**
Vince Muspratt, Interim Head of Economic Development, Norfolk County Council
10. **Exclusion of the public**
Consideration of exclusion of the public from the meeting during consideration of the following item on the grounds contained in the relevant paragraphs of Schedule 12A of the Local Government Act 1972 (as amended).
11. **Review of Infrastructure Investment Fund (Growth Programme) (Paragraph 3)** *Vince Muspratt, Interim Head of Economic Development, Norfolk County Council*

FOR FURTHER INFORMATION PLEASE CONTACT:

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15 June 2018



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Greater Norwich Growth Board

Minutes

Time: 14:00 to 15:45

Date: 12 March 2018

Venue: Norwich City Council, Mancroft Room, City Hall, St Peters Street, Norwich, NR2 1NH

Present:

Board members

Norwich City Council

Councillor Alan Waters (chair – following appointment)

Broadland District Council

Councillor Andrew Proctor (chair to start of item 3)

South Norfolk Council

Councillor John Fuller

Norfolk County Council

Councillor Cliff Jordan

Officers

Laura McGillivray
David Moorcroft
Graham Nelson

Phil Courtier

Debbie Lorimer

Wendy Thomson
Tracy Jessop
Harvey Bullen
Phil Morris
Vince Muspratt
Jeremy Wiggin

In attendance:

Joe Ballard, Greater Norwich Project Team
Angela Freeman, Greater Norwich Project Team
Mike Burrell, Greater Norwich Local Plan Team

Apologies:

Douglas Field, New Anglia Local Enterprise Partnership
Chris Starkie, New Anglia Local Enterprise Partnership
Phil Kirby, Broadland District Council
Sandra Dinneen, South Norfolk Council
Sebastian Gasse, Norfolk County Council

(Councillor Proctor in the chair)

1. **Declarations of interest**

There were no declarations of interest.

2. **Minutes**

RESOLVED to approve the accuracy of the minutes of the meeting held on 6 February 2018.

3. **Chair Handover**

Councillor Proctor as the outgoing chair addressed the board.

Councillor Waters thanked Councillor Proctor for his contribution to the work of the Greater Norwich Growth Board as chair.

RESOLVED to appoint Councillor Waters, leader of Norwich City Council, as chair of the board.

(Councillor Waters in the chair.)

4. **Greater Norwich Growth Programme for 2018-19**

David Moorcroft (director of regeneration and development, Norwich City Council) presented the report which sought members' approval of the Growth Programmes for 2018 to 2019.

In response to a question from the chair, David Moorcroft confirmed that there was no funding against the East Norwich Gateway project. Consideration was being given for a wider strategy for this area following the announcement of the closure of Unilever/Britvic and the announcement that the government had not granted Housing Infrastructure Funding for the Deal Ground. The specific detail would not be available until the outcome of the consultation.

RESOLVED to:

- (1) note the current financial standing of the Infrastructure Investment Fund including the borrowing drawdown to date;
- (2) note progress on the Growth Programmes approved to date, including the project delivery re-profiling approved under delegated decision making by the Infrastructure Delivery Board;
- (3) approve the 2018-19 Growth Programme;

- (4) continue to delegate responsibility to the Greater Norwich Infrastructure Delivery Board to manage the delivery of the Growth Programme, including the development of the 2019-20 Growth Programme, working with Section 151 officers.

5. NATS Review

Jeremy Wiggin (NATS/city agency manager) presented the report attached to the agenda papers and said that this summarised the current delivery against the Norwich Area Transport Strategy (NATS). He then gave a verbal update on the review of the NATS and said that it underpinned the growth agenda. "Transport for Norwich" would be the brand used for delivery of projects on the ground and was more familiar to most people.

Members were advised that over 1,000 responses had been received during the consultation period (15 January to 22 March 2018) and that these would all be analysed and considered. The strategy, which dated back to 2004, had last been fully reviewed in 2010 with a high level review held in 2014. The survey had been held in tandem with the consultation on the Greater Norwich Local Plan (GNLP) as it was important to consider transport infrastructure and growth together.

The key emerging issues included access into the city centre; provision of cycling infrastructure; rail and trams; provision for pedestrians; and bus travel information (particularly where services were disrupted). The strategy had contributed to Norwich going against national trends. First Eastern Counties had invested £500,000 in extra buses which demonstrated confidence in the bus priority measures. Bus passenger numbers in Norwich had increased by 75 per cent. The implementation of cycle provision had resulted in an increase of 40 per cent in Norwich. The ofo cycle share company had its most successful launch in the UK in Norwich. Footfall in the city centre had increased year on year and the closure of Westlegate had been a significant factor in the 3 per cent increase last year and at Castle Mall a 5 per cent increase. Data was being collated on the use of the inner ring road and this would be the focus of the next tranche of schemes. Consultation responses on the proposal to make Prince of Wales Road a bus lane in 2009-10 raised a number of issues. The current proposal has been amended to ensure that traffic continued to flow smoothly and the bus only scheme was no longer included. This scheme would create a gateway into the city and had the support of the Norwich BID. The review would look at what had been delivered in the past, what worked well and would incorporate future trends, such as an increase in the use of electric cars.

During discussion members and officers congratulated the county council highways officers for their implementation of the strategy and that the improvements, such as the closure of Westlegate, and encouragement of walking, cycling and use of public transport had benefited the city. It was noted that the Northern Distributer Road (NDR) which was due to

open shortly would remove traffic from the city centre and that the communications strategy would encourage people to take the alternative routes.

A member said that he was concerned that it only took a burst water main or accident for traffic to back up in the city centre and that there needed to be “safety valves” to alleviate congestion and keep traffic moving. During discussion it was noted that the difficulty was the geography of the city and its medieval street pattern.

RESOLVED to:

- (1) note the progress of the NATS review;
- (2) thank Jeremy Wiggin for his presentation and to commend the work of the officers working on The Transport for Norwich schemes.

6. Greater Norwich Local Infrastructure Fund (LIF)

Phil Courtier (head of planning services, Broadland District Council) presented the report.

A member suggested that funding which had been allocated to sites that were not progressing quickly could be made available to other schemes. Phil Courtier said that the member had made a valid point and that if it were the case that developers were asking for infrastructure, schemes that were not progressing could be pushed back to allow others to come forward.

Phil Courtier said that there had been some progress on the Beeston Park scheme and an application was expected soon.

RESOLVED to:

- (1) approve the LIF loan for the Rockland development which had received approval in principle;
- (2) note the progress of the previously approved LIF loans including the start of repayments for Little Plumstead.

7. Options for the Funding for On-Going Maintenance of Capital Infrastructure Investment

(The chair agreed to take this item as extra business.)

Graham Nelson (head of planning services, Norwich City Council) had prepared a draft options paper on the funding for the maintenance of the Capital Infrastructure Investment which would be circulated to members and officers for comment.

RESOLVED to note that the options paper will be circulated to each authority for comment.

8. Date of Next Meeting

Community Infrastructure Levy (CIL)

Councillor Fuller requested that an options paper on the issues and options on the review of CIL be considered at the next meeting.

RESOLVED to:

- (1) confirm that the next meeting will be on Tuesday, 15 May, 2018 at 14:00 in the Mancroft room, City Hall, Norwich:
- (2) note the request to include an options paper on CIL on the agenda for the next meeting.

CHAIR

Community Infrastructure Levy Review Paper

Mike Burrell, Greater Norwich Planning Policy Team Manager

Summary

This report recommends that a full Community Infrastructure Levy (CIL) review should take place in tandem with work on the Greater Norwich Local Plan. This is a substantial undertaking, which will require evidence gathering and an examination. The report also states that there is potential for an interim review of the current operation of CIL to be done if and when new national regulations are implemented.

Recommendation:

The Board recommends that the constituent authorities:

Resolve to undertake a full review of the Community Infrastructure Levy (CIL) to a parallel timetable to the Greater Norwich Local Plan

and

Once revised CIL Regulations are published, seek legal advice on the potential and process for an interim review of the current operation of CIL.

Full CIL review

1. The Community Infrastructure Levy (CIL) is a planning charge used as a tool for local authorities to help deliver infrastructure to support the development of their area.
2. The CIL rate for the Greater Norwich authorities, which is currently £104.80 per square metre for the majority of development, was adopted by the councils in 2013 and is index linked.
3. If the authorities wish to change the rate of the levy, a lengthy process must be undertaken, although this may be reduced by proposed national changes. This involves evidence gathering, consultation and an examination on the rate of the levy.
4. The key evidence required is around viability, particularly in relation to build costs and property values. This is closely tied in with local plan evidence production, the infrastructure required to support the plan, and policy requirements for new development. Therefore the only realistic option for

undertaking a full CIL review is to do it in parallel with the ongoing production of the Greater Norwich Local Plan (GNLP).

5. The Greater Norwich Development Partnership (GNDP) will consider a paper on the timeline for the production of the GNLP on June 19th. Under the options being considered, proposed revised examination dates for the local plan are either early or late 2021.
6. A review in parallel with GNLP production will allow the new CIL to take account of any changes which emerge from the Government's ongoing national CIL review. It will also enable the GNLP and CIL to tie in with the draft National Planning Policy Framework's (NPPF) increased focus on delivering infrastructure. The emerging GNLP vision and objectives already reflect the draft NPPF by focussing strongly on delivery of both development and supporting infrastructure.
7. A CIL review could consider a range of options for the distribution of developer contributions between CIL and Section 106 payments; these will range from a continuation of the current concentration on CIL, to approaches where greater use is made of Section 106 for particular categories of infrastructure or for particular sites.
8. The approach to developer contributions will need to take account of a range of issues, including the impact on the total amount of infrastructure funding and impact on delivery of growth. The interrelationship between the different elements is a very complex area and it is not possible to assess the potential impact of different approaches without detailed modelling and evidence.
9. It is important to note that new CIL rates will depend on this new evidence, which will largely be determined by the financial cycle at the time. Therefore there is no guarantee that CIL rates will rise as a result of the review.

Interim review

10. The existing growth programme provides funds for infrastructure required to support delivery of planned growth set out in the current growth strategy, the Joint Core Strategy, and in the City Deal.
11. Issues have been encountered with implementing the current CIL:
 - The scale and rate of CIL income is less than originally forecast (see the other CIL report on this agenda);
 - Project sponsors can see CIL as the first port of call rather than seek other funding options and
 - The scope of the use of the levy, particularly for maintenance.
12. A review of CIL arrangements in the short term could provide the opportunity to consider these current issues and look at the impacts of various options for the way CIL operates. However, an interim review will be entirely reliant on the content of any revised CIL Regulations. These have yet to be published, even in draft form.

13. Therefore a legal view will be required if and when Government publishes revised CIL Regulations. The legal view would determine the scope of any changes which could be made through an interim review in advance of the full CIL review recommended by this report.

Officer Contact

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

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Greater Norwich Infrastructure Plan 2018

*Phil Courtier, Head of Planning, Broadland District Council and
Simon George, Executive Director of Finance, Norfolk County Council*

Summary

This report introduces the Greater Norwich Infrastructure Plan 2018.

1. Introduction

- 1.1 The Greater Norwich Infrastructure Plan (GNIP) supports the delivery of the JCS, other Local Plan documents for the area, local economic strategies, the Greater Norwich City Deal, and the Strategic Economic Plan (produced by the New Anglia Local Economic Partnership).
- 1.2 The GNIP helps co-ordinate and manage the delivery of strategic infrastructure to support growth and informs prioritisation of investment and delivery. It is not an exhaustive list. It is a living document, updated annually to reflect the latest information.
- 1.3 The GNIP provides a central reference point for the delivery on infrastructure.
- 1.4 The GNIP informs the development of the 5 Year Infrastructure Plan and Annual Growth Plan.

2. Greater Norwich Infrastructure Plan 2018

- 2.1 This version supersedes the GNIP published in March 2017. The current update has been informed by:
 - A programme of green infrastructure projects developed by the Green Infrastructure Programme Team;
 - An updated transport programme developed through the TfN co-ordination group;
 - An updated capital programme for education;
 - Updated detail on community projects;
 - Infrastructure identified in adopted and emerging Neighbourhood Plans.
 - Information supplied by project delivery teams both internally and externally to the GNGB districts.

- 2.2 The latest version of the GNIP is appended to this report.

Officer Contact

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

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Attachments:

Appendix – Greater Norwich infrastructure Plan 2018

Greater Norwich Growth Board

Greater Norwich Infrastructure Plan

June 2018



Jobs, homes, prosperity for local people



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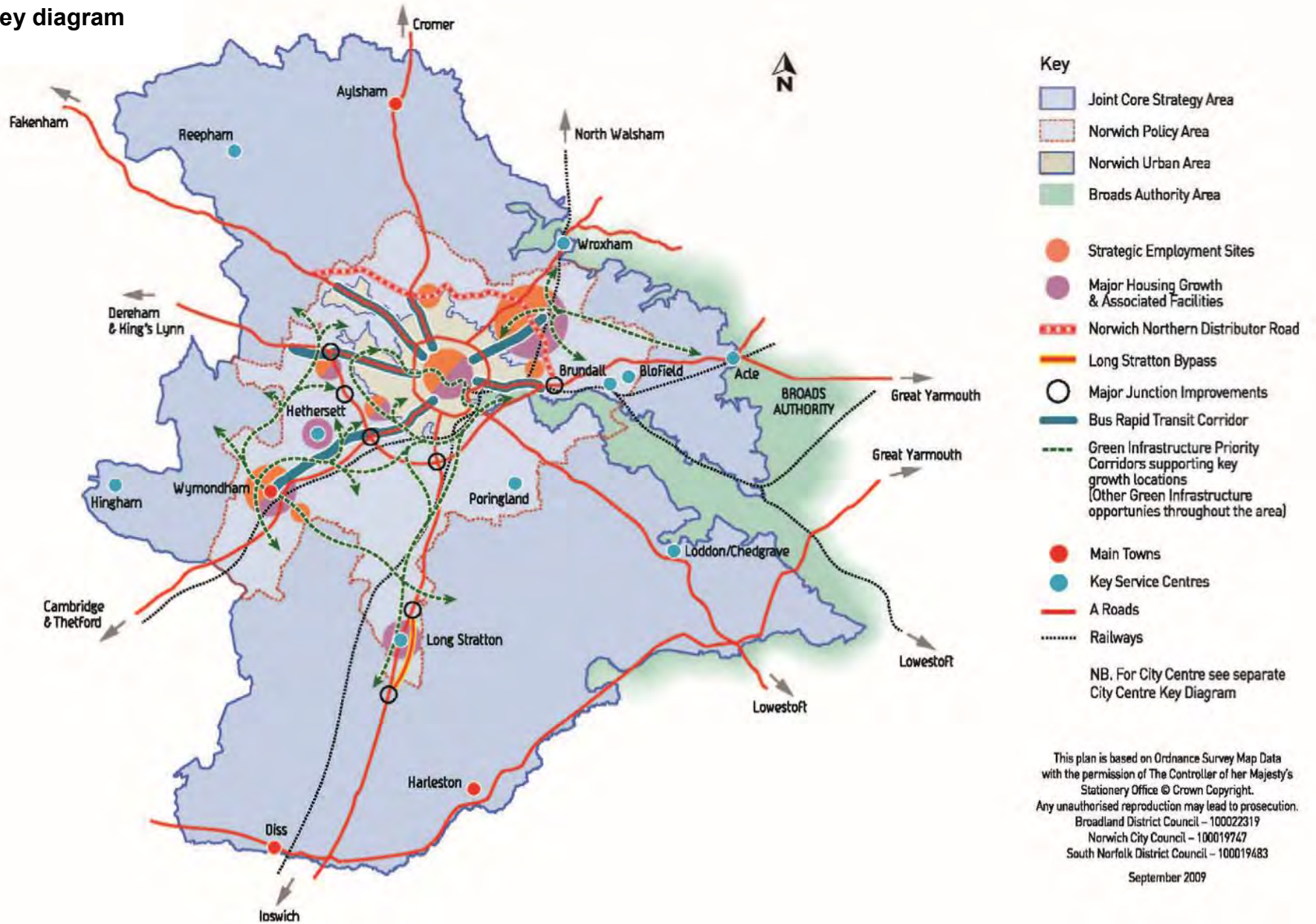
1. Introduction

- 1.1 The Greater Norwich area, covering the districts of Broadland, Norwich and South Norfolk, is a key engine of growth for the United Kingdom. The Joint Core Strategy for the area (JCS) aims to deliver 27,000 jobs and 37,000 homes between 2008 and 2026. Greater Norwich is one of the fastest growing areas in the country and has established itself as a leader in health and life sciences, digital creative and advanced manufacturing and engineering. The Greater Norwich City Deal, signed with government in December 2013, aims to bring an additional 13,000 jobs to the area, as well as 6,000 jobs in construction, and accelerate the delivery of 3,000 homes within the Growth Triangle. Through the City Deal the Greater Norwich Growth Board partners' ambition is to enable the existing world class knowledge to develop and grow into world class jobs and a thriving economy.
- 1.2 The Greater Norwich Local Plan (GNLP) is in an early stage of production. It will identify and provide for additional housing and jobs growth required to 2036. When it is adopted, which is scheduled for 2020, it will supersede the JCS and other local plan documents.
- 1.3 This document, the Greater Norwich Infrastructure Plan (GNIP), helps co-ordinate and manage the delivery of strategic infrastructure to support growth, a high quality of life and an enhanced natural environment¹. It informs prioritisation of investment and delivery. It is not an exhaustive list. It is a living document, updated annually to reflect the latest information.
- 1.4 The GNIP supports the delivery of the JCS, other Local Plan documents for the area, local economic strategies, the Greater Norwich City Deal, and the Strategic Economic Plan (produced by the New Anglia Local Economic Partnership). It draws on work to identify and secure the key infrastructure required to support growth as set out in the Joint Core Strategy Infrastructure Framework (included in JCS Appendix 7 and 7a). The updated Infrastructure Framework is included as Appendix 1.
- 1.5 While mainstream funding provides the primary support for new infrastructure, contributions from new development, such as Section 106 agreements and Community Infrastructure Levy are also important. Section 2 of this report provides an overview of funding and delivery mechanisms.
- 1.6 Section 3 outlines the range of infrastructure required to support growth including that delivered and funded by other means – e.g. Asset Management Plans, or infrastructure directly delivered or funded by development.
- 1.7 The GNIP concentrates on the key infrastructure requirements that support the major growth locations (see figure one – Joint Core Strategy Key Diagram) or the overall scale of growth. Individual developments tend to require smaller scale infrastructure that is not detailed here. Section 4 provides an overview of progress expected in the next few years on significant sites.

¹ The GNIP evolved from the previous Local Investment Plan and Programme to provide a more focused delivery plan.

- 1.8 Many elements of key infrastructure can be implemented incrementally to reflect emerging patterns of growth. This includes enhancements to public transport corridors to deliver the key components that contribute towards the delivery of a Bus Rapid Transit network, elements of the green infrastructure network and extensions to cycle routes.
- 1.9 The GNIP provides greater detail on the schemes for delivery in the shorter term. It does not seek to fundamentally review or re-prioritise agreed infrastructure, but is a means of refreshing and managing the strategic programme, keeping it up to date and fit for purpose.
- 1.10 However, as time moves on and projects evolve, some differences with previous work may be noted. This is because:
- Project titles can change to better reflect the details of the proposals.
 - A project can support more than one topic, for example a cycle route can be both green infrastructure and transport infrastructure.
 - The expected timing of infrastructure delivery can change, for example to reflect updated assumptions on the timing of the development it is intended to support, or because funding has become available.
 - Significant changes in timing can alter the nature of any solution and the capacity of existing infrastructure to support growth can have changed in the interim.

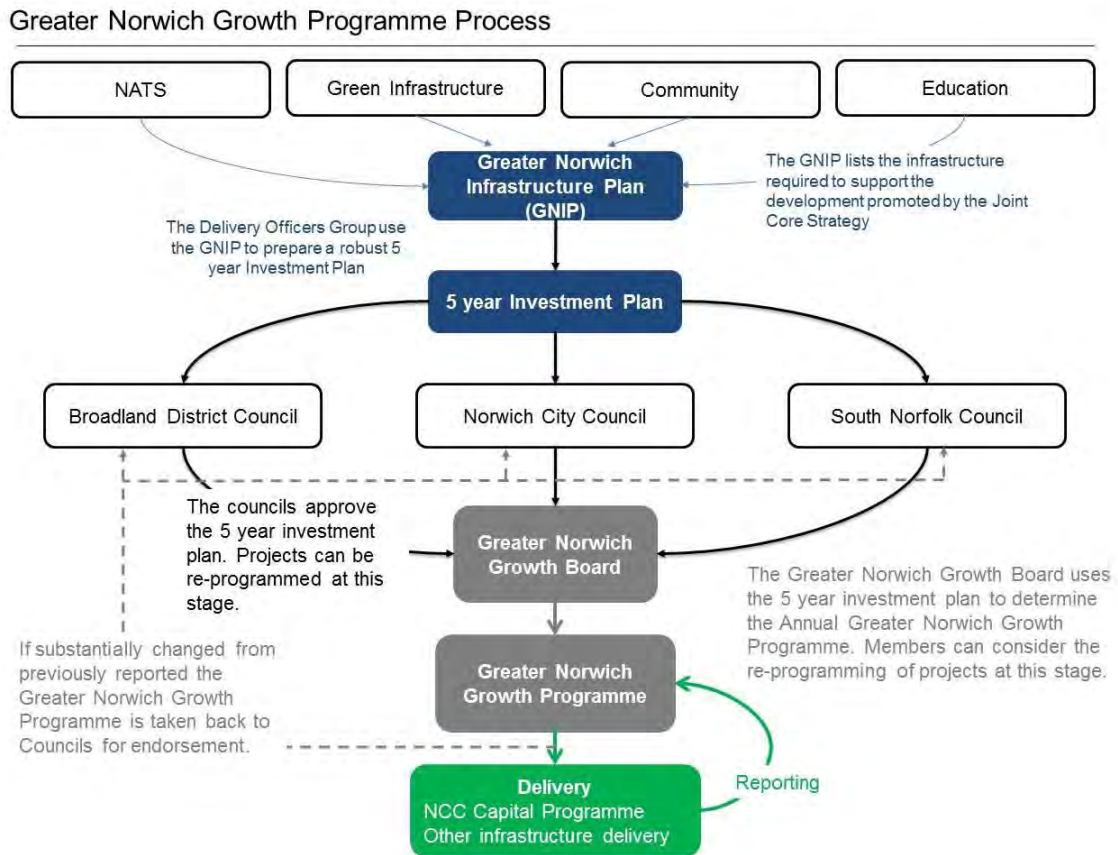
Figure 1: Key diagram



2. Funding sources and delivery planning

- 2.1 In December 2013, Broadland, Norwich City, Norfolk County, South Norfolk councils and the New Anglia LEP signed a City Deal with central government. A core theme supports infrastructure delivery to accelerate planned growth.
- 2.2 The City Deal identifies a £440m infrastructure investment programme developed from the JCS Infrastructure Framework. The councils, with the LEP, have put in place pooled funding and governance arrangements to manage timely delivery of the programme.
- 2.3 Estimates for the total forecast amount of CIL collected over the plan period have reduced over previous years, in part due to the increase in exemptions granted. The GNGB are considering undertaking a review of CIL which would in part consider forecasting. It must be noted that some estimates have been made for inflationary increases in CIL forecasts and infrastructure costs although this is not across the full spectrum of projects presented in the GNIP. The funding gap is likely to close as other funding streams are secured.
- 2.4 The GNIP provides the longer term context to inform short term investment plans and funding decisions. The councils manage the 5-year Infrastructure Investment Plan and Annual Growth Programme collectively, identifying projects for delivery and packages of funding. There is a collaborative approach to funding the programme through pooling of the Community Infrastructure Levy, Local Growth Fund, use of mainstream funding, identification of other funding such as pooled business rates or New Homes Bonus, and, where required and agreed, the use of borrowing. The Greater Norwich Growth Board manages the risks to delivery and provides a robust means of agreeing ongoing priorities.
- 2.5 The GNIP Infrastructure Framework looks over longer term and tends to identify the earliest date on which a piece of infrastructure can be delivered taking account of broad indications and reasonable assumptions of funding availability. The 5-year Infrastructure Investment Plan and Annual Growth Programme take a shorter term view and consequently prioritise schemes based only on known funding sources or those with a high degree of certainty.
- 2.6 Local communities will retain 15% of Community Infrastructure Levy contributions to deliver schemes within their area (25% where there is a Neighbourhood Plan in place).

Figure 2: Greater Norwich Growth Programme process



Progress on delivering key infrastructure

- 2.7 The Northern Distributor Road, officially named the ‘Broadland Northway’ is now open from the A1067 Fakenham Road to the A47 at Postwick.
- 2.8 A major improvement at Thickthorn junction to address existing and future congestion problems has been included in the Highways England A47 corridor improvement programme. The scheme is estimated to cost £25-50m with a construction period 2020-22.
- 2.9 Delivery of the Transport for Norwich (TfN) programme, formerly The Norwich Area Transportation Strategy Implementation Plan, is a New Anglia Strategic Economic Plan priority and remains a priority in the new Norfolk and Suffolk Economic Strategy. The New Anglia Growth Deal announced in July 2014, and the more recent (February 2015) Growth Deal 2 announcement, confirmed Local Growth Funding of £13m for scheme delivery from 2015- 2020. Final sign-off of the funding will be made by the New Anglia LEP Board. The Local Transport Body has been set up across Norfolk and Suffolk to provide advice to the LEP Board and manage central government funding devolved to the LEP for transport schemes.
- 2.10 The Norwich Area Transportation Strategy, which has now been rebranded the TfN strategy, is a New Anglia Strategic Economic Plan priority. £13m has been allocated by the LGF and £10.1M from the Department for Transport’s

City Cycle Ambition Grant (CCAG) fund to deliver transport infrastructure schemes within the TfN area for the period 2015-2020. In addition to this there are confirmed allocations of £1.4M CIL and £0.4M S106 to supplement the LGF and CCAG funding.

- 2.11 To date this funding has delivered public realm improvements with associated pedestrian and cycle benefits in the city centre at Westlegate, a much enhanced roundabout at Dereham Road / Guardian Road which improves journey times for all modes, significant parts of the Blue and Yellow pedalways and a public transport interchange at the UEA.
- 2.12 The implementation of a cycleway from Wymondham to Hethersett is currently under construction and work will shortly begin to implement a traffic management and public realm improvement scheme in Prince of Wales Road and Rose Lane which will provide quicker and more direct journeys whether on foot, by bike or in a bus or car. Also planned is a scheme to improve capacity for all vehicles at the A11 Newmarket Road / A140 Daniels Road roundabout on the outer ring road and a public transport interchange at Roundhouse Way.

3. Key Infrastructure

There are a range of topic based mechanisms for the delivery of infrastructure, including plans and strategies with their own objectives, priorities and implementation plans. The GNIP is guided by these topic plans and processes and also influences them to meet needs arising from emerging growth pressures. The GNIP's main focus is on green infrastructure, transport, schools and community facilities such as libraries, sports, recreation and Neighbourhood Plan priorities. This section of the report also includes other infrastructure which is required to support growth but is funded and delivered by other means and does not feature in the Infrastructure Framework. Work on utilities infrastructure and capacity constraints is ongoing.

Green Infrastructure

- 3.1 A Green Infrastructure Delivery Plan was produced in 2009 focusing on the two main geographical areas identified for significant development: South West and North East Norwich. It identifies a number of schemes or projects to contribute to the protection and enhancement of the strategic green infrastructure network and continues to inform delivery
- 3.2 However, the understanding of need and prioritisation is always under revision and as information becomes available, projects are refined and re-prioritised. The projects in the Greater Norwich Infrastructure Plan are based on the need to mitigate the potential impacts on Natura 2000 sites under the Habitat Regulations and an understanding of the timing of development served by the identified green infrastructure corridors.

Transport

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

Schools

- 3.6 The County Council is responsible for ensuring sufficient school places are provided and works with a variety of providers. Growth can often be accommodated through expansion of existing schools but new schools are also required to serve large scale growth. Funding comes from mainstream capital funding, S106 and CIL. The County Council develops a capital programme which is reflected in this GNIP.

Waste and recycling

- 3.7 Household waste is collected by Norfolk's local authorities but Norfolk County Council has responsibility to dispose of the waste which cannot be recycled and providing Household Waste Recycling Centres.
- 3.8 Norfolk County Council also has responsibility for planning to ensure that there is adequate capacity to deal with waste produced from commercial and industrial, construction and demolition, and hazardous waste.
- 3.9 There are currently seven Household Waste Recycling Centres in the area. A replacement site for Norwich's Mile Cross Recycling Centre is required from 2021. Additionally, housing growth in the area will place pressure on existing facilities, which may require a combination of new or improved facilities to meet future demand.

Police, Ambulance and Fire services

- 3.10 Development will be well designed, to include safe and accessible space where crime and fear of crime are minimised. Access to police services will require new local facilities in major growth locations. In this regard, Norfolk Constabulary has indicated the need for a new facility in the vicinity of Postwick junction.
- 3.11 Additional ambulance service capacity is expected to be met through a reorganisation of existing provision and the use of strategically located stand-points or facilities at hospitals, with limited impact on capital expenditure.
- 3.12 Fire appliances must be based at stations for most of the time. The existing fire stations across the area are well positioned in relation to the strategic growth locations and are expected to provide the necessary levels of service.

Health Care

- 3.13 Health care facilities and the infrastructure needed to promote healthy lifestyles are required. The precise scale and nature of the facilities required will be dependent on the evolving nature of healthcare provision and will be kept under review.
- 3.14 NHS England continue to engage with the GNGB partners about the need for health and social care facilities, including potential facilities at Old Catton/Sprowston and Rackheath, and the expansion of existing facilities elsewhere.

Community infrastructure

- 3.15 Parishes will receive 15% of the CIL to deliver community infrastructure projects that they deem necessary to support growth in their area. This rises to 25% where there is an adopted Neighbourhood Plan. Broadland District Council and South Norfolk Council continue to engage with parishes about the delivery of infrastructure, including how this relates to the development and implementation of Neighbourhood Plans. In the Norwich City Council area there are no parishes and the council will be consulting directly with communities.

Libraries

- 3.16 The County Council has a statutory responsibility to provide a comprehensive and efficient library service. New housing development may be served by a new library building or mobile services, improving or extending the current provision to provide extra capacity. Using Community Infrastructure Levy (CIL) funding the library service has used technology to extend the opening times of a number of sites to 69 hours per week covering 7 days. Of the 21 sites 8 are or will be open for longer as a direct result of CIL funding. Creating extra capacity for people to use public libraries.

Recreation

- 3.17 Recreational facilities are provided and maintained by a number of different organisations, both public and private. Additional recreational facilities required to serve growth will be provided on-site on larger new developments and through improvements to existing facilities. Evidence from a playing pitch and built sports facilities strategy led to the development of a prioritization process which is overseen by a sport and leisure implementation group, assisting sports facilities providers in accessing grant funding.

Housing

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

Electricity

- 3.19 The partners continue to work with UK Power Networks and Local Energy East to explore mechanisms to ensure the cost of electricity infrastructure is shared proportionately between planned developments. No significant barriers to the delivery of required infrastructure have been identified, there are some localised areas with a current shortage of capacity for future growth, such as the Norwich Research Park (NRP) and parts of the Cambridge Norwich Tech Corridor which are being reviewed as part of the Greater Norwich Power infrastructure project.

Gas

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

Water

- 3.21 Long term water resources are under increasing pressure from a rapidly growing population, climate change and environmental needs. This requires a twin track approach of making the best use of available water through water efficiency measures before investing in new water supply capacity
- 3.22 Anglian Water’s “Water Resource Management Plan 2015” (WRMP) covers the period 2015 to 2040. Some £25.6m is being invested in the Norwich and the Broads water resource management zone during the period 2015-20 to deliver a relocation of the water extraction point on the River Wensum, improve water efficiency and enhance metering. Further investment is proposed post-2030 to resolve longer term issues. The plan also identifies additional options for maintaining the supply-demand balance should the future deficit significantly exceed current expectations.
- 3.23 A plan which will extend the timeframe to 2045 and replace the above is being developed. The “preferred option” in the [draft 2019 WRMP](#) for maintaining the supply-demand balance is to focus on demand management measures, with water transfers from the Norwich and the Broads zone to neighbouring areas.

Waste Recycling (waste water)

- 3.24 To keep pace with growth in the area, several water recycling centres (sewage treatment works) will require enhancement to ensure they continue to operate within environmental limits. The timing of these investments, including lead-in times, will be aligned to the phasing of development.
- 3.25 Anglian Water are preparing the first 25 year Water Recycling Long Term Plan to set out the strategy for meeting growth while protecting sites that rely on high water quality, including the Broads. The plan will provide an important evidence base for informing development proposals. The partners are working closely with Anglian Water to identify ensure infrastructure is provided in a timely manner to serve development.

Table 1: Sewerage investment required to support major growth

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

Flooding

- 3.26 The great majority of development proposed in the JCS is located in areas with no fluvial/tidal flood risk. Any development proposed in areas of some flood risk (zone 2), will have to provide a flood risk assessment to show how flood risk can be mitigated. This will apply mainly to limited areas of the city centre. In Broadland and South Norfolk, the site allocations documents have actively avoided allocating any new sites with any Zone 2 or 3 flood risk.
- 3.27 Developers will work with the relevant public authorities to minimise flood risk through a combination of high quality urban design and green infrastructure, as well as use of Sustainable Drainage System.

Telecommunications

- 3.28 Digital connectivity, high speed and reliable broadband infrastructure is critical to economic development. It is also a key component in tackling deprivation and improving access to services amongst disadvantaged and isolated communities.
- 3.29 The “Better Broadband for Norfolk” rollout began in summer 2013 with contract one rollout completed at the end of 2015, at which point access to superfast broadband in Norfolk had doubled, reaching 84%. Contract two was signed in December 2014. This contract will complete at the end March 2020.
- 3.30 The independent Think Broadband website shows the following percentage of properties currently have access to Superfast broadband (24Mbps+):
<http://labs.thinkbroadband.com/local/index.php?area=E10000020>
- Broadland – 91%
 - Norwich – 99%
 - South Norfolk – 87%
- 3.31 By the completion of the Better Broadband for Norfolk rollout access is expected to increase to 97% in Broadland and 91% in South Norfolk.
- 3.32 The Government Better Broadband Subsidy scheme provides access to an alternative broadband solution such as wireless, 4G or satellite for any property with access to a download speed of less than 2Mbps where no upgrade is planned within the next 12 months
- 3.33 By the end of 2020, the Government is introducing a Broadband Universal Service Obligation which will allow residents to request a minimum download speed of 10Mbps.
- 3.34 The County Council considers broadband infrastructure a priority and as further funding becomes available coverage will increase towards an ultimate aim to achieve access for 100% of Norfolk properties.

Mobile voice and data coverage

- 3.35 The County Council is committed to working with mobile network operators to improve coverage.
- 3.36 A mobile voice and data coverage audit was commissioned in January 2018.
- 3.37 The headline results are that where coverage is available the quality of service is good, so there does not appear to be a need to invest in replacing existing equipment. However, there are significant gaps in coverage across all 4 providers such that one call in 5 placed will currently fail.
- 3.38 The County Council will work with the Mobile Network Operators to facilitate early access to council owned assets to help improve coverage as soon as possible.

4. Major Growth Locations

- 4.1 Infrastructure planning reflects the distribution of planned growth illustrated in figure one. Major growth locations which are under construction or likely to start on site in the near future are listed below.

North East Norwich

- 4.2 The North East sector includes the Old Catton, Sprowston, Rackheath Thorpe St Andrew Growth Triangle as well as a number of adjacent developments. It is the largest single growth location in Greater Norwich. Broadland District Council produced an Area Action Plan (AAP) to coordinate planning and delivery across the triangle. The AAP was adopted in July 2016.
- 4.3 The AAP planned for a further 11,600 additional new homes (on top of existing commitments in 2008 of approximately 1,400 homes), a 25 hectare expansion of Broadland Business Park, 25 hectares of new employment land at Rackheath. 30 hectares of new employment land is also planned north of Norwich airport. In addition, planning permissions have been granted for a 40 hectare Aeropark on the north side of the airport, and a 12,750m² office development on the old hospital site at Thorpe St Andrew.
- 4.4 Successful delivery of the Growth Triangle was dependent on the Postwick Hub and the Broadland Northway (previously known as the Northern Distributor Road). Postwick Hub is now complete and Broadland Northway is open to traffic.
- 4.5 Although the AAP was only recently adopted, significant progress has already been made in progressing sites and issuing planning permissions in the Growth Triangle:
- 5,800 dwellings have planning permission;
 - 1,200 further dwellings are subject to a Council resolution to grant planning permission.
 - planning applications have been lodged for a further 750 dwellings
- 4.6 While delivery will span a number of years, many of the identified sites are expected to be on site within the next 3 years. Emerging developments in the north east sector as a whole are summarised in table two:

Table 2: North East sector – significant sites for early delivery

Site/ Location	Development	Status	Expected start
Norwich International Airport	Aeropark 40ha aviation related business development	Permitted	
Land East of Buxton Road (Spixworth)	225 New Homes (minimum) Reserve Matters Application Submitted	Permitted	2018/19
Home Farm, Sprowston	164 Homes (73 built as of 1 April 2018)	Permitted	Commenced
Beeston Park (North of Sprowston and Old Catton)	3,520 dwellings, employment, shops, services, cafes, restaurants and pubs, a hotel, two primary schools, community space	Permitted	2018/19
White House Farm (Sprowston)	1233 dwellings dwellings (435 built as of 1 April 2018), a link road, a primary school, and a large woodland park	Permitted (pre-CIL)	Commenced
Land Adj. Salhouse Road (Rackheath)	79 dwellings and ancillary works	Permitted (pre-CIL)	Commenced
Brook & Laurel Farms including Broadland Business Park North (Thorpe St Andrew)	600 dwellings, 14.6ha of employment land and local centre plus a link road between Plumstead Rd and BBP.	Permitted (pre-CIL)	2019/20
Broadland Business Park South (Thorpe St Andrew)	Remainder of allocation (5 ha undeveloped)	Remainder of allocation	Commenced
Broadland Gate (Thorpe St Andrew)	c18ha of employment land associated with the Postwick Hub junction	Permitted Junction Complete	Commenced
Former northside hospital (Thorpe St Andrew)	12,750m ² office development	Permitted existing buildings demolished	

Site/Location	Development	Status	Expected start
Repton Avenue, Old Catton	Mixed Use Development of 340 Residential Dwellings with 5,640 sqm of Small Business Units (Outline)	Permitted - Self Build Units under construction	2018/19
Pinebanks – (Thorpe St Andrew)	231 dwellings	Permitted	2018/19
Griffin Lane - (Thorpe St Andrew)	71 dwellings & community building	Permitted	2018/19
Land South of Green Lane East, Rackheath	157 Dwellings together with Associated Access, Open Spaces & Infrastructure (outline)	Application Submitted	2018/19
Land South of Salhouse Road, Sprowston	Proposed development comprising a minimum of 803 dwellings with associated infrastructure; site for a new primary school; land for a Bus Rapid Transit (BRT) scheme; a section of orbital link road; retained areas of woodland and creation of open space (Outline)	Resolution to Grant Planning Permission	2018/19
Land South of Salhouse Road, Sprowston	Outline planning application for the erection of up to 380 dwellings with new vehicular, cycle and pedestrian access from Salhouse Road and new pedestrian and cycle access from Plumstead Road. The provision of open space, sustainable urban drainage systems; associated landscaping, infrastructure and earthworks	Resolution to Grant Planning Permission	2019/20
Land off Green Lane West, Rackheath	Residential Development of 50 units (Outline)	Resolution to grant Planning Permission	2019/20
Land North of Smee Lane, Great Plumstead	Development of up to 272 residential dwellings, 2ha site for Primary School, Public Open Space and associated infrastructure. Separate application submitted on allocation site for further 11 Self-Build Units.	Application Submitted	2020/21

4.7 The original delivery trajectory and infrastructure delivery profile was developed to support a strong start within the Triangle. This remains the case.

Norwich City

4.8 The city is unique as a growth location as the majority of the commitment of 8,600 dwellings will be delivered on many smaller sites within the existing urban area. Some of the more significant sites with early delivery are identified in table three below. The largest site, for 1000 dwellings at Bowthorpe, and developments at UEA are included under the South West Sector as they will share some of the same infrastructure.

Table 3: Norwich City - significant sites for early delivery

Site/ Location	Development	Status	Expected start
City Centre			
St Ann's Wharf, King Street	Mixed use of 437 dwellings plus retail & leisure	Permitted	Commenced
Mountergate West	Scope for mixed development of the site is being revisited. Likely to include residential plus employment.	Allocation	2020/21
Anglia Square	1250+ dwellings, hotel, retail and commercial, cinema, multi-storey car parks, place of worship and associated works to the highway and public realm	Submitted	2020/21
Muspole Street	57 dwellings previously permitted. Under new ownership	Pre – application advice given	2018/19
Barrack Street	Mixed use office (20,500sqm), shop units, hotel and 200 dwellings	Permitted	Part implemented
Edge of centre (Dereham Rd corridor)			
Goldsmith Street	105 dwellings in total, 12 of which are currently on hold	Permitted	93 dwellings due to be complete Oct 18
Edge of centre to south east sector			
Carrow Quay	250 dwellings	Permitted	Commenced
Lakenham Sports Club	75 dwellings	Permitted	Complete
North west sector (Fakenham Rd corridor)			
Havers Road	100 dwellings	Allocated	2018/19

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

South West

Table 4: South West sector - significant sites for early delivery

Site/ Location	Development	Status	Expected start
Threescore-Bowthorpe	1000 dwellings, plus housing with care	Permitted (pre-CIL)	Care home completed 2016, phase 2 housing delivery now underway
Bartram Mowers, Bluebell Road	Accommodation for the elderly (blocks with 62 rooms and 60 dwellings)	Underway	Partially complete
Norwich Research Park EZ (Colney)	25 ha available for expansion, with outline permission. Centrum, Bob Champion and Leaf Systems Buildings completed. Quadram Institute Bioscience is due to open Summer 2018. Phase one infrastructure in Zone 4 is underway.	Permitted	Underway
Roundhouse Park (Cringleford)	Approx.60 dwellings remaining (total 999 dwellings). Site includes Cringleford Primary School, the Willow Centre and new commercial units.	Permitted (pre-CIL)	Underway
Newfound Farm (Cringleford)	Up to 650 dwellings (Barratts). Reserved matters application expected shortly.	Permitted	2018/19
Land north and south of A11 (Cringleford)	Up to 650 dwellings (outline permission). Variation of consent to split site into two parcels. £5.5m HIF bid to support upfront infrastructure on the site and support development by SME builders.	Permitted	2018/19
North village (Hethersett)	Approx. 1,065 dwellings remaining (total 1,196 dwellings) Includes new primary school site and space for local facilities.	Permitted (pre CIL)	Underway
Gt Melton Rd (Hethersett)	Approx. 20 dwellings remaining (total 151 dwellings)	Permitted (pre-CIL)	Underway
South Wymondham (inc. BOCM Paul & Sale Ground)	Approx. 1,200 dwellings remaining (total 1,308 dwellings). Includes provision of new primary school site.	Permitted (pre-CIL)	Underway

Site/ Location	Development	Status	Expected start
North-west Wymondham (Norwich Common, Carpenter's Barn, Spinks Lane, Wymondham RFC site)	Approx. 790 dwellings remaining. (total 1338 dwellings)	Permitted (some pre-CIL, some post-CIL)	Underway
Land adj Gonville Hall, Wymondham	Up to 320 dwellings granted outline planning permission on appeal in September 2016.	Permitted	2018/19
Browick Road, Interchange	Allocation of 15ha (net) of B1, B2, B8 employment land. Awaiting planning permission to be submitted.	Allocated	2018/19
Queens Hills (Costessey)	Approx. 120 dwellings remaining (total 1,881 dwellings) Site includes Queens Hills Primary School, West Costessey Hall community center and potential for local commercial facilities.	Permitted (pre-CIL)	Underway
West of Lodge Farm (Costessey)	Approx. 325 dwellings remaining (total 509).	Permitted (pre-CIL)	Underway
Longwater (Costessey)	6,660m ² major retail development for Next and recent application submitted on adjacent land for TK Maxx.	Completed	Completed in 2015/16 and open
Easton	893 dwellings granted outline planning permission in autumn 2016,	Permitted	2018/19
Hethel Technology Park	20ha of Greenfield land located next to Hethel Engineering Centre. The initial development will deliver circa 50,000m ² or workshop (80%) and office space (20%)	Market assessment and Masterplan in place	TBC

- 4.10 The South West includes four major growth locations in South Norfolk, Wymondham, Hethersett, Cringleford and Easton, plus Three Score (Bowthorpe) in Norwich. It also includes UEA (Norwich) and the strategic employment locations at Longwater, Hethel, Wymondham and Norwich Research Park.
- 4.11 Collectively the growth at Wymondham, Hethersett, Cringleford and the NRP is dependent on improvements at the A11/A47 Thickthorn junction and

public transport corridor enhancements. Major improvement at Thickthorn is included as a commitment in the Government's Road Investment Strategy Investment Plan with construction currently timetabled for a 2020 start and the improvements completed in 2022.

- 4.12 Similarly, growth at Easton and Costessey is served by investment in the A1074 Dereham Rd public transport route and improvements at Longwater junction. The A47 Easton junction will be affected by proposed dualling of the A47 between Easton and North Tuddenham which is also a commitment in the Road Investment Strategy Investment Plan.

Long Stratton

- 4.13 There is a long-standing need for a bypass to:
- significantly enhance the function of the A140 (recently identified as a potential element of the Government's Major Road Network);
 - improve quality of life for existing residents;
 - and facilitate further growth in the village.
- 4.14 The delivery of a bypass is a prerequisite for planned JCS growth. The Long Stratton Area Action Plan, which includes the bypass and 1,800 homes (alongside employment and other infrastructure) was adopted in May 2016; this requires the bypass to be delivered by the 250th new dwelling (unless viability information demonstrates that a higher threshold is necessary and that the highways impacts of a higher figure would not be unacceptable). Two planning applications to deliver the AAP levels of housing and employment were submitted in February 2018, one of which includes the bypass in detail. With one of the planning applications including detailed housing proposals, development is expected to start in 2019/20.

Elsewhere in the Norwich Policy Area

- 4.15 In addition to the major growth locations, the JCS seeks additional commitment for about 3800 homes on smaller sites in the Broadland and South Norfolk parts of the Norwich Policy Area. These sites are identified through sites allocations documents, and many of the sites have already secured planning permission. Recent permissions have also included speculative applications taking advantage of the lack of five year housing supply. Local infrastructure enhancements may be required for these sites and secured through Section 106 legal agreements. Cumulative impacts of small sites are hard to predict and it is likely that improvements will be driven by the pressure on services and facilities. These do not appear in the short term but will be kept under review. These kind of developments are detrimental to the effective planning and timely delivery of infrastructure across Greater Norwich, and can contribute to delays in the delivery of planned growth on more "challenging" (but allocated) sites which may require higher levels of infrastructure (and which may also have higher levels of development risk).

- 4.16 Some of the larger sites, or particular concentrations of smaller sites, may influence decisions on strategic infrastructure:
- Development at Blofield and Brundall will benefit from some of the strategic infrastructure serving the north east quadrant.
 - Although of a smaller scale than in the north east and south west quadrants, significant concentrations of growth are planned in the north-west, on the Fakenham Road axis, and in the south east from the edges of the city centre out towards Poringland.

Table 5: other significant sites for early delivery:

Site/ Location	Development	Status	Expected start
Golf Course (Hellesdon)	Outline permission for up to 1,000 homes, including detailed proposals for the first phase of 110 dwellings, associated infrastructure including up to 2ha of land for a primary school site, 75sq m for D1 use (health facility) and up to 15.45ha for informal and formal open space plus off-site highway works	Permitted	2017/18
Hospital site	300 dwellings	Allocation	2018/19
Cator Lane / Hall Road	250 dwellings	Permitted	2018/19
Various Blofield / Brundall)	Over 500 dwellings	Permitted	Underway
Various Framingham Earl / Poringland	Approx. 840 dwellings remaining (total 994 dwellings)	Permitted	Underway
Long Stratton	1800 dwellings plus 9.5ha employment land and associated bypass	Allocated and application	2017/18
Various Long Stratton /	170 dwellings	Permitted (pre-CIL)	Underway
Long Stratton/Tharston	2.5 ha employment land at Tharston Industrial Estate	Emerging allocation	2016/17
Keswick	B1, B2, B8 – approx. 9 ha	Part allocated, with outline permission for larger site	2018/19

Outside the Norwich Policy Area

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

Transport

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Total Estimated Scheme Cost (£,000)	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Spend profile £'000s								
									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
T1	Broadland	NDR					DfT, £40m CIL		46,220	5,670	1,700						
T3	South Norfolk	Long Stratton Bypass inc. Hempnall Crossroads and town centre improvements		30,000	30,000	15,000	Developer	15,000	1,000	7,250	15,500	6,250					
T4	South Norfolk	Thickthorn	Scheme development				HA Capital	0				x	x				
T4.2	South Norfolk	Thickthorn park and ride expansion	Land secured from S106. Discussions ongoing with Highways England regarding delivery options as part of wider Thickthorn junction works	tbc	tbc	tbc											
T5	South Norfolk	Longwater															
T5.1	South Norfolk	Longwater Scheme Development	Works underway. Tree clearance completed	2,000	2,000	2,000	LGF		500								
T5.2	Norwich South Norfolk	Green pedalway including Longwater pedestrian/cycle bridge	Feasibility completed on the Green pedalway as a whole. Schemes identified.		6,000			6,000		x	x	x					
T6	South Norfolk	Norwich Research Park expansion, B1108 and other transport improvements	NRP expansion permitted and under construction	13,000			Government grant, S106, NRP										
T7	Norwich	City Centre Measures															
T7.4	Norwich	Exchange Street closure	Feasibility needed for this to progress														
tbd	Norwich	Prince of Wales Road highway and sustainable transport improvements	Construction set to start late-2018 and complete 19/20	2,600			LGF / County Funds		211	1430	900						
tbd	Norwich	St George's Plain	Funds assumed to be supplied entirely by developer in association with St Georges Works	300		300	DEV	0			75	225					
tbd	Norwich	St Mary's Plain	If LEP funds diverted from Prince of Wales Road (tbc soon) then project can commence in 2017/18.	780		280	DEV/CIL	500		100	680						
tbd	Norwich	Tombland	Works on northern end of Tombland completed. Feasibility work underway for southern end.	1,750		0	CIL	1,750			1,000	1,000					
Also in G1 sheet	Norwich	East Norwich Gateway (formerly Whitlingham bridges and links)	Probable that Norwich City Council will promote using LIF funding. However this is dependent upon funding feasibility work	tbc			Developers, LIF, CIL		1,000	100	x	x	x				
	Norwich	Green pedalway city to Barnard Rd	Feasibility work on Green pedalway completed.				LGF / CIL			100	1,000	2,200					
T8	Broadland	Fakenham Road/Drayton High Road (including BRT and cycling)															
	Broadland Norwich	Fakenham Rd BRT Feasibility (Scheme Identification) - revenue	Feasibility needed		30	30		30									
T9	Norwich South Norfolk	Dereham Road Sustainable Transport Corridor (including BRT and cycling)															
T9.1	Norwich	Sweetbriar road/Guardian road/Dereham road- junction improvement	Scheme to be complete June 2018		1,545	1,600			x	x							
T10	Broadland Norwich	Yarmouth Road Sustainable Transport Corridor (including BRT and cycling)		10,000													
T10.1	Broadland Norwich	Yarmouth Rd Sustainable Transport Corridor Scheme Identification (BRT/Green Pedalway)			20	20	LGF		20								
T10.2	Broadland Norwich	Phase 1 Delivery			tbc	tbc											
T10.3	Broadland Norwich	Phase 2 Delivery			tbc	tbc											
T11	Broadland Norwich	Salhouse Rd Sustainable Transport Corridor (including BRT and cycling)															
	Broadland Norwich	Salhouse Rd Sustainable Transport Corridor Scheme Identification (BRT/Pink Pedalway)	See comment below		30	30	NCC Revenue										
	Broadland Norwich	Salhouse Rd Corridor Scheme delivery Phase 1	Works revised to concentrate on Plumstead Road roundabout to facilitate access to housing		400	400	LGF/CIL										
		St Clements Hill Toucan Crossing and associated works	Works completed March 2018														
		School Lane/ Chartwell Road/ Denton Road Toucan Crossing and associated works (Blue Pedalway)	Project abandoned following feasibility study		120	120	CIL										
		Repton Avenue Feasibility	Feasibility completed. Scheme deferred until later-2018		20	20	LGF										
T12	Broadland Norwich	A140 Sustainable Transport Corridor (including BRT and cycling)															
T12.1	Broadland Norwich	A140 Corridor scheme identification including analysis between City Centre and Harford (BRT/Yellow Pedalway)	Feasibility work underway looking at opportunities for bus priority and improved pedestrian and cycle facilities along the A140 between the Airport and City Centre. Works planned for 18/19		560	560	LTP/CIL		60	500							
	Norwich	Airport Industrial Estate		4,100				4,100		x	x						
T13 and T14	Norwich South Norfolk	A11/B1172 Sustainable Transport Corridor (including BRT and cycling)		6,560													
T13 and T14	Norwich South Norfolk	A11 sustainable transport corridor scheme identification (BRT/Pink Pedalway)			60	60	NCC Revenue										
T13.1	Norwich South Norfolk	Roundhouse Way Bus Interchange	Under development, land issues slowing progress		550	50	LGF/CIL			50	500						
T13.2	Norwich South Norfolk	Eaton interchange	Works in Eaton to be undertaken Summer 2018		600	600	LGF/CIL			600							
T14.1	Norwich South Norfolk	B1172 Bus/Cycle enhancements	See comment below relating to cycle link extension to Wymondham		250	250	LGF/CIL										
	Norwich South Norfolk	A11/ORR Daniels Road junction improvement and cycle lanes	Feasibility Work underway		1,650	1,650	LGF		50	750	850						
	Norwich South Norfolk	Cycle link extension to Wymondham	Construction underway. Will be delivered in 4 phases. All works to be complete late-2018. Works started 16/17		1,300	1,300	LGF		300	750							
	Norwich South Norfolk	Eaton Centre to Newmarket road south slip road cycle facilities	Works completed 2017		300	300	LGF										
	Norwich South Norfolk	A11 north slip road to Cringleford cycle track	Works completed 2018		50	50	LGF										
T15	Broadland	Growth Triangle Internal Link Road				14,350	Developer		2,350	4,850	-	-	-	-			
T15.1	Broadland	East West Link Road: BBP to Plumstead Rd	Delivered through development (BFLF)		6,000	6,000	S106/S278				3,000						
T15.2.1	Broadland	East West Link Road: Plumstead Road Junction and North Bound Spur	Scheme Development		400	400	LGF/CIL		x								
T15.2.2	Broadland	East West Link Road: Plumstead Rd to Salhouse Rd	Delivered through development (Land South of Salhouse Rd)		TBC		TBC			x	x						
T15.3	Broadland	East West Link Road: Salhouse Rd to Wroxham Rd	Delivered through development (WHF)		3,250	3,250	S106/S278		x								
T15.4	Broadland	East West Link Road: Wroxham Road to B1150	Delivered through development (NS&OC)		TBC		S106/S278					x	x				
T15.5	Broadland	East West Link Road: North Walsham Road to Buxton Road	Delivered through development (NS&OC). LIF bid agreed in principle		3,700	3,700	LIF - developer	3,700		1,850	1,850						
T15.6	Broadland	East West Link Road: Buxton Road to St Faiths Road	Delivered through development (NS&OC)		TBC		S106/S278			x							
T15.7	Broadland	East West Link Road: St Faith's Road to Airport Industrial Estate	Brief Agreed. Feasibility Underway		TBC	1,000	S106/S278/CIL			500	500						

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
T15.8	Broadland	Cycle Links Plumstead Road to Green Lane Crossing	Delivered through development (Land South of Salhouse Rd)		TBC		S106/S278	TBC		x							
T15.9	Broadland	Cycle Links Plumstead Road to Salhouse Road	Delivered through development (Land South of Salhouse Rd)		TBC		S106/S278	TBC		x	x						
T15.10	Broadland	Cycle Links NS&OC Wroxham Road junction to WHF Road Link Junction	Requires Project Brief / Feasibility		TBC		CIL /Other	TBC						x			

Green Infrastructure

Ref	District	Project/Scheme Description	GI Priority Area	Status	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Spend profile £'000							
									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Projects promoted in the Draft 5 year Investment Plan for Delivery in 2017/18																
	South Norfolk	Improved Connectivity - Costessey Circular Walks	Marriott's Way		6	HLF bid for £3k successful - CIL funding need reduced to £3k	CIL / other	3	6							
	Broadland	Thorpe Ridge - Protection and enhancement of woodlands and provision of public access; Feasibility Study	Thorpe Ridge to The Broads via North Burlingham	Brief written for feasibility			Promoter	0	5							
	South Norfolk	Cringleford N & N Strategic Connections	Norwich Fringe South	Ready to commence delivery	68	£9,750 S106 available	CIL / S106	58	10	58						
	Norwich	Riverside walk accessibility improvements	Norwich - Wensum Parkway	Emerging from Wensum Strategy work	200		CIL	200	20	180						
GI P5.7	South Norfolk	Wymondham -Protection and enhancement of the Lizard and Silfield Nature Reserve	Wymondham GI	Requires Project Brief / Feasibility	40		CIL	40	40							
	Broadland	Thorpe Marriott to Costessey	Marriott's Way	Ready to commence Delivery	100		CIL / other	100	100							
GI P7.1.6	Norwich	Sloughbottom Park – Andersons Meadow section improvements (path widening, tree works, drainage works and landscaping)	Marriott's Way	Ready to commence Delivery	250		CIL /other	250	150	100						
GI P9.4.14	Broadland	Strumpshaw Pit Circular Walk	East Broadland GI	Project Development	60	approx. £25k S106 from Strumpshaw development	CIL/S106	35		35						
GI P7.1.4	Norwich	Barn Road Gateway	Marriott's Way	Ready to commence Delivery preferable in 18/19 to allow related HLF works in 17/18	40		CIL / other	40		40						
GI P1.3.1	Broadland	Broadland Way - Green Lane North to Plumstead Road	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Phase 2 of Broadland Way	150		CIL	150		150						
	Norwich	Riverside walk: Fye Bridge to Whitefriars	Norwich - Wensum Parkway	Emerging from Wensum Strategy work			CIL			160						
Projects coming forward for Delivery in future years																
	Norwich	Mile Cross Cycle and Pedestrian Links		Moved from Transport Tab	100		CIL neighbourhood	75	25		75					
GI N.1.2	Norwich	Riverside Walk Missing Link Duke St to St George's St	Norwich - Wensum Parkway	Feasibility	300		CIL / Other	300			300					
GI NFS 1.6.1	Norwich South Norfolk	East Norwich Gateway (previously Norwich Crossing & Bridges – Whitlingham (Phase 1 & 2))	Norwich Fringe South	Feasibility and Design work required 17/18 and 18/19	1,000		CIL/Developer	1,000			x	x	x			
GI NFS 1.7	Norwich	UEA to Eaton Boardwalk extension	Norwich Fringe South	Requires Project Brief / Feasibility.	100		potentially developer funded/CI	100		100						
GI NFS.1.3	South Norfolk	Yare Valley: Lodge Farm to Bawburgh Lakes connection	Norwich Fringe South	Requires feasibility and scheme development	210	£24,750 S106 from Lodge Farm	S106/CIL	185		210						
GI NFS.2	Norwich	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	Norwich Fringe South	Needs scheme development	229	S106 - Query against Bunkers Hill project	CIL, S106 Bunkers Hill £59k	170		59	75	95				
GI NFS.4.17	Norwich	Chapel Break allotments	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	121	PREVIOUSLY listed as City Council Capital Programme	Nbhd CIL	0		0						
	Norwich	20 Acre Wood	Norwich Fringe South	Project Delivery	90	£10,000 Nbhd CIL	Nbhd CIL	80		90						
GI P1.1.2	Broadland	Enhancement of Newman Woods	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Part-delivered. Further elements being worked up	tbc		£50k Rackheath POD funding (£26,125 remaining)				x					
GI P4.2	South Norfolk	Long Stratton Green Infrastructure Project Plan	Tas Valley	Project Delivery	10	£10,000 S106 from Tharston	S106	0		x						
GI P5.6	South Norfolk	Wymondham - Tuttle Lane enhancements Phase 1	South West	Feasibility and initial project establishment costs	30		CIL	30				10	10	10		
GI P8.1	Broadland	North West Norwich Forest Connections including Drayton and Thorpe Marriott	North West Forest and Heath	Feasibility Study			CIL/other									
GI P8.1.1	Broadland	Hellesdon to Drayton Greenway	North-west Forest & Heaths and Marriotts Way & the Wensum	Phase 1 Feasibility & Design Phase2 Delivery	105	S106 ?	Cil / S106	105	0	35	35	35				
GI P8.1.2	Broadland	Drayton to Horsford Greenway	North-west Forest & Heaths and Marriotts Way & the Wensum	Phase 1 Feasibility & Design Phase2 Delivery	105	S106 ?	CIL/S106	105	0	35	35	35				
GI P8.1.3	Broadland	Thorpe Marriott Greenway	North-west Forest & Heaths and Marriotts Way & the Wensum	Phase 1 Feasibility & Design Phase2 Delivery	105	S106 ?	CIL/S106	105	0	35	35	35				
GI P9.1	Broadland	Improvement to walking in the NE; in relation to NDR	GNGB Primary Linkage corridor: EastBroadland GI	Requires project brief / feasibility			CIL				x	x				
GI P9.2.2	Broadland	Brundall to NEG T Connection	GNGB Primary Linkage corridor: EastBroadland GI	Feasibility	5		Promoter				5					
GI P9.3	Broadland	Bure Valley Blue Way	GNGB Primary Linkage corridor: EastBroadland GI	Requires project brief / feasibility			CIL					x				
GI P9.4.1	Broadland	Acle Lands Trust Woodlands Access and Connectivity Project	East Broadland GI	Project Development	180		CIL	180			180					
GI P 9.4.2	Broadland	Burlingham Trails Cycling and Walking Routes	East Broadland GI	Project Development	180		CIL	180			100	80				
GI P 9.4.3	Broadland	Burlingham Trails Attractions and Facilities Project	East Broadland GI	Project Development	240		CIL	240				80	80	80		
GI P 9.4.4	Broadland	Long Distance Cycle Loop	East Broadland GI	Project Development	75		CIL	75			75					
GI P 9.4.5	Broadland	A47 Safe Foot and Cycle Crossing	East Broadland GI	Project Development	725,000 – 1,265,000		CIL	725,000 – 1,265,000			725,000 – 1,265,000	4 years	4 years	4 years		
GI P 9.4.6	Broadland	Local walking circulars with links to pubs, restaurants and cafes	East Broadland GI	Project Development	35		CIL	35				35				
GI P 9.4.7	Broadland	Link from Blofield to Blofield Heath	East Broadland GI	Project Development	125		CIL	125				125				
GI P9.4.8	Broadland	Cremer's Meadow, Brundall	East Broadland GI	Project Development	25		CIL / NBhd	25		25						
GI P 9.4.9	Broadland	Witton Run	East Broadland GI	Phase 1 Feasibility & Design Phase2 Delivery	170	S106?	CIL	170	x		170	x	x	x		

Ref	District	Project/Scheme Description	GI Priority Area	Status	Total Estimated Scheme Cost	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Spend profile £'000								
									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
GI P9.4.10	Broadland	Great Plumstead Open Space / Community Orchard	East Broadland GI	Project Development	25	0	CIL	25			25						
GI P9.4.11	Broadland	South Walsham GI Project	East Broadland GI	Project Development	150		CIL	150			150						
GI P9.4.12	Broadland	West Brundall GI Project	East Broadland GI	Project Development	425		CIL	425			75	350					
GI P9.4.13	Broadland	South East Lingwood GI Connectivity	East Broadland GI	Project Development	25		CIL	25			25						
GI S.1	Broadland	Brundall to Acle Green Network	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.2	Broadland	Lenwade to Hevingham Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.3	Broadland	Haveringland to Cawston Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.4	Broadland	Broadland East to West Secondary Corridor Via Marsham	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.5	Broadland	Buxton Heath to Aylsham Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.6	Broadland	Hevingham to Thorpe Marriott Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.7	Broadland	Catton Park to Spixworth Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.8	Broadland	Beeston Park to Spixworth Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.9	Broadland	Thorpe Woodlands to Broadwalk Plantation Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.10	Broadland	Thorpe Woodlands to Dobbs Beck (Via Harrisons Plantation) Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.11	Broadland	Thorpe Woodlands to Dobbs Beck (via Rackheath Park) Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.12	Broadland	Thorpe Woodlands to Witton Run Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
GI S.13	Broadland	Thorpe Woodlands to Smee Lane Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL					X					
	Broadland	South Walsham Fen Access	East Broadland GI		35		CIL	35			35						
	South Norfolk	Boudicca Way: Access for all	GNGB Secondary Corridors	Project Development			CIL			x							
	South Norfolk	Boudicca Way cycle route	GNGB Secondary Corridors	Preliminary design work	23	includes 15% management cost	CIL	23			20	3					
	South Norfolk	Boudicca Way links to development	GNGB Secondary Corridors	Preliminary design work	17	includes 15% management cost	CIL	17			15	2					
	Area-wide	MW: Biodiversity Management with Community Engagement	Marriott's Way and the Wensum	Ready to commence delivery	160	£4k secured from Norwich Fringe Project, £15k HLF confirmed, £30k sought from Nfk Biodiversity Partnership	CIL / Other	101		45	28	29	29	29			
	Norwich	MW: Inner Ring Road crossing	Marriott's Way and the Wensum		250		CIL / other	250		40	210						
	Broadland South Norfolk	MW: Signage to Link Marriott's Way to the Adjacent Communities	Marriott's Way and the Wensum		20	HLF bid for £10k	CIL / other	10		20							
	Norwich	MW: Hellesdon Station Area	Marriott's Way and the Wensum		210		CIL / other	210			105	105					
	Broadland	MW: Aylsham Gateway	Marriott's Way and the Wensum		30		CIL / other	30			30						
	Broadland	MW: Surfacing Works (Tesco's)	Marriott's Way and the Wensum		85	Tesco Bags of Help scheme being explored	CIL / other	85k estimate		85							
	South Norfolk	MW: Trim Track - Costessey	Marriott's Way and the Wensum		10		CIL	10				10					
	Broadland South Norfolk	MW: Crossing Points Improvement Project	Marriott's Way and the Wensum		89	HLF bid for £10k	CIL / other	79		89							
	Broadland	MW: Reepham surfacing and biodiversity	Marriott's Way and the Wensum		100		CIL / other	100				100					
	Broadland	MW: Crossing over Taverham Road in Drayton	Marriott's Way and the Wensum		100		CIL / other	100				100					
	Broadland Norwich	MW: Walking and Cycling Link to the Red Pedalways Route from the Proposed Royal Norwich Golf Club Development – Feasibility Plan	Marriott's Way and the Wensum	Feasibility - £20k			CIL / other						x	x			
	Norwich	Bishops Bridge to Whitefriars	Norwich - Wensum Parkway	Emerging from Wensum Strategy work	50		CIL / Other	50				50					
	Norwich	Carrow Bridge to Ber Street Woodland (Previously Boom Towers)	Norwich - Wensum Parkway	Emerging from Wensum Strategy work	750	HLF to be explored	CIL / HLF	750				375	375				
	Norwich	Marriott's Way & Wensum Riverside Walk Accessible Circular Walk 1; Train Wood	Marriott's Way and the Wensum		57		CIL	57				57					
	Norwich	Marriott's Way & Wensum Riverside Walk Accessible Circular Walk 2; Wensum Local Nature Reserves	Marriott's Way and the Wensum		60		CIL	60					60				
	Norwich	Riverside Walk missing link Sweetbriar Road	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Mile Cross Road to Dolphin Bridge	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Wensum Park Access Improvements	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Hellesdon Road to Marriott's Way	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: environmental improvements south of Swanton Road	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Mile Cross Road to Dragon Crossing	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Riverside Walk Improvements: Dolphin Dyke and Boot Binders Road	Norwich - Wensum Parkway	feasibility required	tbc		CIL/other	x				x					
	Norwich	Earlham Millennium Green Improvement Project: Phase 3	Norwich Fringe South		25		Nbhd CIL	25		25							
	South Norfolk	Kett's Country Trail	South West	Project Development	97	includes 15% management cost	CIL	97			85	12					
	Norwich	Kett's Heights	Thorpe Ridge - Norwich link	10k Neighbourhood CIL in 16/17	150		Nbhd CIL, £90K HLF funding	50		50							
	South Norfolk	Wherryman's Way : Chedgrave Disabled Access Path	Yare Valley (Norwich to Yarmouth)	Project Delivery	75		CIL	75		75							
	South Norfolk	Wherryman's Way: Strategic Link at Reedham	Yare Valley (Norwich to Yarmouth)	Project Delivery	35		CIL	35		35							
	South Norfolk	Wherryman's Way : Yare Valley Cycle Route	Yare Valley (Norwich to Yarmouth)	Project Delivery	23	includes 15% management cost	CIL	23		20	3						

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									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Projects expected to be delivered by development																
GI P1.7	Broadland	North Sprowston and Old Catton GI Linkages - Focus on Church Lane	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Project Brief			Dev (Beyond Green)					x				
GI P2.1.2	Broadland Norwich	Tree planting & management of existing street, garden, boundary and woodland trees for ecological connectivity	Thorpe Ridge to The Broads via North Burlingham	Feasibility required			Delivered by development	0	x	x	x	x	x			
GI P1.1.3	Broadland	North-South GI Connectivity NE Rackheath	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Feasibility			S106	0			x	x	x			
GI NFS.4.12	Norwich	Threescore Development: Bowthorpe Historic Parkland	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	94		S106	0								
GI NFS.4.13	Norwich	Threescore Development: The Runnel	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	269		S106	0								
GI NFS.4.14	Norwich	Threescore Development: Bowthorpe Southern Park	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	81		S106	0								
GI NFS.4.20	Norwich	Bowthorpe and Earham marshes paths	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	67		S106	0			0					
GI NFS.4.21	Norwich	Yare Valley path northern extension	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	91		S106	0			0					
GI NFS.5	South Norfolk	Queens Hill Country Park	Norwich Fringe South	Permitted - SNC taking on management imminently. Feasibility project to connect to Marriotts Way			S106	0								
GI NFS.5.1	South Norfolk	Marriott's Way to Queens Hill Cycle connection	Norwich Fringe South		120	Queens Hill Travel Plan S106	S106	0			0					
GI NFS.7.1 (NP 2.1)	South Norfolk	Cringleford Landscape Protection Zone (ENV1 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development			S106	0								
GI NFS.7.2 (NP 2.1)	South Norfolk	Cringleford Gateway Tree Belt (ENV2 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development			S106	0								
GI NFS.7.3 (NP 2.1.4 and GI NFS 3.1)	South Norfolk	Cringleford Walking and Cycling (SCC3 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development (linked with NFS 3.1)			S106	0								
GI F.	South Norfolk	Footpath/cycleway Hethersett Lane to A47	Norwich Fringe South	Project Development	50	£1.3m S106 from NNUH	S106	0			50					
GI P1.2	Broadland	North Rackheath Park – Broads Buffer Zone	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	delivered by development			S106	0								
GI P1.3.2	Broadland	Three Rivers Way; Connection to Broadland Way/Norwich Cycle Network	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Three Rivers Way funded. Funding required for connection to Broadland Way/Norwich Cycle Network			CIL	0								
GI P1.4	Broadland	Sprowston Manor Golf Course - Retention and protection of bat roosts	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Mainly protection; Requires Project Brief			DEV	0		0						
GI P1.7	Broadland	North Sprowston and Old Catton GI Linkages - Focus on Church Lane	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Project Brief			Dev (Beeston Park)	0	0	0	0	0	0	0	0	0
GI P1.9 (BDC ref GI S 10.1)	Broadland	Enhancements habitat connectivity Racecourse Plantation to Harrison Plantation	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Project Brief / Feasibility			S106	0	0	0	0	0				
GI P1.10 (BDC ref GI S 11.1)	Broadland	Parkland NE of Thorpe End	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	Requires Project Brief / Feasibility			S106	0	0	0	0	0				
GI P2.1.1	Broadland	Management of Weston Wood (Ancient Woodland). Pinebanks/Griffin Lane GI and Woodland Management Plans.	Thorpe Ridge to The Broads via North Burlingham	Ancient Woodland Management Plan to be produced and implemented on Pinebanks site secured through the grant of planning permission.			S106	0	0							
GI P2.2	Broadland	Thorpe Woodlands - protection of wildlife interest & Connectivity (E Norwich Community Woodlands)	Thorpe Ridge to The Broads via North Burlingham	Through LP policy				0								
GI P9.2.3 (BDC ref GI S 12.3)	Broadland	Landscaping of Green Lane East and Brook Farm Road Links	GNGB Primary Linkage corridor: EastBroadland GI	To be delivered by development			Dev	0	0							
GI P9.2.4 (BDC ref GI S 12.4)	Broadland	Landscaping of Middle Road, Gt & Lt Plumstead	GNGB Primary Linkage corridor: EastBroadland GI	Delivered by development (NDR / Brook & Laurel Farm)			Dev	0	0							
GI P9.2.5 (BDC ref GI S 13.1)	Broadland	Enhanced landscaping alongside Green Lane and Smee Lane	GNGB Primary Linkage corridor: EastBroadland GI	Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11)			Dev	0								
GI P9.2.6 (BDC ref GI S 12.1)	Broadland	Informal Open Space south west of Thorpe End	GNGB Primary Linkage corridor: EastBroadland GI	Delivered by development (NDR / Brook & Laurel Farm)				0								
GI P9.2.7 (BDC Ref GI S13.2)	Broadland	North-South GI Connectivity Gt & Little Plumstead/Postwick: Thorpe Woodlands to Smee Lane	GNGB Primary Linkage corridor: EastBroadland GI	Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11)				0								
GI NDR 1 (BDC Ref GI S.7.2, and T1)	Broadland	NDR Mitigation (Culvert north of Redhall Farm)	NDR MITIGATION	Delivered by NDR				0	0							

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									2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
GI NDR 2 (BDC Ref GI S.9.1 and T1)	Broadland	NDR Mitigation (Bat gantry and Culvert north of Garden Plantation)	NDR MITIGATION	Delivered by NDR				0	0								
GI NDR 3 (BDC Ref GI S.11.2 and T1)	Broadland	NDR Mitigation (Culvert and new tree belt north of Sprowston Wood)	NDR MITIGATION	Delivered by NDR				0	0								
GI NDR 4 (BDC Ref GI S.12.5 and T1)	Broadland	NDR Mitigation (Bat Gantry, Culvert and Brown Bridge NDR Middle Road Crossing)	NDR MITIGATION	Delivered by NDR				0	0								
GI NDR 5 (BDC Ref GI S.13.3 and T1)	Broadland	NDR Mitigation (Bat Gantry and Culvert at Smea Lane)	NDR MITIGATION	Delivered by NDR				0	0								
NOTE		OTHER NDR MITIGATION TO FOLLOW (LIST NEEDS TO BE COMPILED)	NDR MITIGATION					0	0								
GI P5.4	South Norfolk	Wymondham GI Evidence and Project Plan	South West	Delivered by Development		£1400 S106 Right Up Lane, £50 per dwelling S Wymondham	S106	0	0								
GI NFN.2	Broadland	Orbital Cycle Route - NEGT to Norwich Airport	Norwich Fringe North	Delivered by Development			S106/S278/CIL	0									
GI NFN.5	Broadland	Delivery of Open Space inc. Play Space and Sports Pitches - North East Norwich	Norwich Fringe North	Delivered by Development			S106	0									
GI NFN.5.1 BDC ref GI.S.8.1	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at White House Farm	Norwich Fringe North	Delivered by Development			S106	0									
GI NFN.5.2	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Beeston Park	Norwich Fringe North	Delivered by Development			Dev	0									
GI NFN.5.3	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Brook Farm	Norwich Fringe North	Delivered by Development				0									
GI NFN 5.4	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Land East of Buxton Road	Norwich Fringe North	delivered by development			S106	0									
GI NFN.5.5	Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Pinebanks and Griffin Lane	Norwich Fringe North	delivered by development			S106	0									
GI NFN 6.1	Broadland	Canhams Hill open space/GI provision as part of proposed development with opportunities to maintain and enhance the green space between Hellesdon and Drayton at Canhams Hill CWS. Included in feasibility study For Drayton & NW Forest & Heaths	Norwich Fringe North	Potentially Delivered by Development; Part of Feasibility Study For Drayton & NW Forest & Heaths			Dev	0									
GI NFN 7 BDC REF GI S7.1	Broadland	North-South GI Connectivity: Catton, Sprowston Spixworth	Norwich Fringe North	To be delivered through development				0									
GI NFN 8 BDC Ref GI S10.2	Broadland	West-East GI Connectivity: Catton, Sprowston Spixworth	Norwich Fringe North	To be delivered through development				0									

Communities

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost		Contributory funding (£,000)	Source	Funding need	Spend Profile £'000s										Further
									2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Community Facilities																			
CF1.2	Broadland	Brook & Laurel Farm Community Building	Requires Project Brief / Feasibility	500		200	S106/CIL	300								500			
CF1.3	Broadland	North Sprowston & Old Catton Community Space including library	Requires Project Brief / Feasibility	2,400		0	S106/CIL	2,400								2,400			
CF1.4	Broadland	Land South of Salhouse Road Community Building	Requires Project Brief / Feasibility	500		0	S106/CIL	500					-		500				
CF1.5	Broadland	Rackheath Community Building	Requires Project Brief / Feasibility	500		0	S106/CIL	500							500				
CF1.20	Broadland	Children's Playspace delivered through the development of allocations within the Growth Triangle	Delivered by development.	n/a		n/a	S106	n/a		x	x	x	x	x	x	x	x	x	
CF1.21	Broadland	Informal Open Space delivered through the development of allocations within the Growth Triangle	Delivered by development. Required to fulfil HRA public access to open space requirements.	n/a		n/a	S106	n/a		x	x	x	x	x	x	x	x	x	
BDC	Broadland	Cremer's Meadow	Project Development	25		0	CIL	25				25							
BDC	Broadland	Great Plumstead Open Space / Community Orchard	Project Development	25		0	CIL	25				25							
CF2.x	Norwich	Boom Towers		20		0	CIL	20		20									
CF2.x	Norwich	Bowthorpe Play		100		100	S106 & CIL n'hood	13		20	40	40							
CF2.x	Norwich	Castle Gardens	Feasibility and brief writing currently ongoing. £135k CIL maintenance money sought to add to £115k secure maintenance funding and justified through project proforma.	1155		1005	S106 (70 secure), HLF/EU (935 not secured)	150	0	50	500	320	680						
CF2.x	Norwich	Earlham Park toilets		80		80	CIL n'hood	0		40	40								
CF2.x	Norwich	Heigham Park toilets	Crowd funding?	80		80	CIL n'hood	0				80							
	Norwich	Improved sports facilities in Norwich	Pre-feasibility									x	x						
	Norwich	North City estate renewal		tbd				tbd				x	x	x	x				
	South Norfolk	Children's Playspace, Sports Pitches and Informal Recreation Space delivered through the development of allocations	Status review of open space / play projects is required				S106												
Libraries																			
CF1.3	Broadland	Community space including new library -North Sprowston & Old Catton	see above										X						
CF1.7	Broadland	Expansion of Sprowston Library					S106/CIL												
CF3.4	South Norfolk	Expansion of Long Stratton library	Awaiting developer contributions once development proceeds.				S106/CIL												
	Broadland	Wroxham Library self access improvement and parking	In build - estimated completion autumn 2018	43		43	CIL												

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									2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
	Norwich	Plumstead Road Library self access improvement and parking	In build - estimated completion autumn 2018	85		85	CIL				40								
	South Norfolk	Diss Library self access improvement	In build - estimated June 2018	35		35	S106/CIL				40								
	South Norfolk	Harleston Library self access improvement	Planning started - estimated completion March 2019	35		35	CIL				35								
	South Norfolk	Costessey Library self access improvement	Planning started - estimated completion March 2019	35		35	CIL				35								
	South Norfolk	Loddon Library self access improvement	Planning started - estimated completion March 2019	35		35	CIL												
	Norwich	Earlham Library self access improvement	Planning started - estimated completion March 2019	35		35	CIL	35			35								
	Norwich	Mile Cross Library self access improvement	Planning started - estimated completion March 2019	35		35	CIL				35								
	Broadland	St Williams Way Library self access improvement		35			CIL	35			35								
	Broadland	Blofield self access improvement		43			CIL	43				43							
	Broadland	Reepham self access improvement		30			CIL	30				30							
	Norwich	Tuckswood self access improvement		43			CIL	43				43							
	South Norfolk	Hingham self access improvement		20			CIL	20				20							
Sports Facilities																			
CF1.6	Broadland	Extend and Refurbish Rackheath Pavilion	Requires Project Brief / Feasibility	TBC		TBC	CIL/Other	TBC			x								
CF1.8	Broadland	Modernisation of Thorpe St Andrew School swimming pool	Feasibility Study required	1,000			S106/CIL												
CF1.9	Broadland	New Sports Hall in Thorpe St Andrew	Feasibility Study required	2,700		1,900	S106/CIL	800			2,700								
CF1.10	Broadland	Refurbishment of 3G pitch in Thorpe St Andrew	Funding being sought from the FA				Other												
CF1.11	Broadland	Modernisation of Hellesdon High School sports hall					S106/CIL												
CF1.12	Broadland	Modernisation of Aylsham High School swimming pool					S106												
CF1.13	Broadland	Gym and Dance Hall contribution Aylsham					S106												
CF1.14	Broadland	Sports Hall Provision in Reepham	Feasibility Study required				S106												
CF1.15	Broadland	Modernisation of Sprowston High School Swimming Pool		1,000			S106/CIL												
CF1.16	Broadland	Modernisation of Sprowston High School Sports Hall	Feasibility Study required																
CF1.17	Broadland	A new sports hall in a growth area (such as Rackheath) co-located with a new secondary school	Masterplan developed, planning application expected Summer 2017	2,750															
CF1.18	Broadland	A new sports hall in Acle	Feasibility Study required	2,700			S106/CIL												
CF1.19	Broadland	New pitch provision in NEG T	Delivered by Development				S106												

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost		Contributory funding (£,000)	Source	Funding need	Spend Profile £'000s								Further	
									2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		2024/25
GI NFN 9 BDC Ref; GX15	Broadland	Improve Facilities at King George V Playing Field	Requires Project Brief / Feasibility	TBC			S106, CIL and Other											
CF2.x	Broadland	Horsford Manor Community Sports Hub	Consultation taking place	6,500			Premier League (?), CSF, others including poss. CIL			x	x	x						
	Broadland	Brundall recreational areas	Design required				S106/CIL			x	x	x						
CF2.x	Norwich	Bowthorpe Park MUGA and tennis court improvements	Design required	300			City Council Capital Programme					100	100	100				
CF2.x	Norwich	Football Pitch Improvements	Condition survey undertaken	100		0	CIL	100			25	25	25	25				
CF2.x	Norwich	Sloughbottom Park: Improved Changing facilities	Changing facility feasibility required	?		15	S106			?								
	Norwich	Norwich Parks Tennis expansion phase 1 - Eaton Park, Heigham Park, Harford Park, Lenham Rec court improvements, lighting provision, access improvements, community tennis programme - no maintenance requirement	Council capital approved, S106 received, LTA funding submission imminent.	395		395	City Council Capital, S106, LTA grant	0	0	0	395							
	Norwich	Norwich Parks Tennis expansion phase 2 - court improvements, lighting provision, access improvements.	Development required			???								???				
	Norwich	Improved sports facilities in North Norwich	Considerable development work and feasibility required									x	x	x				
CF3.x	South Norfolk	New Swimming Pool and Sports Hall in Diss	Scoping report being undertaken	10,000-12,000		6,800-8,800	CIL/other	3,200				1,600						
CF3.x	South Norfolk	Artificial Grass Pitch in Diss	Feasibility Required	500			CIL/Other					500						
PPS	South Norfolk	Improvements to Hales cricket and bowls clubhouse		160		10	CIL	30		30								
CF3.x	South Norfolk	New Pitches North Hethersett	Delivered by Development	?			S106			x								
CF3.x	South Norfolk	Long Stratton Sports Hub, pitch improvements	Feasibility Required	2,545		2,045	CIL/Other	500		2,545								
CF3.x	South Norfolk	New sports improvements (artificial grass pitch for football/rugby) in Wymondham	Discussions underway with Wymondham Town Council re AGP provision and improvements to natural turf pitches. FA keen to invest capital up to £500k	1,000			CIL/Football Foundation/SNC	250		1,000								
PPS	South Norfolk	Improvements to Wymondham (Ketts Park) tennis clubhouse		30			CIL			x								

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost		Contributory funding (£,000)	Source	Funding need	Spend Profile £'000s								Further	
									2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24		2024/25
	South Norfolk	Delivery of AGP and natural grass pitches by Wymondham Rugby Club (relocation and upgrade of facilities)	Wymondham Rugby Club planning permission granted on appeal in September 2016. Reserved Matters submitted December 2016. Plan for new site to be open for start of 2018/19 season	?		None	Developer & WRFC	0		x								
Waste Recycling Centres																		
	Broadland	Rackheath	Requires Project Brief / Feasibility	450			S106/CIL	450										
Policing																		
CI 1.1	Broadland	Police Deployment Base - Vicinity of Postwick Junction	Norfolk Constabulary Broadland Command Policing Plan	TBC			Other					x						
Health Care																		
HC4	Broadland	Sprowston / Old Catton Health and Social Care Facility	Infrastructure Needs and Funding Study 2009	3,350			Other	0								x		
HC5	Broadland	Rackheath Health and Social Care Facility	Infrastructure Needs and Funding Study 2010	3,350			Other	0					x					
HC6	Broadland	NE Norwich - Expansion of existing Heath and Social Care Facility	Infrastructure Needs and Funding Study 2011	TBC			Other	TBC										
Acle Neighbourhood Plan																		
NP1.1.1	Broadland	Improved foot and cycle links to countryside and surrounding villages	Requires Project Brief / Feasibility				CIL and Other											
NP1.1.2	Broadland	Improved access to Wherry Line - Pedestrian and Cycle access to Station and Facilities.	Requires Project Brief / Feasibility				CIL and Other											
NP1.1.3	Broadland	Traffic Calming and Pedestrian Crossing of A1064	Requires Project Brief / Feasibility				CIL and Other											
NP1.1.4	Broadland	Village Centre Public Realm Improvements inc. increasing pavement width and open space	Requires Project Brief / Feasibility				CIL and Other											
NP1.1.5	Broadland	Improvement to existing Pre-School Facility at Primary School	Neighbourhood Plan Project Requires Project Brief / Feasibility				CIL and Other											
NP1.1.6	Broadland	Improvements to Building and Sports Facilities	Requires Project Brief / Feasibility				CIL and Other											
Sprowston Neighbourhood Plan																		
NP1.4.1	Broadland	New Pedestrian and Cycle Link Plantation Drive to Harrison's Plantation (Via Cottage Plantation)	Requires Project Brief / Feasibility				CIL and Other											
NP1.4.2	Broadland	Community Hub - Diamond Centre	Feasibility Ongoing				CIL and Other		x									
NP1.4.3	Broadland	Public Realm Improvements at Wroxham Road Local Centre and Tree Planting along Wroxham Road	Requires Project Brief / Feasibility				CIL and Other											
NP1.4.4	Broadland	Public Realm Improvements inc. Traffic Calming Measures, Planting and review of on-street parking. School Lane, Sprowston	Requires Project Brief / Feasibility				CIL and Other											
Strumpshaw Neighbourhood Plan																		
NP1.5.1	Broadland	Community Room and Allotments	To be delivered through development				S106											

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory funding (£,000)	Source	Funding need	Spend Profile £'000s									Further	
								2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25		2025/26
NP1.5.2	Broadland	Toilet, Kitchen and Amenity Facilities at St Peters Church				CIL and Other												
Great and Little Plumstead Neighbourhood Plan																		
	Broadland	New Changing Rooms Gt Plumstead Playing Field	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Water Lane Footpath Improvements	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	New Bus Stop opposite Bus Shelter	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Junction Improvements at Brick Kilns Public House	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Woodland Walk Extension at Thorpe End	Requires Project Brief / Feasibility	TBC		CIL and Other												
Brundall Neighbourhood Plan																		
	Broadland	Public Realm Improvements at Local Centres and Gateways	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Footway and Cycleway Improvements	Requires Project Brief / Feasibility	TBC		CIL and Other												
Drayton Neighbourhood Plan																		
	Broadland	Improved Off Street Public Parking at Village Centre	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Highway Improvements and Public Realm Enhancements at Village Centre	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Footway and Cycleway Improvements	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	GI Improvements at Drayton Drewray, Canham Hill and Drayton Wood	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Improved Facilities at King George V Playing Field	Requires Project Brief / Feasibility	TBC		CIL and Other												
Blofield Neighbourhood Plan																		
	Broadland	Provision of New Community Green Assets: Woodland or Community Garden	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Secure Allotments in Perpetuity		TBC		TBC												
	Broadland	Public Realm Improvements at Village Gateways	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Community Hall	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Create Community Hub in Blofield and Blofield Heath	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Improvements to Hemblington Primary School, including identifying suitable pick up and drop off points	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Improvements to Blofield Primary School, including identifying suitable pick up and drop off points	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Improvements to Blofield Health Care Centre, including capacity and increased car parking.	Requires Project Brief / Feasibility	TBC		CIL and Other												
	Broadland	Improve Broadband Connectivity	Requires Project Brief / Feasibility	TBC		CIL and Other												

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost		Contributory funding (£,000)	Source	Funding need	Spend Profile £'000s										
									2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	Further
	Broadland	New Pedestrian Crossings at The Street, Plantation Road and Woodbastwick Road	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Footpath/Cycleway between Blofield and Blofield Heath	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Improve Pedestrian Access to Countryside	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Highway Improvements on The Street, including enhanced parking and crossing facilities.	Requires Project Brief / Feasibility	TBC			CIL and Other												
Old Catton Neighbourhood Plan																			
	Broadland	Junction Improvements at St Faiths Road and Fifers Lane	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	St Faiths Road and Lodge Lane Junction	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Address traffic vlumes, speed reduction and safe crossing n Church Street	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Spixworth Road Parking and Speed Reductions	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Crossing faciltiy at St Faiths Road and Fifers Lane	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Reduce rat runnign on Oak Street	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Stop up St Faiths Road	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Orbital Link Road Access to NIA IE	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	Additional Bus Stops and Benches	Requires Project Brief / Feasibility	TBC			CIL and Other												
	Broadland	New Footpath Link Woodham Leas and Priors Lane to Lodge Lane Infant School and Doctors Surgery	Requires Project Brief / Feasibility	TBC			CIL and Other												
Cringleford Neighbourhood Plan																			
NP2.1.4 (GI NFS 3.1 and 7.3)	South Norfolk	Demand for Cycling and walking facilities	Probably covered through Cycle City project?						x										
NP2.1.3	South Norfolk	Demand for Medical / Dentistry facilities	Unlikely to be delivered other than through NHS funding																
NP2.1.5	South Norfolk	3.8 hectare playing field to accommodate a cricket pitch, football pitches and Pavilion to include changing rooms.	Scheme allowed at appeal in January 2016. Land being promoted for sale (January 2017) by promoter but timescale uncertain							x									
NP2.1.6	South Norfolk	Cringleford Library facilities	All developers will be required to make provision for additional library facilities for the library service which serves the development. This will be funded through Community Infrastructure Levy																
NP2.1.7	South Norfolk	Allotment and Community Orchard	A possible site is indicated on the Proposals Map. Barratts to deliver as part of the S106 (although these discussions are not yet finalised)						x										

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost	Contributory funding (£,000)	Source	Funding need	Spend Profile £'000s								Further
								2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	
Mulbarton Neighbourhood Plan																
NP2.2.1	South Norfolk	Improved car parking management around the schools/GP surgery				CIL and Other										
NP2.2.2	South Norfolk	An improvement at the B1113/A140 Harford Bridge junction				CIL and Other										
NP2.2.3	South Norfolk	Improved footway and road maintenance in the village				CIL and Other										
NP2.2.4	South Norfolk	Reduced traffic speeds on existing residential streets and lanes in the village				CIL and Other										
NP2.2.5	South Norfolk	Cycle routes to Hethel Engineering Centre/Lotus and Norwich				CIL and Other										
NP2.2.6	South Norfolk	An improved bus service				CIL and Other										
Salhouse Neighbourhood Plan																
	Broadland	Development of an integrated village path network	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Enhancement of the village playing field	Requires Project Brief / Feasibility	TBC		CIL and Other										
Rackheath Neighbourhood Plan																
	Broadland	Opening up Newman Woods and other potential woodlands for wider community use	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Investigate the potential for improvements to Local Heritage Assets, including renovating the Old Scout Hut.	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Upgrade and update Stracey Sports Park with more equipment and a MUGA	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Modernise and refurbish Rackheath Village Hall	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Encourage development of new access point from the industrial estate onto Wroxham Road	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Investigate setting up a community transport scheme in the village	Requires Project Brief / Feasibility	TBC		CIL and Other										
	Broadland	Investigate potential for new crossing points on Green Lane West and others.	Requires Project Brief / Feasibility	TBC		CIL and Other										
Hellesdon Neighbourhood Plan																
	Broadland	Improve the quality of existing parks and open spaces throughout Hellesdon	Requires Project Brief / Feasibility	TBC		CIL and Other										
Easton Neighbourhood Plan																
	South Norfolk	New Village Hall/Community Centre	Requires Project Brief / Feasibility	TBC		CIL and Other										
	South Norfolk	Additional car parking for the primary school	Requires Project Brief / Feasibility	TBC		CIL and Other										
	South Norfolk	Foot bridge across the A47 dual carriageway	Requires Project Brief / Feasibility	TBC		CIL and Other										

Education

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding and Source		Funding shortfall	To fund from other sources	Spend profile £'000s												
					S106	Basic Need			to date	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	Post 2026		
	South Norfolk	Roydon Primary Extension to 420	Growth in Roydon/Diss area requires extension to 420	3,900	3,694			206	3,000		900										
EDU1/2	Broadland	Blue Boar Lane New Free School 420 Primary	Design stage and land transfer underway	7,600	5,800	1,800		0	3,840			2,560	1,200								
S106	South Norfolk	Trowse New 210 Primary	Design underway. Discussion with developer about construction access	5,000	800	4,200		0	2,580			1,720									
EDU21/S106	South Norfolk	Hethersett New 420 Primary	Design stage underway	8,000	4,500	3,500		0	500		3,750	3,750									
	Norwich	New Bowthorpe Primary School	Discussions with Norwich City Council on appropriate site	8,000	2,500		5,500					500	2,000	3,000							
	South Norfolk	Hethersett Junior reorganisation	Early design stage underway	4,600		3,600		1,000			500	2,050	2,050								
S106	South Norfolk	Wymondham High Extension	Next phase of masterplan underway	10,000	10,000			0	2,000		2,000	3,000	3,000								
EDU14/S106	South Norfolk	Wymondham New 420 Primary Silfield	Design stage underway	8,000	5,100	0		2,900	500			3,750	3,750								
		Mulbarton Primary expansion to 3FE	Masterplan complete. Awaiting pressure on pupil numbers	4,150									500	1500	2150						
	Broadland	Little Plumstead VA Primary Extension to 420	Planning Application	4,050	400		350	3,300			250	400	1,700	1,700							
S106 (NP 2.1.2)	South Norfolk	Hethersett High Extension	Masterplan first stage underway	8,000	1,754	5,036		210			500	500	2,000	2,000							
	Broadland	Hellesdon New 420 Primary	Waiting for development to commence	8,000	0	0	8,000							500	3,500	4,000					

Ref	District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	S106	Basic Need	Funding shortfall	To fund from other sources	to date	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	Post 2026
EDU22	South Norfolk	Easton Primary Extension to 420	Awaiting further housing growth for permanent capital project	4,000	0	0	4,000					1,000	1,500	1,500					
	South Norfolk	Hingham Primary Mobile Replacement	Brief in draft	900			221	679				450	450						
EDU18 (NP 2.1.2)	South Norfolk	Cringleford New 420 Primary	Waiting for development to commence	8,000	0	0	8,000					500	3,500	4,000					
EDU25	South Norfolk	Long Stratton New 420 Primary	Waiting for development to commence	8,000	0	0	8,000							500	3,500	4,000			
EDU7 (9?)	Broadland	North Norwich New Secondary and existing schools	Preferred site identified. Waiting for development to commence.	26,000			26,000						2,600	2,600	2,600	2,600	7,800	7,800	
	Broadland	Blofield New 420 Primary	Discussions with Broadland/Parish on new site.	8,000			8,000					500	3,500	4,000					
EDU5	Broadland	Beeston Park New Free School 420 Primary #1	Waiting for development to commence	8,000			8,000					500	3,500	4,000					
EDU1/2	Broadland	South of Salhouse Road New 420 Primary	Waiting for development to commence	8,000			8,000									500	3,500	4,000	
EDU6	Broadland	Beeston Park New Free School 420 Primary #2	Waiting for development to commence	8,000			8,000										500	3,500	4,000
EDU1/2	Broadland	Rackheath New 420 Primary #1	Waiting for development to commence	8,000			8,000					500	3,500	4,000					
EDU1/2	Broadland	Rackheath New 420 Primary #2	Waiting for development to commence	8,000			8,000							500	3,500	4,000			
EDU1/2	Broadland	Land East of Broadland Business Park New 420 Primary	Discussions with land promoter	8,000			8,000									1,280	500	3,500	4,000

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Greater Norwich Infrastructure Plan
April 2017



Greater Norwich Local Infrastructure Fund

Debbie Lorimer, Director of Growth and Business Development, South Norfolk District Council

Summary

This report updates the Board on the Thurlton Local Infrastructure Fund bid which was scheduled to be discussed at the Greater Norwich Growth Board meeting of 15 May 2018.

Recommendations

- (i) Members of the Board to note that the LIF loan for Thurlton has been agreed and GNPT will commence with negotiating the loan agreement.

1. Background

- 1.1 The Local Infrastructure Fund (LIF) was established through the Greater Norwich City Deal. The fund provides loans to developers for infrastructure required to unlock onsite delivery.
- 1.2 The board agreed to extend the principles of the fund to small scale developments where funding could be provided for not only delivery of infrastructure but the delivery of the development itself.

2. Introduction

- 2.1 The agenda for the previous meeting required the Board to discuss and make a decision relating to the Thurlton LIF bid from Cripps Developments. As this meeting did not take place, a decision had to be made via written procedures, as per the terms of reference of the Local Infrastructure Fund.
- 2.2 By 25 May, all members of the Board had responded to the Greater Norwich Projects Team (GNPT) with their decisions.
- 2.3 The Board unanimously agreed to provide the loan to the development.
- 2.4 The GNPT will now carry out due diligence and contract negotiations with the developer, and will report back to the Board with updates as and when this application passes important stages in the process.

3. Recommendations

- (i) Members of the Board to note that the LIF loan for Thurlton has been agreed and GNPT will commence with negotiating the loan agreement.

4. Issues and Risks

4.1 Other resource implications (staff, property)

The fund will be managed within existing resources and will require continued support from the Greater Norwich Projects Team.

4.2 Legal implications

All schemes will be assessed by the Greater Norwich Growth Board and the organisation named in the Business Case will be required to enter into a legal contract with Norfolk County Council, the Accountable Body for the funding.

4.3 Risks

Each loan will be subject to financial appraisal and appropriate risk mitigation will be written in to the individual conditions of offer as set out in the Local Infrastructure Fund Criteria and Guidance Notes document.

4.4 Equality

No specific issues arising from the award of LIF funding towards a scheme. Each scheme will be required to meet its obligations under relevant legislation.

4.5 Human rights implications

No specific issues arising from the award of LIF funding towards a scheme. Each scheme will be required to meet its obligations under relevant legislation.

4.6 Environmental implications

No specific issues arising from the award of LIF funding towards a scheme. Each scheme will be required to meet its obligations under relevant legislation.

Officer Contact

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Review of the Infrastructure Investment Fund (Growth Programme)

Vince Muspratt, Interim Head of Economic Development, Norfolk County Council

Summary

This report provides an overview of the current financial position of the Growth Programme in terms of both project spend and also budget committed. It recommends actions to be taken to manage the future delivery of the Growth Programme.

Introduction

- 1.1 The Greater Norwich Project Team has undertaken a review of the current Infrastructure Investment Fund and the projects committed to it within the Growth Programme.
- 1.2 This report sets out the current financial position of the Infrastructure Investment Fund and actions required to manage delivery of all projects within the Growth Programme.
- 1.3 Information within this report refers to individual project progress which are dependent on external funding streams and commercial activity.
- 1.4 The Board requires an open discussion to enable them to recommend suitable actions to the Greater Norwich Projects Team.

Officer Contact

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