

Greater Norwich Growth Board

Greater Norwich Infrastructure Plan

July 2019



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 2026¹. 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 (GNGB) 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 currently being developed. It will identify and provide for additional housing and jobs growth required to 2036. When it is adopted, which is scheduled for 2021, 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 environment. 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 Norfolk and Suffolk Economic Strategy (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 A.
- 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 1 – 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 the progress expected in the next few years on significant sites.
- 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

¹ Report on progress-Annual Monitoring Report <http://www.greaternorwichgrowth.org.uk/planning/monitoring/>

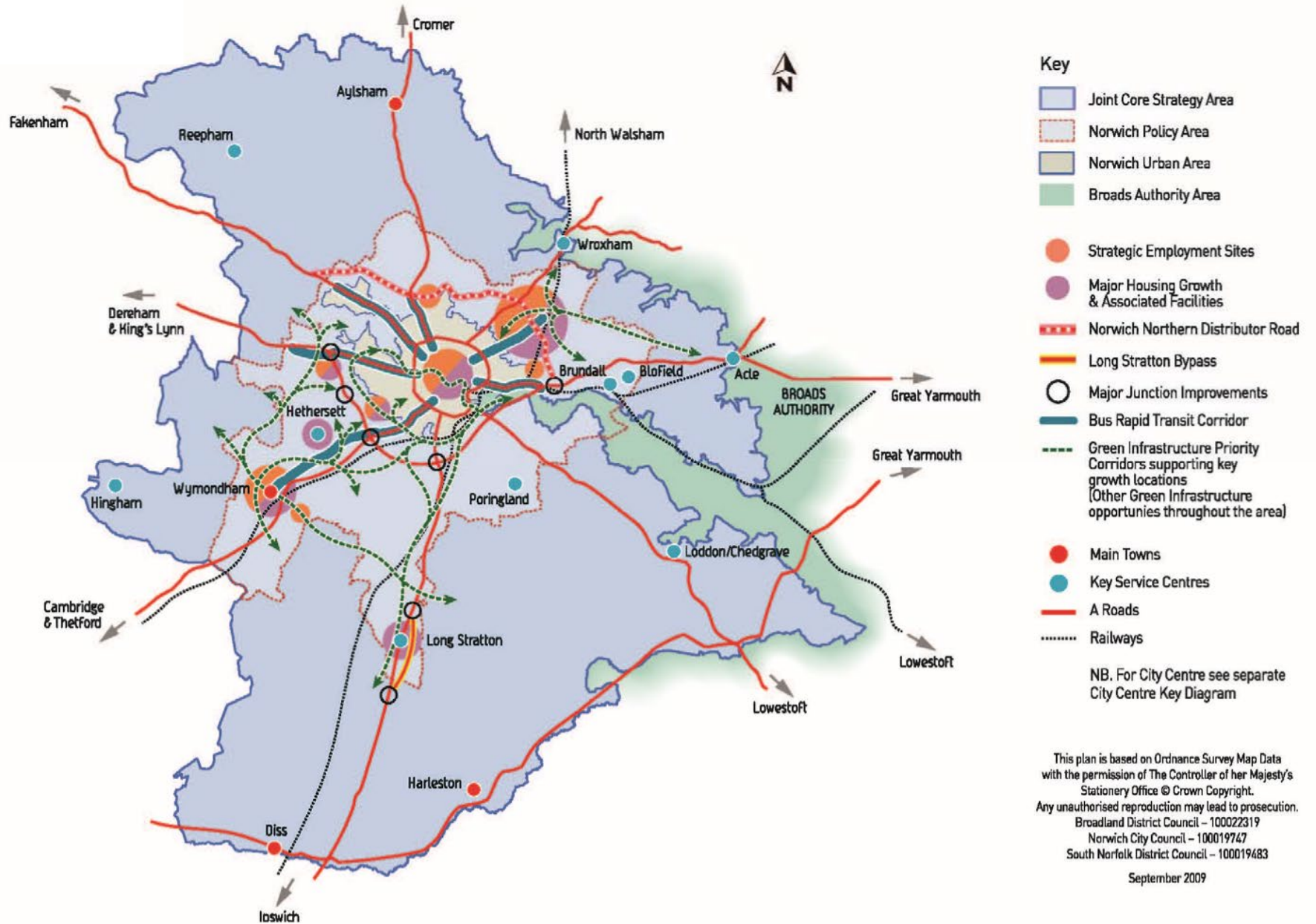
delivery of a Bus Rapid Transit network, elements of the green infrastructure network and extensions to cycle routes.

1.9 The GNIP provides greater detail of those schemes being delivered in the short 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 that it is intended to support, or because funding has become available.
- Significant changes in timing can alter the nature of any proposed infrastructure, and the capacity of existing infrastructure to support growth can have changed in the interim.

Figure 1: Joint Core Strategy key diagram

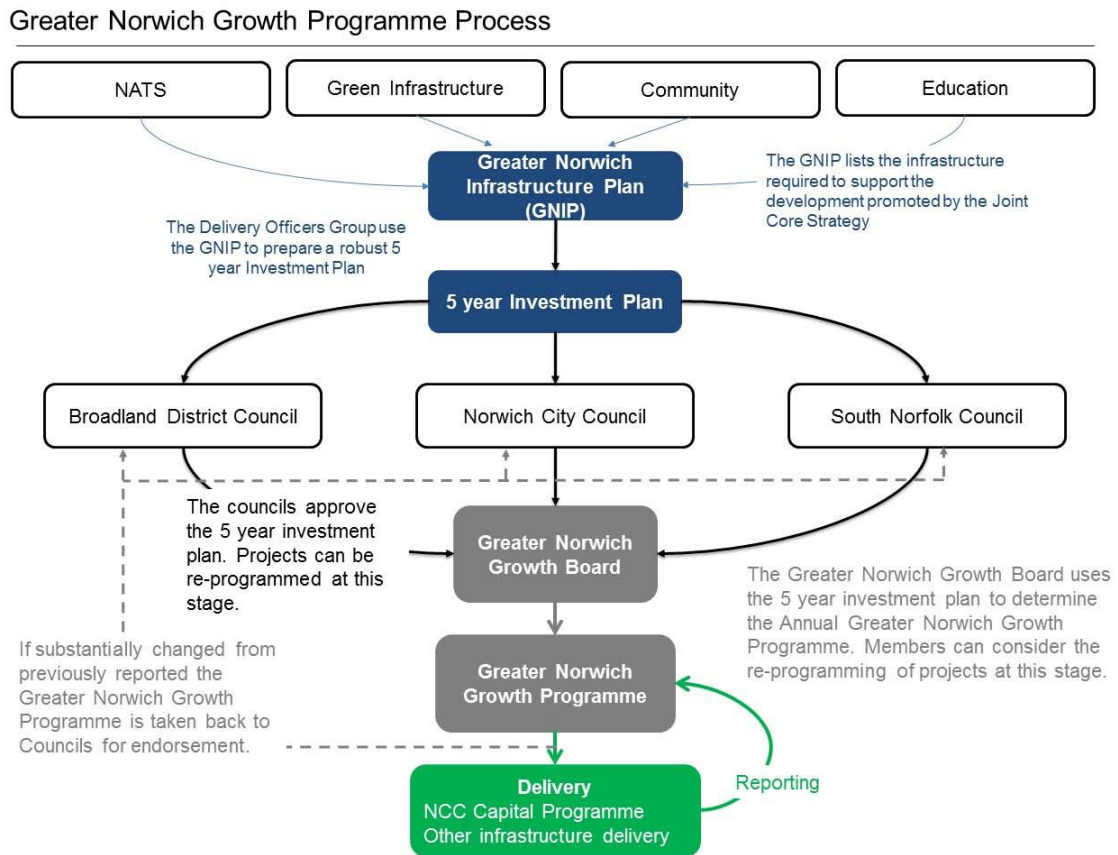


2. Funding sources and delivery planning

- 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 of this deal supports infrastructure delivery to accelerate planned growth which is now collaboratively managed by the Greater Norwich Growth Board (GNGB).
- 2.2 The City Deal identified a £440m infrastructure investment programme developed from the JCS Infrastructure Framework. The GNGB have put in place pooled funding and governance arrangements to manage timely delivery. To help fund the programme a forecasted £60m² of Community Infrastructure Levy is identified from the housing trajectory (excluding the proportion retained for local communities).
- 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 CIL exemption categories but also due to a greater understanding of the complex nature of CIL. The GNGB will undertake a review of CIL alongside the development of the Greater Norwich Local Plan. This review will consider the existing CIL charging policy, levy rates and as a result will affect the forecasting of future income. It is expected that the funding gap to support the infrastructure programme is likely to close as other funding streams are secured.
- 2.4 The GNIP Infrastructure Framework (Appendix A) reflects the 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 GNGB use the GNIP's longer term context to inform and develop a shorter term 5-year Infrastructure Investment Plan and Annual Growth Programme ([found here](#)). The Greater Norwich authorities work collaboratively to identify projects for delivery and the funding to support them. This funding includes their pooled Community Infrastructure Levy, Local Growth Fund, mainstream funding, the lobbying and identification of other funding and where required and agreed, the use of borrowing. The GNGB manages the risks of delivery and provides a robust means of agreeing ongoing priorities.
- 2.5 Local communities continue to retain 15% of Community Infrastructure Levy contributions to deliver schemes within their area (25% where there is a Neighbourhood Plan in place).

² The complexity of CIL forecasting leads to a very high margin of error in any projections, either up or down.

Figure 2: Greater Norwich Growth Programme process



Progress on delivering key infrastructure

- 2.6 The Northern Distributor Road, officially named the A1270 ‘Broadland Northway’ is now fully open from the A1067 Fakenham Road to the A47 at Postwick.
- 2.7 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.
- 2.8 Delivery of the Transport for Norwich (TfN) programme (formerly The Norwich Area Transportation Strategy (NATS) Implementation Plan), is a New Anglia Strategic Economic Plan priority and remains a priority in the new Norfolk and Suffolk Economic Strategy. New Anglia LEP’s Growth Deal One (July 2014), and the more recent Growth Deal Two (February 2015), confirmed Local Growth Funding (LGF) of £13m for scheme delivery from 2015- 2020. Final sign-off of the funding will be made by the New Anglia LEP Board. New Anglia’s 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.
- 2.9 The TfN strategy includes funding of:
 - £13m LGF

- £1.4M CIL
- £0.4M S106
- £10.1M from the Department for Transport's City Cycle Ambition Grant (CCAG)

This enables the delivery of transport infrastructure schemes within the TfN area for the period 2015-2020.

2.10 To date, this funding from the LGF and CCAG has delivered public realm improvements:

- pedestrian and cycle benefits in the city centre at Westlegate,
- enhanced roundabout at Dereham Road / Guardian Road,
- improvements to key sections of the Blue and Yellow pedalways
- improved public transport interchange at the UEA.
- a 'flagship' cycleway linking Wymondham to Hethersett was completed in April 2019.

2.11 In addition, works to be completed include:

- a new transport interchange at Cringleford (due to open in May 2019) enabling those travelling by bus to reach the Norfolk and Norwich University Hospital and the Norwich Research Park without having to travel into the city centre.
- a significant 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, in a bus or car.
- works to relieve congestion and improve journey times for all vehicles at the A11 Newmarket Road / A140 Daniels Road roundabout on the outer ring road.

2.12 More recently the County Council was successful in being shortlisted as being one of 12 UK cities that is eligible to apply for a share of £1.2bn from the Transforming Cities Fund. The application submitted in June 2018 was based around the vision of investing in clean transport, creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning. The provision of funding has been split into two separate Tranches. The County Council was successful in securing £6.1m from Tranche 1, which is being used to fund the delivery of 6 schemes in the period 2019/20:

- Pedestrian, cycle and public realm enhancements on Prince of Wales Road, Bank Plain and London Street
- Further cycle improvement works at Hethersett to complement the recent works on this corridor
- Cycle improvement works on the Outer Ring Road on the Green Pedalway (where is this? M B)

- Improvements to Norwich Bus Station, including enhanced travel information
- Implementation of a cycle share (hire) scheme across Norwich
- Construction of two new signalized crossings in the west of the city

An application for Tranche 2 funding will be submitted in November 2019 for schemes to be delivered in the period up to end 2022/23

3. Key Infrastructure

3.1 There are a range of thematic-based mechanisms for the delivery of infrastructure, including plans and strategies with their own objectives, priorities and implementation plans. (A number of these are referred to in this chapter). The GNIP is guided by these plans and processes and influences them to meet needs arising from emerging growth pressures.

3.2 The GNIP's main thematic focus is with green infrastructure, transport, schools and community facilities (which includes libraries, sports, recreation and Neighbourhood Plan priorities). This section includes other infrastructure which is required to support growth, but this is funded and delivered by other means and does not feature in the Infrastructure Framework. (Appendix A)

Green Infrastructure

3.3 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 projects that contribute to the protection and enhancement of the strategic green infrastructure network and helps to inform delivery of new Green Infrastructure. Three major green infrastructure initiatives are proposed to address the modelled impact on sensitive environments that will result from housing growth to the North East and South West of Norwich

- the Green Loop (linking Marriott's Way, Bure Valley Path and the proposed Broadland Way)
- Burlingham Country Park.
- the Yare Valley Parkway: a linear park linking Bawburgh in the west through to Whitlingham in the South East. This initiative is still in the planning phase.

3.4 The projects in the GNIP are informed by 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. It is also a key concern that enough high quality green space is available for the outdoor recreation needs of the growing population. These can all be effectively delivered through multi-purpose green spaces and corridors.

3.5 Strategic priorities:

- Projects which support the delivery of or connectivity to the Green Loop
- Projects which support the access on or connectivity to the Riverside Walk, from Hellesdon to Whitlingham
- Projects which support the access on or connectivity to the Red pedalway (which includes Marriotts Way)
- Access and connectivity to and between green spaces around the Major New or Expanded Communities, Main Towns and Key Service Centres growth locations within South Norfolk and Broadland.

- Projects which support the development of the Yare Valley Parkway and therefore help manage development pressure around Bowthorpe, Costessey, Colney, Cringleford and Eaton.
- Projects which provide viable alternatives to offset recreational impact on internationally designated sites, such as Suitable Alternative Natural Green Spaces.

Transport

- 3.6 Provision is guided by the Norwich Area Transportation Strategy (NATS) and its implementation plan was developed alongside the Joint Core Strategy. NATS will be replaced by the Transport for Norwich strategy (TfN) which is currently being reviewed alongside the Greater Norwich Local Plan. A public consultation on TfN was undertaken in 2018, resulting in the following guiding principles and delivery themes which have been approved by the County Council:

Guiding Principles

- Strengthening Norwich as the regional capital.
- Access for all.
- Keeping people on the move.

Delivery Themes

- Balancing the needs of the city and its users
 - Identify priority areas for different users to inform network improvements.
 - Take account of the competing travel needs of residents, businesses and others.
- Collaborating to provide cost-effective and efficient transport
 - Build strong partnerships with transport service providers.
 - Develop opportunities for private sector investment.
 - Share responsibility for positive change.
- Embracing new technology
 - Encourage and trial new means of travel.
 - Inform people's travel choices.
 - Optimise and evolve our existing network.

- 3.7 A Strategic Outline Business Case (SOBC) will be submitted to the government by November 2019 to obtain funding from the Transforming Cities Fund. Scheme objectives consistent with the requirements of the Transforming Cities Fund and the emerging TfN Strategy will address the need to:

- Improve people's productivity and social mobility by unlocking access to employment and education opportunities across the Greater Norwich Region (GNR).

- Increase the efficiency of travel and transport in the GNR and improve the impact transport has on carbon emissions, air quality and public health.
 - Use emerging technology to prepare GNR for a future of shared and clean mobility.
- 3.8 The delivery of the Tranche 1 transport schemes in 2019/20 is outlined in paragraph 2.12 of this report. Looking further ahead, the delivery of schemes in 2020/21 and beyond is dependent on the SOBC submission. Should this be successful, schemes will to be delivered that meet the delivery themes and objectives outlined above. They will be based around the following:
- Improving the walking and cycling networks across Greater Norwich.
 - Provision of greater priority for public transport services along key radial transport corridors into Norwich that serve growth areas, reducing bus journey times and improving journey time reliability.
 - Provision of new public transport links serving key employment and educational sites.
 - Improved interchange between bus, rail, pedestrian and cycle networks.
 - Relieving congestion on the ring roads in Norwich.
 - Using advances in technology to improve the efficiency of transport networks and ensure travelers are better informed about their travel choices and travel.
- 3.9 The Greater Norwich authorities are promoting the construction of a new highway link ('Norwich Western Link'), which will link the Broadland Northway with the A47 to the west of Norwich. Public consultation on four potential route options for a NWL closed in January 2019. The results of this are currently being analysed but indicate that public and stakeholder support for the scheme remains strong. Norfolk's seven Conservative MPs have written to Chris Grayling urging the Department for Transport (DfT) to prioritise the NWL for funding. A Strategic Outline Business Case (SOBC) is being produced. The County Council intends to seek prioritisation for the NWL from Transport East and submit the SOBC alongside the Regional Evidence Base in July 2019. Evidence is being gathered and analysed in order to determine a preferred route for the NWL, which should be announced in Summer 2019.
- 3.10 Going forwards, TfN will continue to work with Highways England, Network Rail and bus and rail operators on the delivery of essential transport infrastructure.

Schools

3.11 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. To this end, the County Council develops a capital programme (Appendix A) which is reliant upon funding from central government in addition to s106 and CIL contributions

3.12 Strategic priorities

- To fulfil the statutory duty of securing sufficient school places in the Greater Norwich area as defined in The Education Act 2006.
- To support the development of safer walking and cycling routes to schools.
- To enable schools to become fully inclusive and supportive of special educational needs by encouraging adaptations and the supply of additional space.

Sports and Recreation

3.13 Recreational facilities are provided and maintained by a number of different organisations, both public and private. 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' in 2014 led to the development of a prioritisation process. This process is overseen by a sport strategy implementation group which assists sports facilities providers in accessing grant funding. This group is now in the process of updating the study, ensuring that future development continues to support growth.

3.14 The Local Planning Authorities also have adopted requirements for the delivery of children's play space and other recreation space to meet the needs of new development. Where possible, this is delivered on-site via S106 agreements.

3.15 Strategic priorities

- Projects that protect and enhance sports facilities where their loss will result in a reduction in participation
- Projects that protect, enhance or provide swimming facilities within the GN area
- Projects that support the delivery of the playing pitch and built facilities strategies
- Projects that have an identified management strategy which provides financial sustainability in the long term
- Projects that support the delivery of a newly built leisure facility close to Norwich city centre

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, with mobile services or by improving the current provision to provide extra capacity. With the support of CIL funding, the library service has used technology to extend the opening times of a number of sites to 69 hours over the 7-day week (known as the Open Library Service). Of the 21 library sites in the Greater Norwich area, 16 are already open for longer and the remaining 5 are expected to be upgraded during 2019/20. This has created extra capacity for people to use public libraries.

3.17 Strategic Priority

- To implement the Open Library service at all libraries within the Greater Norwich area

Waste and recycling

3.18 Household waste is collected by Norfolk's individual local authorities but Norfolk County Council has the responsibility to provide Recycling Centres and to dispose of the waste which cannot be recycled.

3.19 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.

3.20 There are currently seven 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

3.21 Development will be well designed, to include safe and accessible space where crime and fear of crime are minimised. Police services require new capital investment in automatic number plate recognition, ICT, operational equipment and vehicles and provision of 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 and additional policing capacity in north Norwich and southwest Broadland.

3.22 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.

3.23 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, however, Norfolk Fire and Rescue have modelled an increase in demand from the increase in housing. This in turn will add pressure on revenue budgets and although it is expected to provide the necessary levels of service, the provision of capital will be required for the provision of hydrants. The instillation of sprinklers in

buildings will also be encouraged.

Health Care

3.24 Health care facilities and the infrastructure needed to promote healthy lifestyles are required. Health organisations across Norfolk and Waveney now work together as the Norfolk and Waveney Sustainability and Transformation Partnership (STP) and are members of the STP estates workstream. Health organisations involved with the STP in Greater Norwich include the following:

- Norwich NHS Clinical Commissioning Group
- North Norfolk NHS Clinical Commissioning Group
- South Norfolk NHS Clinical Commissioning Group
- Norfolk Community Health and Care NHS Trust
- Norfolk and Suffolk NHS Foundation Trust
- Norfolk and Norwich University Hospital NHS Foundation Trust

The STP workstream, incorporating the partners listed above, has developed a health infrastructure delivery plan (IDP) for the Greater Norwich area up to 2036. This reflects the needs of all health sectors in Greater Norwich. It should be noted that health is currently going through a period of transformation towards integrated services closer to home and that this IDP reflects what is currently known but will require reviewing and updating annually.

3.25 The STP estates workstream continues to engage with the GNGB partners about the need for health and social care infrastructure, including new facilities in North Norwich and Rackheath and the expansion of existing facilities elsewhere as included in the Greater Norwich Health IDP.

Community infrastructure

3.26 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 (Appendix B). 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.

Housing

3.27 The adopted Joint Core Strategy policy target for delivery of affordable housing is 33% on qualifying sites. More recently, Ministerial Statements and the National Planning Policy Framework have increased the threshold above which affordable units are sought and a new Strategic Housing Market Assessment (SHMA) covering Greater Norwich has been published. Until the new Greater Norwich Local Plan is tested and adopted, affordable housing provision will continue to be considered by the individual district planning departments in accordance with policy requirements.

Electricity

- 3.28 The Greater Norwich Energy Infrastructure Study (March 2019) concludes that Growth across Greater Norwich imposes a significant challenge to some of the existing energy infrastructure: without major upgrades to existing infrastructure (at significant cost) the planned levels of development will not be possible in some areas. Capacity concerns are highlighted at substations at Sprowston, Peachman Way (Broadland Business Park), Earlham and Cringleford, which serve a significant proportion of planned growth.
- 3.29 The study states that the network operators who are investing in new energy infrastructure are experiencing regulatory barriers which are causing delays. In response to this, the study makes a range of planning policy recommendations to minimise energy demand and to reduce the carbon intensity of energy supplies. To ensure that sufficient energy can be provided to meet needs, all major developments are required to set out how they will minimise energy use, and how their additional power requirements will be met through local and sustainable sources, linking to local energy networks where possible.
- 3.30 Government have indicated through a ministerial statement that national policy will change in 2025 to prevent the use of fossil fuels to heat new homes. Policy has in built flexibility to replace the locally set energy efficiency requirement for new dwellings, should the government implement this approach nationally.

Gas

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

Water

- 3.32 Long term water resources are under increasing pressure from a rapidly growing population, climate change and environmental needs. This requires a strategy of making the best use of available water through water efficiency measures before investing in new water supply capacity
- 3.33 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 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.
- 3.34 A WRMP 2019 is currently being developed, which will extend the timeframe to 2045 and replace the WRMP 2015. The draft WRMP 2019 includes a "preferred option" for maintaining the supply-demand balance by focusing on demand management measures, with water transfers from the Norwich and the Broads zone to neighbouring areas. The final version of the updated WRMP is expected to be published in June 2019.

Waste Recycling (waste water)

- 3.35 Anglia Water have considered a range of solutions within sewer catchment or at the Water Recycling Centres to accommodate further growth. This is considered within their Water Recycling Long Term Plan ([WRLTP](#)) which was published in September 2018. The investment outlined in the WRLTP is dependent upon receiving approval from Ofwat which is expected December 2019.
- 3.36 Charging mechanisms used to receive developer contributions have recently been simplified, with most companies now introducing a standard charge for all new dwellings which will be used to fund water supply and foul sewerage network improvements. Further information relating to the current charges are available here <http://www.anglianwater.co.uk/developers/charges/>

Flooding

- 3.37 Any development proposed in areas at risk of any source of flooding will have to provide a flood risk assessment (FRA) to show how flood risk can be avoided or if appropriate, mitigated.
- 3.38 Developers will work with the relevant Risk Management Authorities (RMA) to avoid adverse impacts of flood risk on people and property through a combination of high quality urban design and green infrastructure. All appropriate new development and proposed redevelopment will provide Sustainable Drainage Systems (SuDS) to prevent an increased risk of flooding from the development itself. SuDS design will maximise the opportunities for realising multiple benefits e.g. creating amenity open space.
- 3.39 Information on achievable drainage strategies will be scoped out at an early stage, as the Lead Local Flood Authority (LLFA) identifies areas where infiltration is not favorable, there are no watercourses and connection to a surface water sewer may not be possible. This is a particular problem to the north of Norwich.
- 3.40 Any opportunities to improve the risk of flooding at existing locations will be assessed and included within proposed development where appropriate. LLFA strategic Surface Water Management Plan and Flood Investigations, as well as local issues that may be identified within an FRA can be used to help scope these opportunities. Any land that is identified for the future strategic management of flood risk will be safeguarded. This includes land which may be prone to flooding including an allowance for climate change, which are being reviewed during 2019

Telecommunications/Broadband

- 3.41 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.
- 3.42 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.

- 3.43 As at the end of February 2019 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 – 93%
 - Norwich – 99%
 - South Norfolk – 91%
- 3.44 By the completion of the Better Broadband for Norfolk rollout, access is expected to increase to 97% in Broadland and exceed South Norfolk’s original target of 91%
- 3.45 Norfolk County Council has received £8m of funding from the government’s Digital, Culture, Media & Social (DCMS) department Local Full Fibre Network (LFFN). Public sector buildings outside of the Norwich City area such as schools, libraries and fire stations will be upgraded to gigabit (1,000 mbps) fibre internet connections within the next two years. This will enable faster access for the Council’s services including enabling multi-agency hubs, as well as faster access for the public in libraries and for students in schools.
- 3.46 In addition, the LFFN programme is designed to stimulate commercial investment and the Government has recently introduced a Gigabit Voucher Scheme, providing a grant of up to £2,500 per businesses for the provision of Gigabit capable broadband infrastructure. Vouchers can be pooled, details are available at <https://gigabitvoucher.culture.gov.uk/>
- 3.47 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.
- 3.48 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
- 3.49 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. A new contract is expected to be awarded during spring 2019 which will further extend coverage across Norfolk.

Mobile voice and data coverage

- 3.50 Norfolk County Council has worked productively with mobile network operators to improve coverage and there is some evidence that this has been happening, particularly with Vodafone and more recently EE. Network operators are continuing to work with the Council to access public sector buildings to host transmission equipment in order to improve voice and data coverage
- 3.51 Norfolk County Council is pursuing opportunities with Ofcom to re-measure coverage and quantify improvements.
- 3.52 As part of the work to update the Norfolk Strategic Planning Framework, Norfolk district authorities and county council are working with Mobile UK to

develop shared objectives for extending 4G coverage and the rollout of 5G infrastructure in the county. The group are also developing a guide to broadband for Norfolk local planning authorities recommending all new residential developments over 10 dwellings and employment developments include full Fibre To The Premises (FTTP).

4. Major Growth Locations

- 4.1 Infrastructure planning reflects the distribution of planned growth illustrated in Figure 1. 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 twenty five hectare expansion of Broadland Business Park and twenty five hectares of new employment land at Rackheath. Thirty hectares of new employment land is also planned north of Norwich airport. In addition, planning permissions have been granted for a forty 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 is partly dependent on the recently completed A1270 Postwick Hub and Broadland Northway.
- 4.5 Since the adoption of the AAP, significant progress has already been made in progressing sites and issuing planning permissions in the Growth Triangle:
- 6,300 dwellings have planning permission
 - 1,300 further dwellings are subject to a Council resolution to grant planning permission
 - planning applications have been lodged for a further 550 dwellings
- 4.6 While delivery will span a number of years, many of the identified sites are expected to begin construction within the next 3 years. Following a successful expression of interest submission in September 2017, a funding bid on behalf of the GNGB was submitted to the Homes England Housing Infrastructure Fund (HIF): Forward Fund in March 2019. If successful, the bid will support the delivery of Beeston Park (phases 2&3) and North Rackheath. An announcement on the success of the HIF bid is expected during 2019.

4.7 Emerging developments in the north east sector are summarised in the table below:

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

Site Location	Development	Status	Expected start
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	2021/22
Broadland Business Park South (Thorpe St Andrew)	Remainder of allocation (5 ha undeveloped)	Permitted	Commenced
Broadland Gate (Thorpe St Andrew)	c18ha of employment land associated with the Postwick Hub junction	Permitted Junction Complete	Commenced
Brook & Laurel Farms	600 dwellings, plus a link road between Plumstead Rd and BBP.	Permitted (pre-CIL)	2020/21
Former Northside hospital (Thorpe St Andrew)	12,750m ² office development	Permitted existing buildings demolished	TBC
Griffin Lane - (Thorpe St Andrew)	71 dwellings & community building	Permitted	2019/20
Home Farm, Sprowston	164 Homes (73 built as of 1 April 2018)	Permitted	Commenced
Land adjacent to Salhouse Road (Rackheath)	79 dwellings and ancillary works	Permitted (pre-CIL)	Commenced
Land East of Buxton Road (Spixworth)	225 New Homes (minimum)	Permitted. Reserve Matters application	2019/20
Land South of Green Lane East, Rackheath	157 Dwellings together with Associated Access, Open Spaces & Infrastructure	Resolution to grant planning permission	2020/21

Site/Location	Development	Status	Expected start
Land South of Salhouse Road, Sprowston	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	Resolution to Grant Outline Planning Permission	2019/20
Land South of Salhouse Road, Sprowston	Development 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	Resolution to grant Outline Planning Permission	2019/20
Land North of Smeeth 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.	Permitted	2021/22
Norwich International Airport	Aeropark 40ha aviation related business development	Permitted outline consent). Planning application (undetermined) to vary consent to reduce level of aviation related development and increase level of other commercial uses.	2020/21 (estimate) dependant on consent and submission of reserved matters

Site/Location	Development	Status	Expected start
Pinebanks – (Thorpe St Andrew)	231 dwellings	Permitted	2019/20
Repton Avenue, Old Catton	Mixed Use Development of 340 Residential Dwellings with 5,640 sqm of Small Business Units	Permitted - Self Build Units under construction	2019/20
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

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

Norwich City

4.9 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 3 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			
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 areas	Committee resolution to approve in Dec2019 but has been called in for review by MHCLG	2020/21 (earliest)
Barn Road car park	302 student bedspaces	Consent	Under construction – completion in 2020/21
Barrack Street	Mixed use office (20,500sqm), shop units, hotel and 200 dwellings	Permitted	Part implemented
Mountergate West	Scope for mixed development of the site is being revisited. Likely to include residential plus employment, in phases. Multi storey car park already delivered	Allocation	2020/21
St Ann's Wharf, King Street	Mixed use of 437 dwellings plus retail & leisure	Permitted	Commenced
St Stephen's Street	702 student bedspaces	Consent	Under construction – completion in 2020/21
Whitefriars	218 dwellings, commercial floorspace, museum floorspace	Permitted (s106 to be confirmed)	2020/21
Edge of centre (Dereham Rd corridor)			
Goldsmith Street	105 dwellings in total, 12 of which are currently on hold	Permitted	49 dwellings due to be complete Spring 2019 and remaining 44 in 2019/20.

Site/ Location	Development	Status	Expected start
Edge of centre to south east sector			
Land adjoining NCFC: Carrow Quay and Groundsman's Hut	323 dwellings	Permitted	Commenced
Lakenham Sports Club	75 dwellings	Permitted	Close to Completion
North west sector (Fakenham Rd corridor)			
Havers Road	100 dwellings	Allocated	2018/19
Mile Cross Depot	350 dwellings, potential leisure / community hub	Allocated	2020/21

- 4.10 These sites generally only require improvements to provide open space requirements and access but do add pressure to 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
Bartram Mowers, Bluebell Road	Accommodation for the elderly (62 dwellings and 57 extra care apartments)	Consent	Complete
Browick Road, Interchange	Allocation of 15ha (net) of B1, B2, B8 employment land.	Allocated	2019/20
Easton	893 dwellings granted outline planning permission in Autumn 2016 (total likely to exceed 950). Includes provision of expanded primary school and enhanced village centre.	Permitted	2020/21
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
Threescore-Bowthorpe	1000 dwellings, plus housing with care	Outline consent for whole site (pre-CIL) Full consent for Phase 2	Care home completed 2016, phase 2 housing delivery now underway (172 dwellings)
Land adjacent to Gonville Hall, Wymondham	335 dwellings granted outline planning permission on appeal, with initial reserved matters submitted.	Permitted	2020/21
Land north and south of A11 (Cringleford)	Outline permission for 650 dwellings over two parcels. 300 units north of the A11 with reserved matters consent. 350 homes south of the A11 with £7.8m Homes England Accelerated Construction funding to support the delivery, plus supporting commercial facilities and sports pitches.	Permitted	2019/20
Newfound Farm (Cringleford)	650 dwellings with reserved matters permission, including site for an additional primary school.	Permitted	2019/20

Site/ Location	Development	Status	Expected start
North village (Hethersett)	Approx. 1,000 dwellings remaining (total 1,196 dwellings) Includes new primary school site and space for local facilities.	Permitted (pre CIL)	Underway
North-west Wymondham (Norwich Common, Carpenter's Barn, Spinks Lane, Wymondham RFC site)	Approx. 640 dwellings remaining (total 1338 dwellings).	Permitted (some pre-CIL, some post-CIL)	Underway
Norwich Research Park EZ (Colney)	25 ha available for expansion of B1(b) and ancillary supporting uses, with outline permission and some reserved matters. Includes designated Enterprise Zone. Centrum, Bob Champion and Leaf Systems and Quadram Institute Bioscience buildings completed. Phase one infrastructure in Zone 4 is underway.	Permitted	Underway
Queens Hills (Costessey)	Approx. 80 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
Roundhouse Park (Cringelford)	Approx. 60 dwellings remaining (total 999 dwellings). Site includes Cringleford Primary School, the Willow Centre and new commercial units.	Permitted (pre-CIL)	Underway
South Wymondham (inc. BOCM Paul & Sale Ground)	Approx. 1,060 dwellings remaining (total 1,308 dwellings). Includes provision of new primary school site.	Permitted (pre-CIL)	Underway
West of Lodge Farm (Costessey)	Approx. 300 dwellings remaining (total 509). Includes site for a new primary school	Permitted (pre-CIL)	Underway

- 4.11 The South West includes five major growth locations in South Norfolk, Wymondham, Hethersett, Cringleford, Costessey 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 (NRP) and the Norfolk and Norwich Hospital.
- 4.12 Collectively, the growth at Wymondham, Hethersett, Cringleford and the NRP is partly 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 2020/21.
- 4.13 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

- 4.14 There is a long-standing need for a bypass to:
- significantly enhance the function of the A140 (which has been identified as part of the Government's Major Road Network);
 - improve quality of life for existing residents;
 - and facilitate further growth in the village.
- 4.15 The delivery of a bypass is a prerequisite for growth as planned within the Joint Core Strategy. 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).
- 4.16 Two planning applications to deliver the AAP levels of housing and employment were submitted in February 2018, which include the bypass in detail in addition to the housing proposals and land for employment. The applications are expected to be determined autumn 2019. There will be a developer contribution to the package of highway infrastructure, the scale of which will be determined through the ongoing consideration of the planning applications
- 4.17 To support the delivery of the bypass a bid was submitted to DfT, at their invitation, for early release of Major Road Network funding. However, this was not determined by government. Funding is now being sought through the standard process for Major Road Network funding. If successful, this would allow construction to start in late 2020 with completion at the end of 2022.
- 4.18 Site preparatory works for a new roundabout junction at A140 Hempnall Crossroads are complete and construction began in May 2019. This has been part funded by £3.05m from the Nation Productivity Investment Fund,

New Anglia Local Enterprise Partnership, pooled Community Infrastructure Levy and Norfolk County Council.

- 4.19 Development will also be required to facilitate other supporting infrastructure, including an additional primary school.

Elsewhere in the Norwich Policy Area

- 4.20 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 site 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 i.e. school places, road capacity, and are kept under review. These kinds 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).
- 4.21 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
Cator Lane / Hall Road (Drayton)	250 dwellings	Permitted	2019/20
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	Commenced
Hospital site (Hellesdon)	300 dwellings	Allocation	tbc

Site/ Location	Development	Status	Expected start
Keswick	B1, B2, B8 – approx. 9 ha with associated highway network improvements	Part allocated, with outline permission for larger site	2019/20
Various Blofield / Brundall)	Aprox 500 dwellings	Permitted	Underway
Long Stratton	1800 dwellings plus 9.5ha employment land and associated bypass	Allocated and application	2020/21
Various Framingham Earl / Poringland	Approx. 350 dwellings remaining (total 994 dwellings)	Permitted	Underway
Long Stratton / Tharston	2.5 ha employment land at Tharston Industrial Estate	Allocated	2019/20
Various Long Stratton / Tharston	170 dwellings	Permitted (pre-CIL)	Underway

Outside the Norwich Policy Area

4.22 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~~.

Appendix A – Infrastructure Framework

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		46220	5670	1700						
T3	South Norfolk	Long Stratton Bypass inc. Hempnall Crossroads and town centre improvements	Works have started on site for Hempnall cross-roads	30000	30000	15000	Developer	15000	1000	7250	15500	6250					
T4	South Norfolk	Thickthorn	Scheme development				HA Capital					X	X				
T4.2	South Norfolk	Thickthorn park and ride expansion	Land secured from S106. Being considered for delivery under Transforming Cities	Not known	Not known			Not known				X	X	X			
	South Norfolk	Off slip from A11 to Thickthorn Park and Ride site	Discussions ongoing with Highways England regarding synergy with their Thickthorn junction improvement scheme	Not known	Not known			Not known				X	X	X			
T5	South Norfolk	Longwater															
T5.1	South Norfolk	Longwater Scheme Development	Various options are under development and are being considered for delivery under Transforming Cities. These include general improvements to walking and cycling provision across the existing junction, provision of a new cycle/ped bridge across the A47 and a new highway link from Dereham Road behind NEXT	Not known	Not known		LGF					X	X	X			
T6	South Norfolk	Norwich Research Park expansion, B1108 and other transport improvements	NRP expansion permitted and under construction				Government grant, S106, NRP										
	Cross Valley Link	Provision of new public transport, pedestrian and cycle link between the UEA and NRP crossing the River Yare	Initial feasibility completed 2018. Discussions ongoing with Norwich Research Park with a view to delivering through Transforming Cities	Not known	Not known							X	X	X			
T7	Norwich	City Centre Measures															
T7.1	Norwich	King Street, Prince of Wales Road, Eastbourne Place, Bank Plain, London Street	Construction started Oct 2018 - will be complete late 2019	5900	5900		LGF/TCF			2600	3300						
T7.3	Norwich	Golden Ball Street / All Saints Green Scheme	Scheme complete														
T7.4	Norwich	Exchange Street closure	Suggest this is removed as unlikely to come forward														
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	Analytical component of the feasibility work completed. Design component to be undertaken in 2019/20. Funding not yet identified for delivery	780		280	DEV/CIL	500		100	680						
tbd	Norwich	Tombland	Initial feasibility design completed 2018. Public consultation completed early-2019. Delivery dependent on successful award of Transforming Cities funding	Not known	Not known						X	X					
Also in GI sheet	Norwich	East Norwich Regeneration Site	Referenced in Transforming Cities application. Different options available for use of land for different uses, as well as transport options to address congestion on inner ring road	Not known	Not known						X	X	X	X			
	Norwich	Norwich Bus Station Improvement Works	Works to be completed 2019/20. Funded through Transforming Cities Fund	1000	1000		NCC/TCF				1000						
T8	Broadland	Fakenham Road/Drayton High Road (including BRT and cycling)															
	Broadland Norwich	Fakenham Rd BRT Feasibility (Scheme Identification) - revenue	Although this corridor was not included in our Transforming Cities application but bus, pedestrian and cycle improvements are needed should funding be identified. Further feasibility work needed	30	30			30			X	X					
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 complete	2000	2000		LGF/NCC		X	X							
	Norwich	Bus priority at junctions and at various locations along Dereham Road. Pedestrian and cycle improvements included where possible	This corridor was included in the Transforming Cities Fund application. Improvement works would be delivered through this fund	Not known	Not known						X	X	X				
	Norwich	Pedestrian crossing facilities provided at the Dereham Road / Bowthorpe Road junction and Heigham Street / Mile Cross Road junction, with associated 20mph restrictions	Funded by TCF tranche one	500	500		TCF	500			500						

T16	South Norfolk	A140 south Sustainable Transport Corridor (including Core Bus Route and cycling)																
T12.1 (inc. above)	South Norfolk	A140 Corridor scheme identification including analysis between City Centre and Harford (BRT/Yellow Pedalway)	Feasibility work completed by Mouchel 2017/18. Although this corridor was not included in the Transforming Cities application there remains an aspiration for improvements to bus, pedestrian and cycles	30	30							X	X					
T16	South Norfolk	Bus priority Harford A47 Junction	Not progressed. Under review															
T19	Broadland	North Walsham Road Core Bus Route Enhancements																
T19.1	Broadland	North Walsham Road Core Bus Route Enhancements Scheme Identification	Although this corridor was not included in the Transforming Cities application there remains an aspiration for improvements to bus, pedestrian and cycles	30	30							X	X					
T19.2	Broadland	North Walsham Road Core Bus Route Enhancements Delivery	Suggest this is removed as it is covered in the T19.1															
	Broadland	Re-routing of North Walsham Road	Associated with Beeston Park development							Developer								
T20	Broadland	Spixworth Rd Core Bus Route																
T20.1	Broadland	Spixworth Road Core Bus Route Enhancements - Feasibility	Although this corridor was not included in the Transforming Cities application there remains an aspiration for improvements to bus, pedestrian and cycles	30	30							X	X					
T21	Broadland	Sprowston Rd Wroxham Rd Core Bus Route																
T21.1	Broadland	Sprowston Rd / Wroxham Rd Core Bus Route Enhancements - Feasibility	This corridor was included in the Transforming Cities Fund application. Improvement works would be delivered through this fund	Not known	Not known							X	X	X				
T23	Broadland	Plumstead Rd Core Bus Route																
T23.1	Broadland	Plumstead Rd Core Bus Route Enhancements - Feasibility	This corridor was included in the Transforming Cities Fund application. Improvement works would be delivered through this fund	Not known	Not known							X	X	X				
	Broadland	Plumstead Road roundabout to access Lothbury land and land owned by Broadland DC	This scheme was unsuccessful in securing funding through Tranche 1 of the Transforming Cities Fund. Discussions ongoing with Broadland DC to identify most appropriate way forward	1500	1500							X	X	X				
	Norwich South Norfolk	Bracondale and A146 Core Bus Route	Needs scheme development															
	Norwich South Norfolk	Improvements to traffic and bus flow	This corridor was included in the Transforming Cities Fund application. Improvement works would be delivered through this fund	Not known	Not known							X	X	X				
T24	South Norfolk	Wymondham areas improvements																
T24.1	South Norfolk	New subway/underpass at Wymondham Railway Bridge	Permitted							S106								
T24.2 (CF3-5 and GI P 5.3)	South Norfolk	Hethel sustainable access package	Needs scheme development	30	30							X	X					
	South Norfolk	Bus interchange improvements at Wymondham Rail Station	Being considered in Transforming Cities Fund	Not known	Not known							X	X	X				
	South Norfolk	Access improvements at Wymondham Rail Station enabling access to and from the Cambridge platform	Being considered in Transforming Cities Fund	Not known	Not known							X	X	X				
T31	Norwich South Norfolk	Pink Pedalway																
T14.2 (?)	Norwich South Norfolk	Pink Pedalway Route Extension (B1172)																
T31.1	Norwich	Salhouse Road (pink)	Brief Issued, design work underway		250	250				LGF/CIL								
T31.4	South Norfolk	Pedestrian Cycle links along Colney Lane (pink)	Secured		250	250				CCAG/S106/LTP								
T31.2		Salhouse Rd Phase 2 to NDR (pink)	Initial Feasibility undertaken Oct 2010. Needs further scheme development alongside T11 as part of joint feasibility 2014/15									X						
T37	Broadland	Purple Pedalway																
	Broadland	Wroxham Road / Cozens Hardy Road – Install Right Turn Filter Lanes	Needs scheme development															X
										CIL								

CCAG schemes															
	Norwich	Lakenham Way	Not completed												
On site and direct mitigation development transport projects															
(GI NFS 1.6)	Norwich	Deal Ground supporting infrastructure			3480	3480	Developer								
	South Norfolk	South Wymondham supporting infrastructure			3500	3500	Developer								
		Aeropark infrastructure					Developer								
(EDU2)	Broadland	Improvements to A1042/B1150 Junction & B1150/George Hill Junction	Delivered by NS & OC development				S278				X	X			
(EDU21)	Broadland	Junction Improvements Cucumber Lane Brundall	Delivered by development BDC NPA Small site				S106 / S278								
	Broadland	Junction Improvement, Road Narrowing and speed restriction Yarmouth Road dev Brundall	Delivered by development BDC NPA Small site				S106 / S278								
	Broadland	Bus Route Phase 1 Link Road 1 to Blue Boar Lane	Delivered by WHF Scheme				S106		X						
	Broadland	Junction Improvements Gordon Avenue / Harvey Lane + 20mph Speed Limit on Henby Way	Delivered by PB&GL Scheme				S106 / S278								
(EDU14)	Broadland	Junction Improvements in the Form of a Mini-Roundabout at Yarmouth Road / Griffin Lane	Delivered by PB&GL Scheme				S106 / S278								
(EDU23)	Broadland	Road Widening to Increase south-bound Junction Capacity of NDR Junction with Salhouse Road	Expected to be delivered by development North of Rackheath Village				S106 / S278					X			
	Broadland	Road Widening to Increase south-bound Junction Capacity of NDR Junction with Wroxham Road	Expected to be delivered by development North of Rackheath Village				S106 / S278						X		
	Broadland	Blue Boar Lane Neighbourhood Cycle Link Improvement	Required to support WHF development				S106/S278		X						
	Norwich	Fifers Lane - Stirling Road bus/cycle link	Design required as part of site development	50	50	50	S106								
(GI NFS.5)	South Norfolk	Hethersett Link Road	Delivered by development				S106								

Green Infrastructure

District	Project/Scheme Description	GI Priority Area	Status	Total Est. Scheme Cost (£,000)	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
Highest priority projects currently being progressed															
Broadland	North West Woodlands - delivery of new country park	West Broadland GI Plan		750		CIL/Other	750								
Broadland	Great Plumstead Hospital - cycling and pedestrian enhancement and biodiversity project	Broadland		185		CIL/Other	185								
Norwich/Broadland	Lion Wood	Thorpe Ridge to The Broads via North Burlingham	Feasibility work about to commence	TBC		CIL/Other									
Norwich	MW: Hellesdon Station Area	Marriott's Way and the Wensum	Feasibility work about to commence	210	HLF MWHT funding sought	CIL / Other	210			105	105				
Norwich	Kett's Heights	Thorpe Ridge - Norwich link	10k Neighbourhood CIL in 16/17	210	£12k Friends of Ketts Heights	CIL / HLF	50				50				
Norwich	Riverside Walk Missing Link Duke St to St George's St	Norwich - Wensum Parkway	Feasibility	300		CIL / Other	300					300			
South Norfolk	East Wymondham GI project - Access and biodiversity improveemnt project	Wymondham		140		CIL/Other	140								
South Norfolk	Poringland Woods - Access and improvement scheme	Poringland		30		CIL	30								
South Norfolk	Frenze Beck - Restoration and access enhancement project	Diss		40		CIL	40								
Norfolk County Council	Green Loop	NE Norwich	Feasibiity on-going	tbc		Other/CIL	tbc								
Norfolk County Council	Burlingham Country Park	NE Norwich - East Broadland GI Plan	Feasibility at stage 1	tbc		Other/CIL	tbc								
Norfolk County Council	Yare Valley Parkway	SW Norwich	Feasibility on-going	tbc		Other/CIL	tbc								
Projects being progressed and delivered															
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 work 15/16			S106									
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 fund	24			x					
Broadland	Strumpshaw Pit Circular Walk	East Broadland GI	Delay in Planning Permissions. Push back Phase 2 to 2019/20	60	35 CIL	CIL/Other	25			60					
Broadland	Broadland Way - Green Lane North to Plumstead Road	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	NATS delivering scheme- delay in delivery till 20/21	150		CIL	150				0				
Broadland	North West Norwich Forest Connections including Drayton and Thorpe Marriott	North West Forest and Heath	Feasibility Study			CIL/other									
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		35	35	35				
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		35	35	35				
Broadland	Thorpe Marriott Greenway	North-west Forest & Heaths and Marriotts Way & the Wensum	Phase 1 Feasibility & Design Phase2 Delivery	105	S106 ?	CIL/S106	105			70	30				
Broadland	Improvement to walking in the NE; in relation to NDR	GNGB Primary Linkage corridor: East Broadland GI	Requires project brief / feasibility	2,160	NDR?	Developer	1,281		x	x	x				
Broadland	Brundall to NEG T Connection	GNGB Primary Linkage corridor: East Broadland GI	Feasibility	5		CIL / Other			5000						
Broadland	Bure Valley Blue Way	GNGB Primary Linkage corridor: East Broadland GI	Feasibility	2,000		CIL	5			5000					
Broadland	Acle Lands Trust Woodlands Access and Connectivity Project	East Broadland GI	Project Development	180		CIL	180			180					
Broadland	Burlingham Trails Cycling and Walking Routes	East Broadland GI	Project Development	180		CIL	180			100	80				
Broadland	Burlingham Trails Attractions and Facilities Project	East Broadland GI	Project Development	240		CIL	240			80000	80	80			

Broadland	Long Distance Cycle Loop	East Broadland GI	Project Development	75		CIL	75			75							
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				
Broadland	Local walking circulars with links to pubs, restaurants and cafes	East Broadland GI	Project Development	35		CIL	35			35							
Broadland	Link from Blofield to Blofield Heath	East Broadland GI	Project Development & Feasibility	125		CIL	125			125000							
Broadland	Cremer's Meadow, Brundall	East Broadland GI	Project Development	25	0	CIL / NBhd	25		x	x							
Broadland	Witton Run	East Broadland GI	Phase 1 Feasibility & Design Phase2 Delivery	170	S106?	CIL	170			170							
Broadland	Great Plumstead Open Space / Community Orchard	East Broadland GI	Project Development	25		CIL	25			25000							
Broadland	South Walsham GI Project	East Broadland GI	Project Development	150		CIL	150			150							
Broadland	West Brundall GI Project	East Broadland GI	Project Development	425		CIL	425			75	350						
Broadland	South East Lingwood GI Connectivity	East Broadland GI	Project Development	25		CIL / Other	25			25							
Broadland	Brundall to Acle Green Network	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / Other					X						
Broadland	Lenwade to Hevingham Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / Other					X						
Broadland	Haverlingland to Cawston Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / Other					X						
Broadland	Broadland East to West Secondary Corridor Via Marsham	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / Other					X						
Broadland	Buxton Heath to Aylsham Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / Other					X						
Broadland	Hevingham to Thorpe Marriott Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / Other					X						
Broadland	Catton Park to Spixworth Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / S106					X						
Broadland	Beeston Park to Spixworth Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / Other					X						
Broadland	Thorpe Woodlands to Broadwalk Plantation Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / S106					X						
Broadland	Thorpe Woodlands to Dobbs Beck (Via Harrisons Plantation) Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / S106					X						
Broadland	Thorpe Woodlands to Dobbs Beck (via Rackheath Park) Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / S106					X						
Broadland	Thorpe Woodlands to Witton Run Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / S106					X						
Broadland	Thorpe Woodlands to Smee Lane Secondary Corridor	GNGB Secondary Corridors	Requires project brief / feasibility			CIL / S106					X						
Broadland	South Walsham Fen Access	East Broadland GI		35		CIL	35			35							
Norwich	Yare and Wensum Valleys Link (Norwich, Broadland and SNDC)	Norwich Fringe South	Funding agreed - project due to commence design development April 19	229	59	S106	170			134	95						
Norwich	20 Acre Wood	Norwich Fringe South	Project Delivery	100	£10,000 Nhd CIL	Nhd CIL	90				90						
Norwich	Earlham Millennium Green Improvement Project: Phase 3	Norwich Fringe South		25	25	CIL				3	15	7					
Norwich	UEA to Eaton Boardwalk extension	Norwich Fringe South	Pushed back delivery to 2019/20 to tie in with developer works	100	100	70k delivered by Dev 30k CIL				25	5						
Norwich South Norfolk	East Norwich Gateway (previously Norwich Crossing & Bridges – Whitlingham (Phase 1 & 2))	Norwich Fringe South	Feasibility and Design work required	250		Developer	250			x	x	x					
Norwich	Bishops Bridge to Whitefriars	Norwich - Wensum Parkway	Emerging from Wensum Strategy work	50		CIL / Other	50							50			
Norwich	Castle to Carrow Wooded Ridge	Norwich - Wensum Parkway	feasibility required	500	-	CIL	500						150	350			
Norwich	Access improvements to Riverside Walk upstream of New Mills	Norwich - Wensum Parkway	feasibility required	360		CIL/other	360				80	150	70	60			
Norwich	Riverside walk accessibility improvements	Norwich - Wensum Parkway	Project in delivery phase	200	200	CIL			15	185							
Norwich	Castle Gardens Norwich	Norwich - Wensum Parkway	Design work commenced	220	£70 S106 / £150 CIL	CIL/S106	-		5	215							
South Norfolk	Cringleford N & N Strategic Connections	Norwich Fringe South	Ready to commence delivery	68	£9,750 S106 available	CIL / S106	58	10		58	x						
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								
South Norfolk	Long Stratton Green Infrastructure Project Plan	Tas Valley	Project Delivery	10	£10,000 S106 from Tharston	S106	0		x								
South Norfolk	Wymondham - Tuttle Lane enhancements Phase 1	South West	Feasibility and initial project establishment costs	30	0	CIL	30				10	10	10				
South Norfolk	Wymondham - Protection and enhancement of the Lizard and Silfield Nature Reserve	Wymondham GI	Work being delivered by NCC Trails Team - Delivery delayed, ROW to be confirmed	40	40	CIL	0				40						
South Norfolk	Kett's Country Trail	South West	Project Development	97	includes 15% management cost	CIL	97			85	12						

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						
South Norfolk	Tas Valley Way	South West	Feasibility complete	97		CIL	97				97						
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							
Marriotts Way																	
Area-wide	MW: Biodiversity Management with Community Engagement	Marriott's Way and the Wensum	Ready to commence delivery	160	£4k Nor.Fringe Proj, £15k HLF, £30k sought - Norfolk Biodiversity Part	CIL / Other	101		45	28	29	29	29				
Norwich	Riverside walk: Fye Bridge to Whitefriars	Norwich - Wensum Parkway	Number of issues remain over access permissions - push back to 2020/21	160		CIL/other	0									160	
Norwich	Sloughbottom Park – Andersons Meadow section improvements (path widening, tree works, drainage works and landscaping)	Marriott's Way	Awaiting consents before commencement of delivery (Phase 2)	250	250	CIL			250								
Norwich	MW: Inner Ring Road crossing	Marriott's Way and the Wensum		250		CIL / other	250				40	21					
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								
Broadland	MW: Aylsham Gateway	Marriott's Way and the Wensum		30		CIL / other	30			30							
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: 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				
Projects expected to be delivered by development																	
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						
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	250		Delivered by development	0			x	x	x	x	x			
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					
Broadland	North Rackheath Park – Broads Buffer Zone	Norwich to The Broads (Mousehold Heath through the NEG T to the Broads)	delivered by development - planning issues with developer			S106	0				x	x	x	x	x		
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										
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									
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	0
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						
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						
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			S106	0										

			Pinebanks site secured through the grant of planning permission.															
Broadland	Thorpe Woodlands - protection of wildlife interest & Connectivity (E Norwich Community Woodlands)	Thorpe Ridge to The Broads via North Burlingham	Through LP policy				0											
Broadland	Landscaping of Green Lane East and Brook Farm Road Links	GNGB Primary Linkage corridor: East Broadland GI	To be delivered by development			Dev	0	0										
Broadland	Landscaping of Middle Road, Gt & Lt Plumstead	GNGB Primary Linkage corridor: East Broadland GI	Delivered by development (NDR / Brook & Laurel Farm)			Dev	0	0										
Broadland	Enhanced landscaping alongside Green Lane and Smea Lane	GNGB Primary Linkage corridor: East Broadland GI	Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11)			Dev	0											
Broadland	Informal Open Space south west of Thorpe End	GNGB Primary Linkage corridor: East Broadland GI	Delivered by development (NDR / Brook & Laurel Farm)				0											
Broadland	North-South GI Connectivity Gt & Little Plumstead/Postwick: Thorpe Woodlands to Smea Lane	GNGB Primary Linkage corridor: East Broadland GI	Delivered by development (NDR / Brook & Laurel Farm / AAP Allocation GT11)				0											
Broadland	NDR Mitigation (Culvert north of Redhall Farm)	NDR MITIGATION	Delivered by NDR				0	0										
Broadland	NDR Mitigation (Bat gantry and Culvert north of Garden Plantation)	NDR MITIGATION	Delivered by NDR				0	0										
Broadland	NDR Mitigation (Culvert and new tree belt north of Sprowston Wood)	NDR MITIGATION	Delivered by NDR				0	0										
Broadland	NDR Mitigation (Bat Gantry, Culvert and Brown Bridge NDR Middle Road Crossing)	NDR MITIGATION	Delivered by NDR				0	0										
Broadland	NDR Mitigation (Bat Gantry and Culvert at Smea Lane)	NDR MITIGATION	Delivered by NDR				0	0										
	OTHER NDR MITIGATION TO FOLLOW (LIST NEEDS TO BE COMPILED)	NDR MITIGATION					0	0										
Broadland	Orbital Cycle Route - NEG1 to Norwich Airport	Norwich Fringe North	Delivered by Development			S106/S278/CIL	0											
Broadland	Delivery of Open Space inc. Play Space and Sports Pitches - North East Norwich	Norwich Fringe North	Delivered by Development			S106	0											
Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at White House Farm	Norwich Fringe North	Delivered by Development			S106	0											
Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Beeston Park	Norwich Fringe North	Delivered by Development			Dev	0											
Broadland	Delivery of Sport Pitches, Children's Play and Informal Open Space at Brook Farm	Norwich Fringe North	Delivered by Development				0											
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											
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											
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											
Broadland	North -South GI Connectivity: Catton, Sprowston Spixworth	Norwich Fringe North	To be delivered through development				0											
Broadland	West-East GI Connectivity: Catton, Sprowston Spixworth	Norwich Fringe North	To be delivered through development				0											
Norwich	Threescore Development: Bowthorpe Historic Parkland	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	94		S106	0											
Norwich	Threescore Development: The Runnel	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	269		S106	0											
Norwich	Threescore Development: Bowthorpe Southern Park	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	81		S106	0											
Norwich	Bowthorpe and Earlham marshes paths	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	67		S106	0			0								
Norwich	Yare Valley path northern extension	Norwich Fringe South	Bowthorpe Open Space investment plan - Design required	91		S106	0											
South Norfolk	Queens Hill Country Park	Norwich Fringe South	Permitted - SNC taking on management imminently. Feasibility project to connect to Marriotts Way			S106	0											
South Norfolk	Marriott's Way to Queens Hill Cycle connection	Norwich Fringe South		120	Queens Hill Travel Plan S106	S106	0			0								

South Norfolk	Cringleford Landscape Protection Zone (ENV1 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development			S106	0									
South Norfolk	Cringleford Gateway Tree Belt (ENV2 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development			S106	0									
South Norfolk	Cringleford Walking and Cycling (SCC3 of Neighbourhood Plan)	Norwich Fringe South	Delivered by Development (linked with NFS 3.1)			S106	0									
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	-						
South Norfolk	Footpath/cycleway Hethersett Lane to A47	Norwich Fringe South	Project Development	50	£1.3m S106 from NNUH	S106	0					50	x			

Communities

District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding (£,000)	SOURCE	Funding need (£,000)	Spend Profile £'000s								
							2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Community Facilities															
Broadland	Brook & Laurel Farm Community Building	Requires Project Brief / Feasibility	500	100	S106/CIL	400					500				
Broadland	North Sprowston & Old Catton Community Space including library	Requires Project Brief / Feasibility	2,400	0	S106/CIL	2,400					2,400				
Broadland	Land South of Salhouse Road Community Building	Requires Project Brief / Feasibility	500	0	S106/CIL	500				500					
Broadland	Rackheath Community Building	Requires Project Brief / Feasibility	500	0	S106/CIL	500					500				
Broadland	Children's Playspace delivered through the development of allocations within the Growth Triangle	Delivered by development.			S106										
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.			S106										
Broadland	Cremer's Meadow, Brundall	Project Development	25	0	CIL / NBhd	25			25						
Broadland	Great Plumstead Open Space / Community Orchard	Project Development	25	0	CIL	25			25						
Norwich	Earlham Park toilets		80	80	CIL n'hood	0		40	40						
Norwich	Heigham Park toilets	Crowd funding?	80	80	CIL n'hood	0			80						
Norwich	Strategic play (including 5 projects)		430	0	CIL	430			115	100	115	100			
Libraries															
Broadland	Expansion of Sprowston Library	Commencing planning			S106/CIL				X						
Broadland	Reepham self access improvement		30		CIL	30				30					
Norwich	West Earlham self access improvement		43		CIL	43				43					
South Norfolk	Expansion of Long Stratton library	Awaiting developer contributions once development proceeds.			S106/CIL										
South Norfolk	Hingham self access improvement		20		CIL	20				20					
Sports Facilities															
Broadland	Extend and Refurbish Rackheath Pavilion	Requires Project Brief / Feasibility	TBC from feasibility		CIL/ Other	TBC			x						
Broadland	Modernisation of Thorpe St Andrew School swimming pool	Feasibility Study required	1000		S106/ CIL										
Broadland	New Sports Hall in Thorpe St Andrew	Feasibility Study required	2700	1900	S106/ CIL	800		2,700							
Broadland	Modernisation of Hellesdon High School sports hall				S106/ CIL										
Broadland	Gym and Dance Hall contribution Aylsham				S106										

Broadland	Sports Hall Provision in Reepham	Feasibility Study required	TBC from feasibility			S106											
Broadland	Modernisation of Sprowston High School Swimming Pool		1000			S106/ CIL											
Broadland	Modernisation of Sprowston High School Sports Hall	Feasibility Study required	TBC from feasibility														
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	2750														
Broadland	A new sports hall in Acle	Feasibility Study required	2700			S106/ CIL											
Broadland	New pitch provision in NEG T	To be delivered by Development				S106	n/a										
Broadland	Improve Facilities at King George V Playing Field	Requires Project Brief / Feasibility	TBC from feasibility			S106, CIL and Other											
Broadland	The Nest- Horsford Manor Community Sports Hub	Phase 1 complete, fund raising for phase 2	6500	1000 CIL		Premier League(?), CSF, Others			x	x	x						
Broadland	Brundall 3G Football Pitch Sports HUB Yarmouth Road Ready to select contractor	Design required	1400			S106/CIL				x	x						
Norwich	Football Pitch Improvements	Condition survey undertaken/project plan being written/dependent on Norfolk FA LFFP.	115			CIL/S106					34	33	33				
Norwich	Tennis court installation and improvements.	Project ready to go awaiting funding response from SE and Lottery Community Fund	395	395		City Council Capital, S106, Sport England?	115			395							
Norwich	New Leisure facility in the North of Norwich	Second stage feasibility being undertaken due to be complete end of May 19	TBC from feasibility			Sport Engalnd ?						x	x				
South Norfolk	New Swimming Pool and Sports Hall in Diss	ALS/FMG completed feasibility report 2018/19. OPE funding secured to advance project to next stage, on Community Hub concept.	16-18,000,000	6,800-8,800		CIL/ Other	15,900						1600				
South Norfolk	Artificial Grass Pitch in Diss	Linked to above project, potentially on Diss High School site	500			CIL/ Other							500				
South Norfolk	Improvements to Hales cricket and bowls clubhouse	Project subject to delays due to site access/utility issues.	160	130		CIL	30				30						
South Norfolk	New Pitches North Hethersett	To be Delivered by Development				S106	n/a		x								
South Norfolk	Long Stratton Sports Hub, pitch improvements	Work expected on pavilion to commence April 2019, pool work at tender stage.	3200	2,700		CIL/ Other	500			2000	1200						
South Norfolk	New sports improvements (artificial grass pitch for football/rugby) in Wymondham	Complete: full aize AGP opened for use December 2018.	1000			CIL/ Football Foundation/SNC	250		1000								
South Norfolk	Improvements to Wymondham (Ketts Park) tennis clubhouse and courts	Linked to above, PP in place, funding being secured	300			S106, LTA, Sport England	150				150						
South Norfolk	Delivery of AGP and natural grass pitches by Wymondham Rugby Club (relocation and upgrade of facilities)	Complete: site open for use in winter 2018	5000	None		Developer & WRFC	0			x							

Norwich	Broadland Hub - new build	2019 Greater Norwich Health Infrastructure Delivery Plan - requires PID			TBC											
Norwich	Wensum Valley Medical Practice - potential new build	2019 Greater Norwich Health Infrastructure Delivery Plan - requires PID			TBC											
South Norfolk	Long Stratton Medical Partnership - extension to existing practice	2019 Greater Norwich Health Infrastructure Delivery Plan - requires PID			TBC											
South Norfolk	Heathgate Medical Practice - reconfiguration or extension to existing practice	2019 Greater Norwich Health Infrastructure Delivery Plan - requires PID			TBC											
South Norfolk	Wymondham Medical Practice - internal reconfiguration	2019 Greater Norwich Health Infrastructure Delivery Plan - requires PID			TBC											
South Norfolk	Windmill Surgery - reconfiguration	2019 Greater Norwich Health Infrastructure Delivery Plan - requires PID			TBC											
South Norfolk	Diss Parish Fields Practice - reconfiguration	2019 Greater Norwich Health Infrastructure Delivery Plan - requires PID			ETTF/ Other											
South Norfolk	Humbleyard Practices - internal reconfiguration and extension in all 3 practices	2019 Greater Norwich Health Infrastructure Delivery Plan - requires project business case			ETTF/ Other											

Education

Status	Total Estimated Project Cost (£,000)	Contributory funding and Source		Funding shortfall	To fund from other sources	Spend profile £'000s											Post 2026
		S106	Basic Need			to date	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26		
On site construction	7,600	5,800	1,800		0	3,840		2,560	1,200								
Awaiting start on site date in discussion with housing developer	5,000	800	4,200		0	2,580		1,720									
Planning approval pending	8,000	4,500	3,500		0	500	3,750	3,750									
Discussions with Norwich City Council on appropriate site	8,000	2,500		5,500				500		2,000	3,000						
Design underway approaching planning application	4,600		3,600		1,000		500	2,050	2,050								
Next phase of masterplan underway	10,000	10,000			0	2,000	2,000	3,000	3,000								
Developed design underway but paused due to access and services	8,000	5,100	0		2,900	500					3,750	3,750					
Masterplan complete. Awaiting pressure on pupil numbers	4,150								500	1500	2150						
Planning approval received. Awaiting pressure on pupil numbers	4,050	400		350	3,300		250	400		1,700	1,700						
Planning approval pending	8,000	1,754	5,036		210		500	500	2,000	2,000							
Waiting for development to commence	8,000	0	0	8,000						500	3,500	4,000					
Awaiting further housing growth for permanent capital project	4,000	0	0	4,000							1,000	1,500	1,500				
Feasibility underway	900			221	679				450	450							
Dialogue commenced with developers on school site	8,000	0	0	8,000							500	3,500	4,000				
Waiting for development to commence	8,000	0	0	8,000										500	3,500	4,000	
Preferred site identified. Waiting for development to commence.	26,000			26,000								2,600	2,600	2,600	7,800	10,400	
Discussions with Broadland/Parish on new site.	8,000			8,000					500	3,500	4,000						
Feasibility underway	TBC			TBC													
Waiting for development to commence	8,000			8,000							500	3,500	4,000				
Waiting for development to commence	8,000			8,000									500	3,500	4,000		
Waiting for development to commence	8,000			8,000											500	7,500	
Waiting for development to commence	8,000			8,000									500	3,500	4,000		
Waiting for development to commence	8,000			8,000													8,000
Discussions with land promoter	8,000			8,000								500	3,500	4,000			

Appendix B Neighbourhood Plans

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	
Acle Neighbourhood Plan																	
Broadland	Improved foot and cycle links to countryside and surrounding villages	Requires Project Brief / Feasibility			CIL and Other												
Broadland	Improved access to Wherry Line - Pedestrian and Cycle access to Station and Facilities.	Requires Project Brief / Feasibility			CIL and Other												
Broadland	Traffic Calming and Pedestrian Crossing of A1064	Requires Project Brief / Feasibility			CIL and Other												
Broadland	Village Centre Public Realm Improvements inc. increasing pavement width and open space	Requires Project Brief / Feasibility			CIL and Other												
Broadland	Improvement to existing Pre-School Facility at Primary School	Neighbourhood Plan Project Requires Project Brief / Feasibility			CIL and Other												
Broadland	Improvements to Building and Sports Facilities	Requires Project Brief / Feasibility			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													
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													
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													
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													
Hellesdon Neighbourhood Plan																		
Broadland	Improve the quality of existing parks and open spaces throughout Hellesdon	Requires Project Brief / Feasibility	TBC		CIL and Other													
Horsford Neighbourhood Plan																		
Broadland	Create a community centre with pedestrian access, linked to cycle ways and public parking		TBC		CIL and Other													
Broadland	New Scout headquarters																	
Broadland	Outdoor recreation space with seating and public toilets																	
Broadland	Identify new allotment sites																	

Broadland	Provide additional education facilities - merge separate school sites to one																		
Broadland	Expand primary health care provision, including parking for cars and bikes																		
Broadland	Encourage evening bus service																		
Broadland	Provide community transport scheme																		
Broadland	Review impact of NDR on traffic in village																		
Broadland	Improve pedestrian safety - speed limit warning signs, safe crossings over Holt Road																		
Broadland	Develop recreation walks																		
Broadland	Tree planting																		
Broadland	Signage for locally important heritage sites																		
Broadland	Improve aesthetic qualities of village, particularly for public realm on Holt Road		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 volumes, speed reduction and safe crossing in 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 facility 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													
Rackheath Neighbourhood																			

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													
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													
Sprowston Neighbourhood Plan																		
Broadland	New Pedestrian and Cycle Link Plantation Drive to Harrison's Plantation (Via Cottage Plantation)	Requires Project Brief / Feasibility			CIL and Other													
Broadland	Community Hub - Diamond Centre	Feasibility Ongoing			CIL and Other		x											
Broadland	Public Realm Improvements at Wroxham Road Local Centre and Tree Planting along Wroxham Road	Requires Project Brief / Feasibility			CIL and Other													
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																		
Broadland	Community Room and Allotments	To be delivered through development			S106													

Broadland	Toilet, Kitchen and Amenity Facilities at St Peters Church				CIL and Other													
Cringleford Neighbourhood Plan																		
South Norfolk	Demand for Cycling and walking facilities	Probably covered through Cycle City project?																
South Norfolk	Demand for Medical / Dentistry facilities	Unlikely to be delivered other than through NHS funding																
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																
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																
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)																
Easton Neighbourhood Plan																		
South Norfolk	New developments should respect and retain the integrity of East as a distinct settlement, and avoid coalescence between Costessey and Easton.		TBC		CIL and Other													
South Norfolk	Developers must demonstrate an effective and sustainable management programme for GI areas. GI areas should improve biodiversity and connections with existing green spaces.																	

South Norfolk	Existing trees and hedgerows must be retained.																	
South Norfolk	Developments should have adequate parking																	
South Norfolk	New village centre including multi-use village hall with off-road parking, outdoor sports and formal recreation facilities. Hall should be easy accessible from all parts of Easton.																	
South Norfolk	Enhance and create footpaths, cycleways and public transport connections																	
Mulbarton Neighbourhood Plan																		
South Norfolk	Improved car parking management around the schools/GP surgery					CIL and Other												
South Norfolk	An improvement at the B1113/A140 Harford Bridge junction					CIL and Other												
South Norfolk	Improved footway and road maintenance in the village					CIL and Other												
South Norfolk	Reduced traffic speeds on existing residential streets and lanes in the village					CIL and Other												
South Norfolk	Cycle routes to Hethel Engineering Centre/Lotus and Norwich					CIL and Other												
South Norfolk	An improved bus service					CIL and Other												

For more information or if you
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Greater Norwich Infrastructure Plan
July 2019

